DCN 1526

THE WINCHESTER INSTITUTE FOR
ANALYSIS AND ACTION
1022 Ravencrest Road
Santa Ana, CA 92705
(714) 544-1433

6-26 95

ATTN: JEFF CAMPBELL

JEFF — THE FOLLOWING 6 PAGES REPRESENTS THE LETTER AND ENCLOSURE THAT I SPOKE TO YOU ABOUT THIS MORNING, RELATIVE TO MCAS EL TORO

I'LL CHECK IN FROM TIME. PLEASE CALL ME WITH ANY GOOD NEWS.

SINCERELY

E.J. Winchester Sr
LT. COL. USMC (RET)

THE WINCHESTER INSTITUTE FOR
ANALYSIS AND ACTION
1022 RAVENCREST ROAD
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25 June 1995

Chairman Alan J. Dixon
BRAC Commission
1700 N. Moore Street, Ste 1425
Arlington, Virginia 22209

Dear Chairman Dixon:

If there was ever a prayer for a last minute stay of execution, this is it. And, indeed it will be worth way over a billion dollars to the Defense Establishment and to the tax payers. And I pray, Mr. Chairman, that you will take the time to take a real good look at the urgent information that we have enclosed for your edification, and hoped for action.

The individual scheduled to die is Marine Corps Air Station, El Toro. And at this moment and before you read any further, please read the enclosure, a brilliant and factual article written by General J. W. Hubbard, USMC(Ret), titled "BRAC 95 Should Revisit El Toro Decision". He tells it like it is in a direct and knowledgeable manner. It will indeed give you some powerful thoughts, and some real honest reasons to make some corrective decisions, and be glad you had a chance to do it.

But, before we get into the pros and cons, what really happened in the El Toro charade could only confuse your people who are trying desperately to make some of the most meaningful and important decisions, ever. Everything that the BRAC Commission has declared over and again to be its objectives, "Military Preparedness and Safety". It is also our objective for its preservation in this urgent message.

It is our understanding that in the early initial stages of what to close and what to realign in military bases, NAS Lemoore and NAS Miramar were on a tentative closure list and MCAS El Toro was not. However, somewhere between Navy and Marine Corps representatives, Miramar and Lemoore were to be spared, and MCAS El Toro closed, and the Marines to go to Miramar. All this decided by people who should have known better. General Richard Hearney, assistant Marine Corps Commandant was reportedly involved in that decision. And since that time, the Commandant has stated many times that

he wanted Miramar. One news report as to why, he stated "that Miramar was nearer to the training areas" for what ever that means; General Hearney, when we pinned him down at a 1993 MCAA convention in California, as to why he caused this terrible thing to happen to West Coast Marine Aviation, his only single comment was "we must take care of our ground marines". The Commandant was asked to personally come out to see what he was asking his West Coast Aviation Marines to give up. He never bothered to come. He either didn't care, or he had a real thorough brainwashing, or someone above him told him not to rock the boat; who knows. Our local Senate and Congressional Representatives hardly uttered more than a faint peep.

There we have what "The Two Key Marine Decision Makers" have uttered as to why. It appears that all the pros and cons of the El Toro/Miramar situation have always been over shadowed by the Commandant of the Marine Corps saying "we want Miramar", all the time. All Marine Aviators have known for a long time that Ground Marines, known as "Grunts", know very little about the needs of Aviation, and some could care less. Some even believe that the troops should not be married, and that dependants are a pain in the neck. The Commandant even stated that when the families get to Miramar, they should live in the community because of insufficient housing on the base. Thank God this guy will be out of a job 30 June 1995. He has never heard of World War II conditions, where troops and wives had to drive 40 to 50 miles each way to get the base from where they had to live. This destroyed the wives' willingness to put up with such living arrangements; this drove good men out of the Corps, particularly young pilots, who took off for the airlines.

BRAC in its desire to do a fair and equitable job has had to cope with uninformed people with poor judgement, selfish motives, thoughtless objectives on the part of the military, and with a lot of gutless political hedging by professional politicians and special interest people with no interest in the well being of our national defense and the Military establishment. The people in the San Diego area don't particularly want the Marines, only the 350 to 500 million dollars a year impact on the community involved with the Marines moving to Miramar. The Mayor of San Diego and Congressman Randy Cunningham won't admit the latter however.

Now lets emphasize a few of the points that General Hubbard made in his brilliant writing on behalf sanity and taxes. Compared to El Toro, Miramar is the pitts. Due to El Toro's multiple and parallel runways, it can handle the helicopters from MCAS, Tustin. I am advised that Miramar will be

operationally inadequate for safely mixing jets and helicopters without mega-dollars in expenditures. It has been estimated that $300,000. will cover the helicopter relocation costs to El Toro at this time.

In our letter of 18 May 1993 to the Defense Closure and Realignment Commission, which should be in your files, we emphasized that El Toro had what you people looked for with in your analysis program. A base's mission in the defense of our country is to achieve operational readiness, and to provide adequate and proper facilities for the troops and their families. When all is in order, you have what we call "good order and discipline" which promotes high morale; and If you don't have that, you will have a rotten attitude among the troops. with no retention rate what so ever.

The papers are full of military articles about the great need for troop and family support facilities, particularly the impelling need for family housing. We are advised that the family housing at MCAS, Tustin can still be retained for use by El Toro when Tustin closes. Over the past 52 years, El Toro has evolved into one of the finest and best equipped bases in troop and operational support facilities in the entire Navy and Marine Corp establishment after the expenditure of hundreds of millions of dollars. That includes the finest in food service facilities, new barracks, clubs for relaxation, recreational facilities, and other services for the benefit of the military families.

Also, many millions of dollars invested at El Toro were from non-appropriated funds, ie., non tax-dollars, which were profits earned by the Marine Exchanges (PX's) and the Clubs, which included a very fine 18 hole golf course and a very large and beautiful new child day care center.

Now, after more than 50 years in reaching approximately 2900 family housing units, someone wants to push West Coast Marine Aviation back to the tough WW II years of yesterday in the area where troop support is concerned; even operational facilities will be hurt badly. Does Congress really want to bulldoze all of 52 years and hundreds of millions of dollars of these base improvements just to humor a bunch of special interests, and then turn around an be faced with another billion or so to bring Miramar up to par. And we all know that such funds will never be made available to re-do at Miramar what has already been done at El Toro.

And Sir, we do have a key sound and vital recommendation which will help you in reaching the right final decision. Since at this late date, you are the only man in the United States that can put this run-a-way train back on its track. And since this may take a few more days than the advertised

conclusion schedule of July 1st, you can pull it off, since at this moment, you have more power than the president or congress; so please go for it. It will leave your prize of accomplishments on "cloud nine". It is recommend that you personally cause a select small group to come out and make a fast thoroughly objective inspection and analysis of MCAS El Toro and NAS Miramar. It is suggested that no one from the Navy or Marine Corps be used, military or civilian, or anyone that may have been politically involved. Therefore, it is recommended that you quietly call on the U.S. Air Force, who will be glad to provide your office with such a team; personnel with the knowledge and full capability in all aspects of a military base as it relates to operational status involving jets and helicopters jointly, and troop and family support, including recreational facilities. This Air Force Group can fly out to El Toro, make their inspection, and hop down to Miramar. This can be accomplished in 3 or 4 days at the most. When they return, the findings and analysis report should be placed on your desk ASAP.

It is recommended that this inspection be pulled off as quietly as possible until the team actually reaches the bases, and then kept within the Base Commander's guide group for the team. And no publicity until the facts are back on your desk. There is absolutely no doubt in our minds that El Toro will come out the overwhelming winner.

It is also recommended that Mrs. Cox abstain from expressing any opinion on the El Toro/Miramar agenda, since her husband Congressman Cox has done literally nothing to save El Toro, and by this inaction, we can presume that he is not against the closure.

We have no comments on NAS Lemoore except that after El Toro is saved from execution, perhaps the navy can answer one question: "Which base do you wish to keep, Miramar or Lemore?" At this point, the one not chosen will bounce to the closure list, replacing MCAS, El Toro.

Mr. Dixon, since you alone are the only man in the United States that can cause this last minute stay of execution for El Toro, you will indeed contribute the greatest service to West Coast Marine Aviation and the operational readiness of the Aviation units involved, including troop and family well being. You will be putting the train back on the right track. You will also save over a billion from being plowed under. If Congress really wants to save money, they along with DOD will praise your ingenuity and unparalleled unique actions after all the facts are put on the table in full view. There are a lot of us Three War Marines in this area,

many in this Institute, who are real thinkers and know what the real score is, the importance of what you are asked to do, and realize the overall aviation picture. The current top Marine Leadership does not. What a shame.

Sir, we are crying out to you alone to make this last minute on site comparison and decision. The whole country will be proud of your actions. God bless you in your efforts.

Sincerely Yours,

E. H. Winchester, Sr

E. H. WINCHESTER, SR.
Lieutenant Colonel, USMC (Ret.)
Chairman

Enclosure: Brigadier General Jay W. HUBBARD's article:
"BRAC-95 Should Revisit El Toro Decision"

Please Advise

opinion

ENCLOSURE: TO WINCHESTER INSTITUTE LTR 1/4/25/95

BRAC-95 Should Revisit El Toro Decision!

by Brigadier General Jay W. Hubbard, USMC(Ret)

[The proposed closure of MCAS El Toro and its future possible uses is perhaps the hottest issue facing Orange County in the wake of its financial collapse and bankruptcy of December 1994. This piece, by past foundation chairman, Jay Hubbard, *cannot* and *does not* purport to represent either the opinion of the Marine Corps or the base commander.

— Editor.]

The 1995 Base Realignment And Closure (BRAC) Commission has now commenced the final round of the current series of biennial (1988-91-93-95) assessment of military bases for consolidations or closure. Under the rules, once a set of recommendations have been blessed by the President and Congress, only a subsequent commission has the right to challenge findings of a predecessor. This means that BRAC-95 can recommend REVERSAL of the BRAC-93 proposal to close MCAS El Toro — a powerful option which surely should not be allowed to pass unnoticed.

The El Toro closure issue has drawn extensive news coverage in Orange County and this piece will flog that horse even further because it just might not be dead yet. Since most of the current public debate focuses on disposition of the carcass, the intent here is to present perspectives on the impact upon individual Marines, the combat readiness of their units and the disruptions and obscene costs which that unnecessary and expensive move portends — considerations which seem to have been trampled in the stampede to divvy up this prime piece of real estate for "re-use." There are so many vultures orbiting the base that "midairs" have to be a threat.

As many Orange Countians know, El Toro remained a basic WW II temporary airbase until after the Korean War (1950-53) during which it served us well as a source of squadrons bound for that conflict -- just as it did again in the sixties and seventies for Vietnam and for each national emergency, forward presence and humanitarian mission since, including FULL deployment of the powerful 3d Marine Aircraft Wing to help liberate Kuwait in 1990-91.

The high-tech age for Marine Aviation took off in the "fifties" with quantum leaps in the technologies of aircraft, maintenance, command, control and communications systems. In order to keep pace and maintain combat readiness — the hallmark of the Corps — this demanded that it attract, train and RETAIN bright, motivated young men and women to match the escalating skill requirements. One major factor in that all-important retention is decent living conditions for individual military members and their families.

With the future of El Toro seemingly assured, a long succession of base commanders fought fierce funding battles for acceptable housing. It has taken nearly the entire 52-year life span of the base to finally bring both bachelor and family quarters up to standards. Over the same timeline, fast-growing Orange County became devas-

ain't broke, why "fix" it?

The Marine Corps survived the DoD scrubout known as the "Bottom-up Review" relatively better off than its sister services in actual percentage of muscle cut -- all for good reason. As a weapon which must stay cocked, around the clock, it is our primary "kick the door down" emergency reaction force which provides about 20% of U.S. combat ready forces for under 6% of the Defense Budget. Thus, it has almost zero margin to give up much of ANYTHING and should be spared from disruptive bureaucratic tinkering. The loss of Tustin, of itself, will be a MAJOR contribution to the base cuts and it should stop right there for West Coast Marine Aviation basing. If BRAC-93 put El Toro on the block just to ensure that EVERYONE shares in the pain, it was misguided — the Corps understands pain and doesn't need to have it inflicted for demonstration purposes!

To those Marines and the members of our Army, Navy and Air Force special capability elements who answer frequent international 9-1-1 calls and who are already operating at unprecedented peacetime deployment tempos,

it seems only reasonable that we should offer something more than flak jackets for their personal protection: like PEACE OF MIND on where they can leave their families and belongings as they go off to do whatever we ask of them. THAT is exactly what El Toro has been doing for more than 40% of the combat power of Marine Corps Aviation. On a smaller scale, so has Miramar for its share of Carrier Aviation. Why must we tamper with this — all at such cost in turbulence for the troops and dollars to the taxpayers? Since the latter group includes those Sailors and Marines. THEY will take a double hit!

The standard rebuttal to reversing a prior BRAC decision seems to be that it would open Pandora's Box for ALL base-impacted communities to seek reconsideration, which would generate an unmanageable precedent and violate the politically neutral intent of the BRAC process. Our politicians, from county supervisors to U.S. senators, appear to be full of that "neutral" spirit. Wouldn't it be refreshing if just one of them ignored outside interests and stood up to declare the obvious: That the cumulative investment and proven past performance of El Toro MORE than meet the BRAC's own driving criterion of "future military value." Perhaps BRAC-95 will recognize this.

Have any BRAC findings ever been overturned and should our Marines and "select" sister service special mission units ALL be treated as a special case? The answer to both parts of that question is YES!

One early assumption of the Base Realignment And Closure process was that some share of costs involved in shuffling units would be offset by sale of the properties -- pretty much an illusion which is dissolving into the realities of pre-turnover cleanup costs and the inability of most communities to raise funds anywhere close to matching the real assessed value of these capital intensive installations. That is part of the reason that they are sometimes unloaded for ONE DOLLAR. So much for that aspect of the base closure economic rationale.

Long term savings must be considered, but in truth, much of the relocation and shutdown costs will likely come out of the same pot which has been raided, repeated-

same timeline, fast-growing Orange County became devastatingly expensive for the many Marines who have had no choice but to find off-base accommodations.

Now, just as things begin to "fit," BRAC-93 literally said: "You Marines have done a great job with this base, but we've decided to sell it! So, you'll have to give up your 3,000 sets of family quarters for the 500 at Miramar and your bachelor digs for much older ones down there. Go live on the San Diego economy and start over!"

Add to that happy thought: the need for enormous investment in new or relocated operating facilities and in overcoming other deficiencies at Miramar and the total cost of this strange evolution comes to well over a BILLION dollars. Moreover, the Navy requirement to vacate its master jet airbase so close to its San Diego megaport for carrier battle groups defies understanding. Some of us must be missing the "big picture."

The real argument against this ill-advised base swap is not just about quarters and family support. The clear, overriding reason to reconsider is readiness, readiness, READINESS! If a key installation is up to speed and come out of the same pot which has been raided, repeatedly, for disaster relief and "pop-up" contingencies -- namely, the already lean Defense Operations and Maintenance accounts.

Since BRAC-95 alone has the power to "unring" the El Toro bell, they should rigorously rethink El Toro before multiple prices begin to be paid. If they want to save big time bucks, then move the Tustin helicopters to El Toro instead of Miramar, and let the base continue its distinguished service to vital national interests at home and abroad.

Finally, for those who might be concerned over property values in South County, we should remember this: unless you've lived here for more than 52 years, the base was here FIRST. Moreover, it puts something like 350 Million annually into the county economic stream and appears to have coexisted without imposing any serious drag on development into a premier residential and business community. Further, it contributes a range of human resources and backup emergency and disaster services to Orange County which cannot be measured. In contrast, perhaps even God can't foretell what the "re-use" grab-bag carnival might bring! [JWH]

With permission reprinted from "The Log Book" newsletter of the MCAS El Toro Historical Foundation.

Rebecca Cox, wife of Representative Chris Cox, is the sole Californian on the BRAC Commission. Everyone who believes the Marines should remain at El Toro is invited to express that opinion to her. Write or call Rebecca Cox C/O Rep. Chris Cox, 4000 McArthur Blvd., Ste. 430, Newport Beach, CA 92660. 756-2244

Document Separator

26 May 1995

MCAS El Toro
Miramar
5-31

Mrs. Rebecca Cox
Base Re-alignment & Closure Commission
1700 North Moore St.
Suite 1425
Arlington, Va. 22209

Dear Mrs. Cox:

This letter is in request for reconsideration of taking El Toro Marine Corps. Air Base off the closure list for the following reasons:

1. Safety of the lives of our Marine Pilots. Miramar is not safe for high speed fighter aircraft and helicopters flying and landing on the small area. The result may only be deaths and injuries.

2. There is not sufficient housing for the Marine active duty personnel and their dependents on the base or the surrounding area.

3. As of this date there are more deaths of Marine personnel because they have been forced to use the cheapest transportation, motorcycles to commute fifty or more miles to and from their homes to the base because of the high cost of houses surrounding the base. There have been more deaths of these boys in a year than the men we lost in the "Desert Storm" war.

4. The more than one billion dollars is not justified when we are trying to get a balanced budget.

5. The personnel at El Toro Marine Corps Air Base are called to help in emergencies of all types. Should we have a major earthquake we would need every marine along with other organizations to help.

Trusting the Committee will give reconsideration to taking El Toro off the list.

Thank you for your consideration of this letter.

Sincerely,

Eugene L. Zechmeister

EUGENE L. ZECHMEISTER
Lt Col, USAF Ret.
9452 Alderbury St.
Cypress, Ca. 90630

PAGE 1 OF 2

ORANGE COUNTY VOICES

LA TIMES THURS APRIL 6-95

A Chance to Rethink El Toro's Fate

JAY W. HUBBARD

The El Toro base closure issue just might not be dead yet.

The 1995 Base Realignment and Closure (BRAC) Commission is in the final round of the current series of biennial assessments (starting in 1989) of military bases for consolidation or closure. Under the rules, once a set of recommendations has been blessed by the President and Congress, only a subsequent commission has the right to challenge findings of a predecessor. This means that BRAC-95 can recommend *reversal* of the BRAC-93 proposal to close the El Toro Marine Corps Air Station. That is a powerful option which surely should not be allowed to pass unnoticed.

Most of the public debate focuses on disposition of the base, not on the impact upon individual Marines, the combat readiness of their units and the disruptions and obscene costs which that unnecessary and expensive move portends—considerations which seem to have been trampled in the stampede to divvy up the base for other uses. The vultures are orbiting with claws extended!

As many Orange County residents know, El Toro remained a basic World War II temporary air base until after the Korean War (1950-53), during which it served us well as a source of squadrons bound for that conflict. It did that again for Vietnam and for each national emergency and humanitarian relief mission since—including full deployment of the powerful 3rd Marine Aircraft Wing to help liberate Kuwait in 1990-91.

The high-tech jet age for Marine Aviation really took off in the '50s with quantum leaps in technology. In order to keep pace and maintain combat readiness, the hallmark of the corps, this demanded that it attract, train and retain bright, motivated young men and women to match the escalating skill requirements. One major factor in that all-important retention is decent living conditions for military members and their families.

With the future of El Toro once seemingly assured, a long succession of base commanders fought funding battles for acceptable housing. It has taken nearly the entire 52-year life span of the base to finally bring both bachelor and family quarters up to acceptable standards.

Los Angeles Times

CONT'D

RETHINK ELTORO PAGE 2.

NOW, just as things began to "fit," BRAC-93 said: "You Marines have done a great job with this base, but we've decided to sell it! So, you'll have to give up your 3,000 sets of family quarters for the 500 at Miramar and your bachelor digs for much less down there."

Add to that happy thought the need for enormous investment in new or relocated operating facilities and overcoming other deficiencies at Miramar and the total cost of this strange evolution comes to well over $1 billion.

The real argument against this ill-advised base swap is not just about quarters and family support. The clear, overriding reason to reconsider is readiness, readiness, readiness!

As a weapon that must stay cocked around the clock, the Marine Corps is our primary "kick the door down" emergency reaction and entry force, providing about 20% of combat ready U.S. forces for less than 6% of the defense budget. Thus, it has almost zero margin to give up anything and should be spared from disruptive bureaucratic tinkering.

The loss of Tustin Marine Corps Helicopter Air Station (due to close in 1997) will be a major contribution to the base cuts and it should stop right there for West Coast Marine Aviation.

To those Marines and the members of our Army, Navy and Air Force special capability elements who answer frequent international 911 calls and who are already operating at unprecedented peacetime deployment tempos, it seems only reasonable that we should offer something more than flak jackets for their personal protection. Like, *peace of mind* on where they can leave their families and belongings as they go off to do whatever we ask of them.

That is exactly what El Toro has been doing for more than 40% of the combat power of Marine Corps Aviation. On a smaller scale, so has Miramar for its share of carrier aviation. Why must we tamper with this—all at such cost in turbulence for the troops and dollars to taxpayers?

The standard rebuttal to reversing a prior BRAC decision seems to be that it would open Pandora's box for *all* base-impacted communities to seek reconsideration, which would generate an unmanageable precedent and violate the neutral objectivity of the BRAC process.

Our politicians, from county supervisors to U.S. senators, appear to be full of that "neutral" spirit. Wouldn't it be refreshing if just one of them ignored outside special interests and stood up to declare the obvious: That the cumulative investment and proven past performance of MCAS El Toro *more* than meet BRAC's own driving criterion of "future military value." Perhaps BRAC-95 will recognize this.

Have any BRAC findings ever been overturned and should our Marines and "select" sister service special mission units all be treated as a special case? The answer to both is a resounding *yes*!

One early assumption of the Base Realignment and Closure process was that some share of costs involved in shuffling units would be offset by sale of the properties. That is an illusion which is dissolving into the realities of pre-turnover cleanup costs and the inability of most communities to raise funds anywhere close to matching the real assessed value of these capital-intensive installations. That must be part of the reason that they are sometimes unloaded for $1. So much for that aspect of the base closure economic dividend rationale.

Long-term savings must be considered, but in truth some of the relocation and shutdown costs will likely come out of the same pot which has been raided repeatedly for disaster relief and "pop-up" contingencies—namely, the already lean Defense Operations and Maintenance accounts.

Since BRAC-95 alone has the power to "un-ring" the El Toro bell, it should vigorously rethink El Toro before multiple prices begin to be paid. If they want to save bucks, big time, then move the Tustin helicopters to El Toro permanently instead of Miramar and allow this time-proven facility to continue serving the national interest—both at home and abroad.

As for those concerned over property values in South County, we should remember this: Unless you've lived here for more than 52 years, the base was here first. Moreover, it puts something close to $500 million annually into the county economic stream and appears to have coexisted without imposing undue drag on development.

Our El Toro Marines contribute back-up emergency and disaster services and, along with their family members, participate in virtually every sector of commercial, professional, educational and volunteer activity in the county—the total value of which cannot be measured. In contrast, perhaps even God cannot foretell what the "reuse" carnival raffle might bring!

It would seem reasonable to expect that Orange County would actually take pride in hosting such a historic and valuable resource. As for that vain hope, it's been more like: "In your dreams Marines, you're outta here!" This renowned "God, family and flag" county should be embarrassed over its numb silence on losing such a dynamic asset!

Brig. Gen. Jay W. Hubbard is a retired Marine Corps aviator and past chairman of the MCAS El Toro Historical Foundation.

Document Separator

May 27, 1995

The Honorable Alan Dixon, Chairman
Defense Base Closure & Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 2209

8/HOW
G.3.

Dear Chairman Dixon,

When the Defense Base Closure and Realignment Commission next meet, I truely hope it will consider moving the Marines from El Toro and Tustin to March Air Force Base.

From all I have read, the move would save the government millions of dollars.

Please take this issue under consideration.

Thank you,

Ada M. Crilly
3846 Westwood Drive
Riverside, Ca 92504

Mandarin

Document Separator

El Toro

George B. Parker
Professor Emeritus, University of Southern California
3407 Seabreeze Lane
Corona del Mar, California 92625-1644
(714) 644-0318

27 April 1995

Mrs. Rebecca Cox, Member
Defense Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Mrs. Cox:

As a member of the Defense Base Realignment and Closure Commission, you have an opportunity to right a terrible wrong imposed upon the U. S. Marine Corps and the people of Orange County.

I assume that you are familiar with the Los Angeles Times OpEd article written by Marine General Jay Hubbard. (a copy is enclosed). General Hubbard clearly expresses the concern of Marine veterans, like myself, about the absurdity of closing MCAS El Toro.

For whatever reason this base was first put on the BRAC list, it has become clear that it was a mistake that must be corrected. The disruption of Marine Aviation is tragic and punitive and will seriously degrade our national defense. The move is also so enormously wasteful of taxpayer money --over $3 billion--that it is a travesty. MCAS El Toro is the least expensive of all Western military bases to operate. The only benefit that can come from the closure would be to a few wealthy developers--an unpatriotic rip off at everyone else's expense.

The premise that El Toro is an ideal site for a commercial airport was a hoax perpetrated upon the citizens of Orange County. For civilian airlines cannot operate out of El Toro. The only useable runway that will not cause severe unacceptable noise pollution to surrounding cities is unsafe because of its severe upslope (the height of a 12 story building at the departure end) that flies directly into hazardous mountain terrain. As a professor emeritus from USC, I have been an expert in aircraft accident investigation for over 33 years. I agree wholeheartedly with the many airline captains I know (I can supply their names) that El Toro cannot be converted into a safe, practical airline airport. This fact, was purposely ignored by the promoters of Measure A. And, now, the bankruptcy of Orange County makes funding of such a foolhardy project impossible. (God works in strange but effective ways.)

Another critical concern is the welfare and public safety of Orange County, relative to the loss of emergency assistance available from the Marine Corps helicopters. In the event of an earthquake or another disastrous brush fire, helicopters based at El Toro would be in close proximity to the heavy population effected by such disasters. Their fire fighting and rescue capability would be invaluable. These helicopters could have extinguished the Laguna Beach fire in minutes, rather than hours resulting in a huge, costly, and tragic loss of over 400 homes. The rains of this past winter will induce the very same fire hazard that precipitated the fires in 1993. Without the Marine helicopters, repeat fires would, again, be uncontrollable. Only the change in the wind direction stopped the 1993 fires.

Keeping MCAS El Toro open with the helicopters is more than justification to rescind the closure. The Marine Corps needs the base. Orange County needs the base. A closure will force dispersion of Marine helicopters all over Southern California--at another huge cost. It will induce most difficult command control and management problems.

Picking on the Marine Corps is inexcusable and foolish. The Marine Corps, our most efficient, ready military service, the first to fight and die, deserves better. The USMC tradition, of taking care of its enlisted men first, will be trampled by the closing. It took the Marines 25 years and $500 million to build 3,000 housing units and important operational facilities at MCAS El Toro. The move to NAS Mirimar will punish USMC enlisted men the most, as Mirimar has less than 300 housing units and inadequate BOQ and barracks space. Equally serious is the loss of operational/training requirements.

The closing of MCAS El Toro will penalize our national defense, the Marine Corps, its enlisted men, the U.S. taxpayers, and Orange County. It was a serious mistake by BRAC that needs to be reversed. Your cooperation to right this wrong is respectfully requested. Please help to keep MCAS El Toro open.

Very truly yours,

G. B. Parker
Lt. Colonel, USMC (disability retired)

P. S. Be assured that my interest is that of a Marine with no personal advantage in the outcome. As a lifelong pilot, I would much rather see El Toro remain an airport than a prison, ever more crippling development, or worse. However, it is my honest opinion as a pilot and aviation safety expert that a commercial airport will not work in that location.

cc: Senator Dixon
Congressmen Cox

Senator Dixon, BRAC

George B. Parker
Professor Emeritus, University of Southern California
3407 Seabreeze Lane
Corona del Mar, California 92625-1644
(714) 644-0318

27 April 1995

Mrs. Rebecca Cox, Member
Defense Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

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I assume that you are familiar with the Los Angeles Times OpEd article written by Marine General Jay Hubbard. (a copy is enclosed). General Hubbard clearly expresses the concern of Marine veterans, like myself, about the absurdity of closing MCAS El Toro.

For whatever reason this base was first put on the BRAC list, it has become clear that it was a mistake that must be corrected. The disruption of Marine Aviation is tragic and punitive and will seriously degrade our national defense. The move is also so enormously wasteful of taxpayer money --over $3 billion--that it is a travesty. MCAS El Toro is the least expensive of all Western military bases to operate. The only benefit that can come from the closure would be to a few wealthy developers--an unpatriotic rip off at everyone else's expense.

The premise that El Toro is an ideal site for a commercial airport was a hoax perpetrated upon the citizens of Orange County. For civilian airlines cannot operate out of El Toro. The only useable runway that will not cause severe unacceptable noise pollution to surrounding cities is unsafe because of its severe upslope (the height of a 12 story building at the departure end) that flies directly into hazardous mountain terrain. As a professor emeritus from USC, I have been an expert in aircraft accident investigation for over 33 years. I agree wholeheartedly with the many airline captains I know (I can supply their names) that El Toro cannot be converted into a safe, practical airline airport. This fact, was purposely ignored by the promoters of Measure A. And, now, the bankruptcy of Orange County makes funding of such a foolhardy project impossible. (God works in strange but effective ways.)

Another critical concern is the welfare and public safety of Orange County, relative to the loss of emergency assistance available from the Marine Corps helicopters. In the event of an earthquake or another disastrous brush fire, helicopters based at El Toro would be in close proximity to the heavy population effected by such disasters. Their fire fighting and rescue capability would be invaluable. These helicopters could have extinguished the Laguna Beach fire in minutes, rather than hours resulting in a huge, costly, and tragic loss of over 400 homes. The rains of this past winter will induce the very same fire hazard that precipitated the fires in 1993. Without the Marine helicopters, repeat fires would, again, be uncontrollable. Only the change in the wind direction stopped the 1993 fires.

Keeping MCAS El Toro open with the helicopters is more than justification to rescind the closure. The Marine Corps needs the base. Orange County needs the base. A closure will force dispersion of Marine helicopters all over Southern California--at another huge cost. It will induce most difficult command control and management problems.

Picking on the Marine Corps is inexcusable and foolish. The Marine Corps, our most efficient, ready military service, the first to fight and die, deserves better. The USMC tradition, of taking care of its enlisted men first, will be trampled by the closing. It took the Marines 25 years and $500 million to build 3,000 housing units and important operational facilities at MCAS El Toro. The move to NAS Mirimar will punish USMC enlisted men the most, as Mirimar has less than 300 housing units and inadequate BOQ and barracks space. Equally serious is the loss of operational/training requirements.

The closing of MCAS El Toro will penalize our national defense, the Marine Corps, its enlisted men, the U.S. taxpayers, and Orange County. It was a serious mistake by BRAC that needs to be reversed. Your cooperation to right this wrong is respectfully requested. Please help to keep MCAS El Toro open.

Very truly yours,

G. B. Parker
Lt. Colonel, USMC (disability retired)

P. S. Be assured that my interest is that of a Marine with no personal advantage in the outcome. As a lifelong pilot, I would much rather see El Toro remain an airport than a prison, ever more crippling development, or worse. However, it is my honest opinion as a pilot and aviation safety expert that a commercial airport will not work in that location.

cc: [redacted]
Congressmen Cox

Document Separator

MCAS
EL TORO
4-28

Rob Robinson
4161 Alcazar Ave.
Riverside Ca. 92503
909-689-4190

March 20,1995

President Bill Clinton
The White House
Washington, D.C., 20500

Subject: Marine Corps Air Station El Toro, Ca. Closure.

Mr. President:

The estimated cost to move MCAS El Toro to NAS Miramar is over one billion dollars. The County of Orange wants the land when the Marines move. They want to sell the land and use the money to help themselves get out of the bankruptcy they are in. I do not think any of this is fair to the American taxpayer. Congress and the President are trying to lower the Federal deficit and that is very good. You are both trying to bring the welfare system under control and that is very good. If over one billion dollars is spent to move a well equipped base to a base that is not as well equipped, money is being wasted. If the land is given away, money is being wasted. As a matter of fact, giving the land to the county to help defray a bankruptcy amounts to a massive welfare handout.

I urge you to ask the Secretary of Defense to have the new BRAC commission reconsider the closure of MCAS El Toro. A change to the last BRAC commission decision is not a sign of anything negative. It is a sign of reconsidering new information that was not previously available.

Thank you for your time. I wish you and your family well.

Respectfully,

Rob Robinson

Rob Robinson

Document Separator

BA Times 4/6/95

ORANGE COUNTY VOICES

A Chance to Rethink El Toro's Fate

JAY W. HUBBARD

Los Angeles Times

The El Toro base closure issue just might not be dead yet.

The 1995 Base Realignment and Closure (BRAC) Commission is in the final round of the current series of biennial assessments (starting in 1989) of military bases for consolidation or closure. Under the rules, once a set of recommendations has been blessed by the President and Congress, only a subsequent commission has the right to challenge findings of a predecessor. This means that BRAC-95 can recommend *reversal* of the BRAC-93 proposal to close the El Toro Marine Corps Air Station. That is a powerful option which surely should not be allowed to pass unnoticed.

Most of the public debate focuses on disposition of the base, not on the impact upon individual Marines, the combat readiness of their units and the disruptions and obscene costs which that unnecessary and expensive move portends—considerations which seem to have been trampled in the stampede to divvy up the base for other uses. The vultures are orbiting with claws extended!

As many Orange County residents know, El Toro remained a basic World War II temporary air base until after the Korean War (1950-53), during which it served us well as a source of squadrons bound for that conflict. It did that again for Vietnam and for each national emergency and humanitarian relief mission since—including full deployment of the powerful 3rd Marine Aircraft Wing to help liberate Kuwait in 1990-91.

The high-tech jet age for Marine Aviation really took off in the '50s with quantum leaps in technology. In order to keep pace and maintain combat readiness, the hallmark of the corps, this demanded that it attract, train and retain bright, motivated young men and women to match the escalating skill requirements. One major factor in that all-important retention is decent living conditions for military members and their families.

With the future of El Toro once seemingly assured, a long succession of base commanders fought funding battles for acceptable housing. It has taken nearly the entire 52-year life span of the base to finally bring both bachelor and family quarters up to acceptable standards.

Now, just as things began to "fit," BRAC-93 said: "You Marines have done a great job with this base, but we've decided to sell it! So, you'll have to give up your 3,000 sets of family quarters for the 500 at Miramar and your bachelor digs for much less down there."

Add to that happy thought the need for enormous investment in new or relocated operating facilities and overcoming other deficiencies at Miramar and the total cost of this strange evolution comes to well over $1 billion.

The real argument against this ill-advised base swap is not just about quarters and family support. The clear, overriding reason to reconsider is readiness, readiness, readiness!

As a weapon that must stay cocked around the clock, the Marine Corps is our primary "kick the door down" emergency reaction and entry force, providing about 20% of combat ready U.S. forces for less than 6% of the defense budget. Thus, it has almost zero margin to give up anything and should be spared from disruptive bureaucratic tinkering.

The loss of Tustin Marine Corps Helicopter Air Station (due to close in 1997) will be a major contribution to the base cuts and it should stay right there for

West Coast Marine Aviation.

To those Marines and the members of our Army, Navy and Air Force special capability elements who answer frequent international 911 calls and who are already operating at unprecedented peacetime deployment tempos, it seems only reasonable that we should offer something more than flak jackets for their personal protection. Like, *peace of mind* on where they can leave their families and belongings as they go off to do whatever we ask of them.

That is exactly what El Toro has been doing for more than 40% of the combat power of Marine Corps Aviation. On a smaller scale, so has Miramar for its share of carrier aviation. Why must we tamper with this—all at such cost in turbulence for the troops and dollars to taxpayers?

The standard rebuttal to reversing a prior BRAC decision seems to be that it would open Pandora's box *for all* base-impacted communities to seek reconsideration, which would generate an unmanageable precedent and violate the neutral objectivity of the BRAC process.

Our politicians, from county supervisors to U.S. senators, appear to be full of that "neutral" spirit. Wouldn't it be refreshing if just one of them ignored outside special interests and stood up to declare the obvious: That the cumulative investment and proven past performance of MCAS El Toro *more* than meet BRAC's own driving criterion of "future military value." Perhaps BRAC-95 will recognize this.

Have any BRAC findings ever been overturned and should our Marines and "select" sister service special mission units all be treated as a special case? The answer to both is a resounding *yes*!

One early assumption of the Base Realignment and Closure process was that some share of costs involved in shuffling units would be offset by sale of the properties. That is an illusion which is dissolving into the realities of pre-turnover cleanup costs and the inability of most communities to raise funds anywhere close to matching the real assessed value of these capital-intensive installations. That must be part of the reason that they are sometimes unloaded for $1. So much for that aspect of the base closure economic dividend rationale.

Long-term savings must be considered, but in truth some of the relocation and shutdown costs will likely come out of the same pot which has been raided repeatedly for disaster relief and "pop-up" contingencies—namely, the already lean Defense Operations and Maintenance accounts.

Since BRAC-95 alone has the power to "un-ring" the El Toro bell, it should vigorously rethink El Toro before multiple prices begin to be paid. If they want to save bucks, big time, then move the Tustin helicopters to El Toro permanently instead of Miramar and allow this time-proven facility to continue serving the national interest—both at home and abroad.

As for those concerned over property values in South County, we should remember this: Unless you've lived here for more than 52 years, the base was here first. Moreover, it puts something close to $500 million annually into the county economic stream and appears to have coexisted without imposing undue drag on development.

Our El Toro Marines contribute back-up emergency and disaster services and, along with their family members, participate in virtually every sector of commercial, professional, educational and volunteer activity in the county—the total value of which cannot be measured. In contrast, perhaps even God cannot foretell what the "reuse" carnival raffle might bring!

It would seem reasonable to expect that Orange County would actually take pride in hosting such a historic and valuable resource. As for that vain hope, it's been more like: "In your dreams Marines, you're outta here!" This renowned "God, family and flag" county should be embarrassed over its numb silence on losing such a dynamic asset!

Brig. Gen. Jay W. Hubbard is a retired Marine Corps aviator and past chairman of the MCAS El Toro Historical Foundation.

Document Separator

Lieutenant General William F. Pitts, USAF Ret
6125 Clarendon Court - Riverside, CA 92506

El Toro
4/21/95

April 17, 1995

Maj Gen Josue Robles, Jr.
Commissioner
Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear General Robles:

I am writing to you as a concerned citizen/taxpayer and a career Air Force officer with 36 years in uniform. My concern has to do with the BRAC '93 decision to relocate United Stated Marine Corps air units from Marine Corps Air Station El Toro and Marine Corps Air Station Tustin to Naval Air Stations Miramar, Fallon, Lemoore and Oceana and to Marine Corps Camp Pendleton. Of specific concern is the proposed relocation of Marine Corps rotary wing aircraft and command elements from USMC Air Stations El Toro and Tustin to Naval Air Station Miramar near San Diego, California. Serious financial and operational shortfalls will accrue if this planned relocation is allowed to happen. A far better solution is to move these organizations to March AFB, California, halfway between Camp Pendleton and Marine Corps Air Ground Combat Center, Twenty-nine Palms, California. The following benefits will derive from such a solution:

1. Greatly enhanced USMC rapid response capability to meet national defense emergency Time Phased Force Deployment List requirements. (March AFB is the Port of Embarkation/Debarkation for the First Marine Corp Expeditionary Force - one of the two rapid deployment forces for the United States.)

2. Improved USMC training capabilities (March AFB is nearer USMC training ranges than NAS Miramar). This translates to an annual savings of $50 million in operating expenses.

3. $326 million in immediate saving in relocation movement and facility renovation costs (see attached chart "BRAC '93 Actions vs March AFB BRAC '95 Scenario).

4. $29 million 10 year cumulative savings in housing and quarters allowance (see attached chart "Cumulative BAQ/VHA Comparison Miramar vs March for ten years").

5. Future cost avoidance of another move if and/or when NAS Miramar becomes San Diego International Airport (to my knowledge no one has done a cost study on this contingency, but it would be BIG.

The above facts can be verified by reviewing BRAC data and a very recently updated U.S. Marine Corps study. Sir, I earnestly request that your commission solicit detailed inputs from the United States Marine Corps in preparation for the scheduled hearing in San Francisco on April 28, 1995. In point of fact, due to the operational and budgetary implications voiced above, it would seem to me to be most prudent to have the Marine Corps appear before your commission and lay out their concerns regarding the NAS Miramar vs March AFB relocation.

Respectfully yours,

William F. Pitts

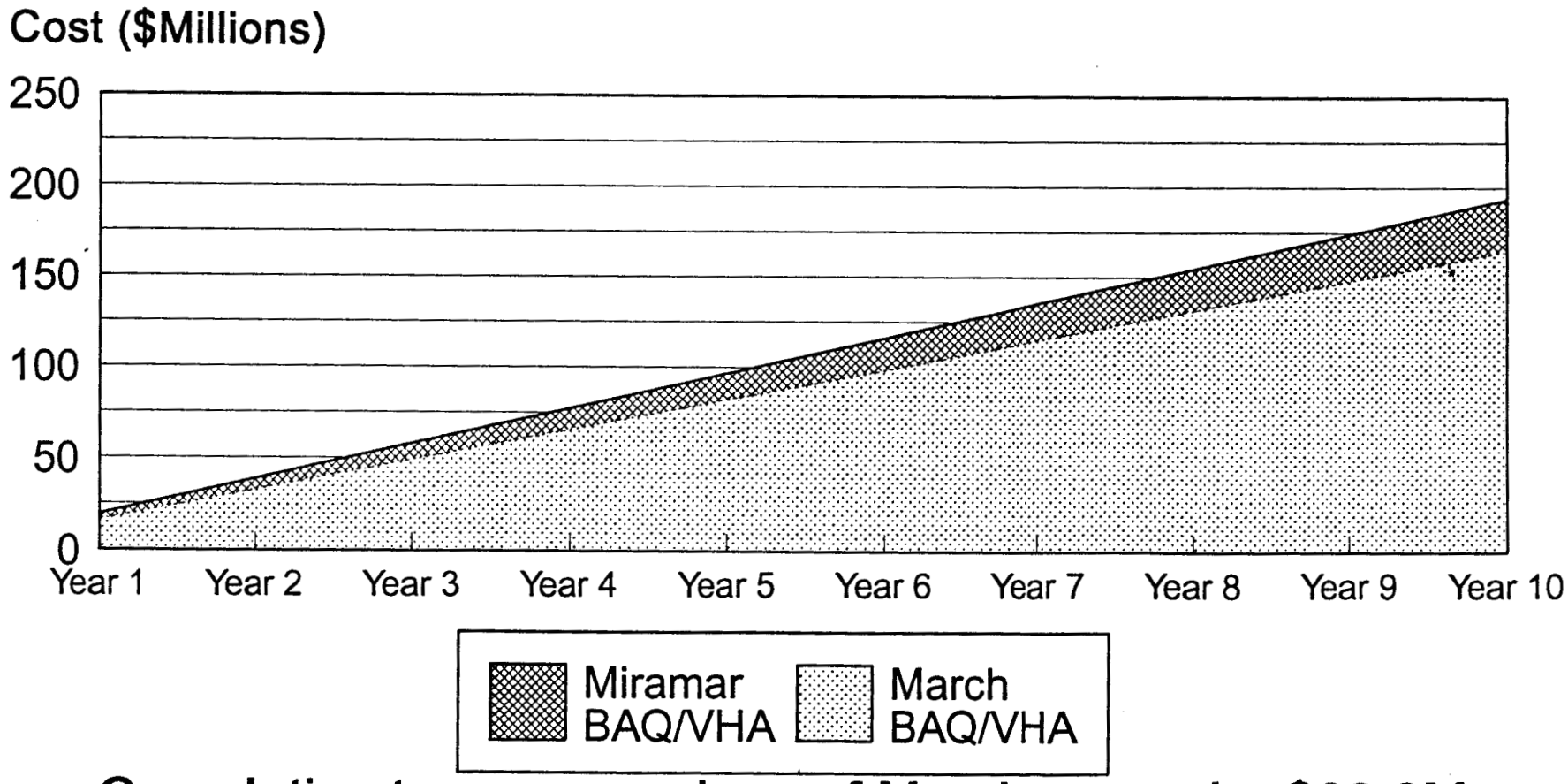
Lt Gen William F. Pitts, USAF Ret

WFP/nb

Enclosures (2)

P.S. Please say hi to Bob Hernes & H.T. Johnson for me — WFP

Cumulative BAQ/VHA Comparison
Miramar vs. March
for ten years



Cumulative ten year savings of March scenario: $29.0M

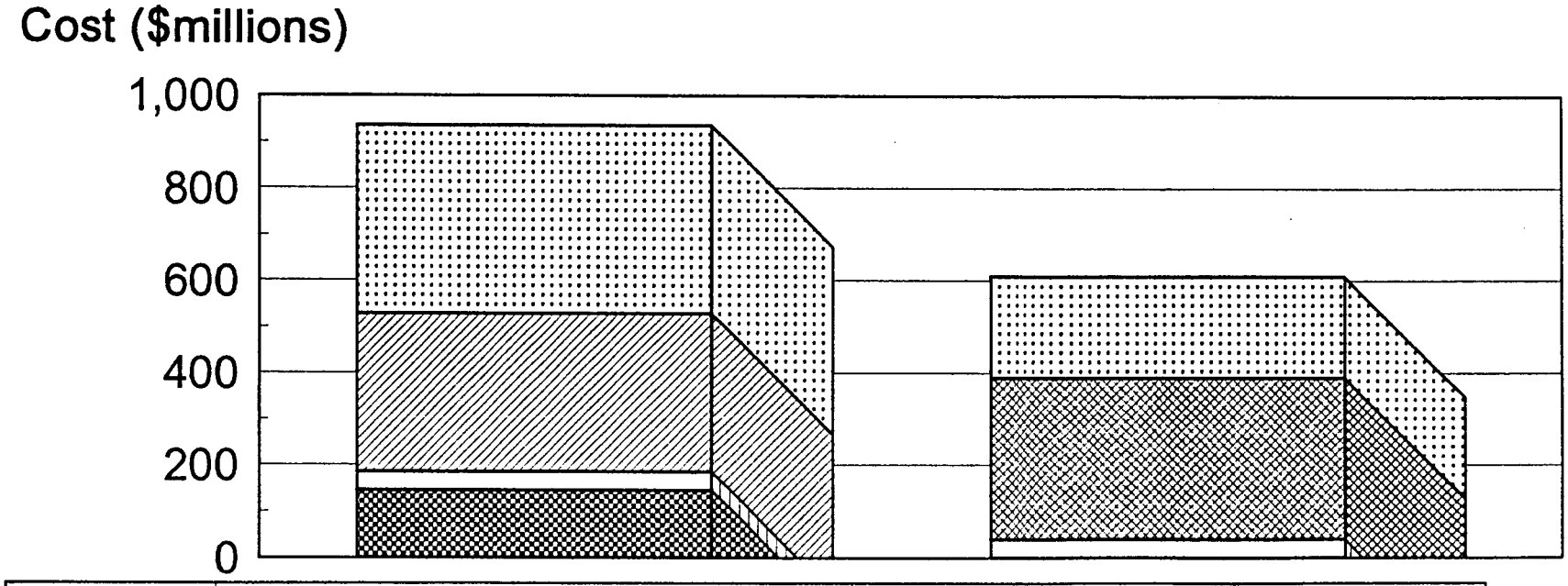
Note: Savings assume 10% of eligible occupants live in military family housing

As of: 3/24/95

BRAC '93 Actions

vs.

March AFB BRAC '95 Scenario



Activities	'93 BRAC Scenario	March AFB Scenario
Camp Pendleton	144.6	0.0
Fallon	40.1	40.1
Lemoore	344.2	0.0
March	0.0	350.0
Miramar	407.2	220.0
Oceana	0.5	0.5
Total Scenario Cost	936.6	610.6

Savings using March AFB Scenario: $326.0M

As of: 3/24/95

Document Separator

MCAS El Toro ① JAC 4/20

O'CONNOR & HANNAN, L.L.P.

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LOCAL COUNSEL
JESUS A. MADALENA*

April 17, 1995

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and
Realignment Commission 1995
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Alan:

Hoping this finds you in great health and spirits I write on behalf of an old friend, Doyle Selden and his neighbors in Laguna Hills, California. As you can see from the enclosures he wrote you himself back in February. You were kind enough to respond to his February letters by your own of February 25.

He wanted me to ask if you could assign at least one BRAC Commissioner and a staff member to visit Marine Corps Air Station El Toro before reaching a final decision on the re-assignment of helicopters this spring. His rationale is attached hereto.,

I am sure you are inundated with "good ideas" concerning base closures and realignments, and can only hope that Doyle's might commend itself to you. I understand that there will be a BRAC 95 Commission hearing in San Francisco on the California closures, and that a formal request for an on-site evaluation will be made on that occasion.

In any event, I do thank you for any consideration you can give the Laguna Hills group request.

With kind regards.

And all best wishes,

James W. Symington

Doyle W. Selden

3139-A Via Vista Laguna Hills, California 92653 (714) 855-9859

The Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission 1995
1700 North Moore Street, Suite 1425
Arlington, VA 22209

February 16, 1995

Dear Commissioner Dixon:

This letter is a follow-up to my letter of December 15, 1994. We want to submit more cost data relating to the closure of MCAS El Toro and also offer some specific suggestions.

Our suggestions are made with the full realization that your BRAC 95 workload will be enormous. Our hope is to avoid wasting over one billion dollars of defense funds. We also hope to prevent integrating squadrons of helicopters and squadrons of combat jet planes on one air station. We hope also to prevent a deterioration in the operational readiness of rapid deployment Marine forces.

With deep humility, we are making the following suggestions:

1. Continue plans to close MCAS Tustin but transfer its helicopters to El Toro, not Miramar.

2. Continue planning to transfer the Marine fighter squadrons from El Toro and Kaneohe to Miramar.

3. Continue planning to transfer the Navy fighter squadrons from Miramar to Lemoore and Fallon.

4. Retain the C-130 aircraft and the Marine Control and Marine Support Group at El Toro.

5. Retain the headquarters Commander Marine Corps Air Bases, Western AREA AT El Toro.

The advantages of these suggest ions are a sizeable cost avoidance of about $650,000,000 in moving and building facilities for helicopters at Miramar.

A cost avoidance of an additional $430,000,000 would be achieved by not building housing at Miramar to duplicate that available at El Toro. (3,000 family units.) Until housing is built at Miramar, there would be an additional $40,000,000 annual supplemental cost (BAQ/VHA) to maintain personnel in off-base housing. EAch off-base Marine family would also have to pay additionally for civilian housing. The mutual support that Marine families can give to each other at times of deployment would not be easily available in civilian housing locations. This is a serious morale factor.

Contrast these extra expenses with the $60,000,000 annual expense of maintaining El Toro.

In the BRAC 91 ordered closure of MCAS Tustin, it was predicted that the 1600 acres of Tustin could be sold for $1,000,000 an acre, located as Tustin is in the center of Orange County. It was decided that $600,000,000 from the funds realized from the land sale would be used to pay for the cost of building facilities for the helicopters at Twenty-Nine Palms. In the four years since 1991, no purchase offers for the land of Tustin have been received. The lack of funds for building at Twenty-Nine Palms caused the BRAC-93 decision

to move the helicopters to Miramar, along with the El Toro squadrons. Mixing helicopters and jet planes at one air station presents problems. Now funds for these transfers are not available. It is becoming evident that the costs of moving and of duplicating facilities at Miramar is very great and must be paid with funds from operating forces, while the excellent facilities at El Toro are abandoned.

Please have your staff research the enclosed El Toro data. We hope that after your evaluation, BRAC 95 can prevent a significant waste of public funds and prevent a deterioration in military readiness.

Thank you for your consideration.

Respectfully,

Doyle W. Selden

Doyle W. Selden
Cdr, USN. (Ret.)

encl. Portions of 1993 responses to MCAS El Toro closure.
cc: John Dalton, Secretary of the Navy.

A Chance to Rethink El Toro's Fate

TIMES - 4/6/95

JAY W. HUBBARD

The El Toro base closure issue just might not be dead yet.

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With the future of El Toro once seemingly assured, a long succession of base commanders fought funding battles for acceptable housing. It has taken nearly the entire 52-year life span of the base to finally bring both bachelor and family quarters up to acceptable standards.

New, just as things began to "fit," BRAC-93 said: "You Marines have done a great job with this base, but we've decided to sell it! So, you'll have to give up your 3,000 sets of family quarters for the 500 at Miramar and your bachelor digs for much less down there."

Add to that happy thought the need for enormous investment in new or relocated operating facilities and overcoming other deficiencies at Miramar and the total cost of this strange evolution comes to well over $1 billion.

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Long-term savings must be considered, but in truth some of the relocation and shutdown costs will likely come out of the same pot which has been raided repeatedly for disaster relief and "pop-up" contingencies—namely, the already lean Defense Operations and Maintenance accounts.

Since BRAC-95 alone has the power to "un-ring" the El Toro bell, it should vigorously rethink El Toro before multiple prices begin to be paid. If they want to save bucks, big time, then move the Tustin helicopters to El Toro permanently instead of Miramar and allow this time-proven facility to continue serving the national interest—both at home and abroad.

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Brig. Gen. Jay W. Hubbard is a retired Marine Corps aviator and past chairman of the MCAS El Toro Historical Foundation.

Tustin Marines to Move to El Toro in '97

By H.G. REZA
TIMES STAFF WRITER 3/22/95

TUSTIN—The Marines and helicopters at Tustin Marine Corps Helicopter Air Station will move to El Toro instead of San Diego in the summer of 1997, a Marine Corps spokesman said Tuesday.

The Tustin Marines will move to the El Toro Marine Corps Air Station until there are hangars available at Miramar Naval Air Station in San Diego to accommodate the helicopters, El Toro spokesman Lt. Brad Bartelt said.

Bartelt said that moving the Tustin Marines to El Toro will enable the Marine Corps to close the Tustin base two years ahead of schedule. About 2,700 Marines and 118 helicopters currently assigned to Tustin will be transferred to El Toro, Bartelt said.

When El Toro closes in 1999, the helicopters and Marines from Tustin will be transferred again, to San Diego, he added.

He described the planned move from Tustin as "a concept," but said that Marine officials are not precise about when the move will begin and how long it will take. The move will save between $4 million and $6 million in the long run, Bartelt said.

Although aircraft and equipment will be moved to El Toro, Bartelt said Marines will still continue to be housed at Tustin.

The announcement that the Tustin base will close in 1997 came as no surprise to Tustin city officials, who have been planning the redevelopment of the base around a 1997 closure date.

Major Gen. Drax Williams, commander of all Marine air bases in the West and Hawaii, said the interim move to El Toro is a money-saving measure.

"It boils down to not having enough money to operate an additional air station when we inherit Miramar from the Navy in the spring of 1997," Williams said in a prepared statement.

Meanwhile, the migration of Marine units to Miramar continues. Bartelt said the last FA-18 squadron is expected to leave for Miramar next March, leaving only an FA-18 training squadron at El Toro and a few squadrons of air tankers, C-130s and helicopters.

Bartelt said that so far about 900 Marines have been transferred from El Toro to units at Miramar. But because there is not enough military housing available in San Diego, many Marines are commuting between El Toro and Miramar.

Four Tustin officials visited Washington earlier this month to help expedite the closure of Tustin by the summer of 1997. The delegation, led by Mayor Thomas R. Saltarelli, met with Department of Defense officials, Sens. Dianne Feinstein and Barbara Boxer, and Reps. Robert Dornan (R-Garden Grove) and Christopher Cox (R-Newport Beach).

Washington officials "are really looking at Tustin as being the model base closure," Councilwoman Tracy Worley said Tuesday. "And so they're very supportive of our plans to keep things on track and make this an economically viable redevelopment project."

Worley said she was encouraged by the recent series of meetings in Washington, which were held at Tustin's request.

Tustin officials are studying several redevelopment options for the base, including a mixture of commercial and light industrial development and housing.

Tustin copters headed to El Toro

BASE CLOSURE: The 118 aircraft will be moved to El Toro until the Miramar Naval Air Station in San Diego is ready for the transfer.

By MARY ANN MILBOURN
The Orange County Register 3/22/95

TUSTIN — Tustin Marine Corps Air Station will close in the summer of 1997 and its 118 helicopters will be moved to nearby El Toro Marine Corps Air Station until new facilities are available in San Diego, the Marines announced Tuesday.

The Tustin base originally was scheduled to close in 1997 but got a two-year extension when officials decided operations should be moved to Miramar Naval Air Station in San Diego rather than to Twentynine Palms.

New hangars, barracks and parking aprons, however, can't be built at Miramar in time to make the move directly to San Diego, so Tustin's Marine Aircraft Group 16, with its 10 helicopter squadrons and 2,700 Marines, will temporarily be reassigned to El Toro.

Maj. Gen. Drax Williams, commander of both Tustin and El Toro, said he decided to stick with the 1997 Tustin closure date to save money and for operational effectiveness.

"It boils down to not having enough money to operate an additional air station when we inherit Miramar from the Navy in the spring of '97," Williams said.

The 1997 Tustin closure is expected to save $4 million to $6 million, said Lt. Brad Bartelt, El Toro spokesman.

Bartelt said the first Tustin units will begin making the move to El Toro late this year. El Toro units began the transfer to Miramar last August. El Toro is to close by the summer of 1999.

Let El Toro's Jets Go and The Choppers Stay—And We'll All Save Money

Commentary

By LIZ QUILTER

EVERYONE seems to be in a furor to establish a budget these days, especially in D.C. and in Orange County. No one seems to be able to get it together and present a reasonable program.

Take the case of closing the base at El Toro, which makes no sense to me at all. It is a superb base for rapid deployument of troops to hot spots such as Haiti, Somalia, the Desert Storm theater and whatever else heats up in the future. But beyond that, listen to the costs of closure and moving the Marines to Miramar. All this in the time of local and national economic stress!

The cost of running El Toro today, including paying the Marines, the civilian employees and overall upkeep is approximately $55 million per annum. The cost of moving the Marines to Miramar will amount to $1.67 billion!

This doesn't make sense to me either. That's 30 times the annual cost of running El Toro. Dividing one figure by the other, the Marines could stay at El Toro until the year 2025 for the dollars involved in moving to Miramar.

Add another factor into your computer. There is no money left in the BRAC (Base Realignment and Closure) program to move the Marines to their new home. The department of Defense has come up with $850 million for the move, but the question remains: Where is the rest coming from... more leeching from the already cut-back DOD? If they do come up with the money, it will probably cost the Marines just as much per annum to stay at Miramar as it did at El Toro.

Furthermore, some 10,000 Marines and their families and 1,700 base employees pour some $450 million into our local economy per year. This is not to be sniffed at.

It looks now as if it is inevitable that the Marine jets will move to Miramar. God be with them when their drivers try to find housing! But what about the 130 helicopters based at Tustin, which is due to be closed by July, 1999? The current plan is to move them to El Toro to await the required completion of construction at Miramar and Lemoore, which will cost one billion dollars.

But wait!

Why not let the helicopters stay permanently at El Toro?

The Marines could keep their 3,000 family housing units at El Toro, the noise over the comings and goings of jets, be they tactical or commercial airliners, would be replaced by whirlybirds whose "putt-putting" overhead would be much more acceptable to nearby communities. It might even alleviate the internecine warfare between the north and south portions of Orange County over the use of El Toro as a commercial airport. With all the funding fiasco news, where do they think they are gong to get the money for another airport anyhow? Not out of my tax hide, I hope!

In summary, out with the red pencils and in with the black ones. Tell Washington to keep El Toro open for the helicopters and save a big bunch of dollars. Are they making or saving a nickel out of all the other bases that have closed so far? Seems to me most remain unsold and untenanted.

Help poor old OC's economy by keeping the Marines here to spend their hard earned money. Help by writing your Senator, your Representative, Department of Defense, or even your President. He appears willing to please everyone these days.

Of course, who knows what changes the forthcoming election years will hold?

Elizabeth Howe Quilter is a longtime Laguna Beach resident who has observed the march of events here for over 30 years. She also directed her gaze into the past to collect the information featured in her written history of Emerald Bay.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

Please refer to this number when responding 950221-4R2

February 25, 1995

Cdr. Doyle W. Selden, USN (Ret.)
3139-A Via Vista
Laguna Hills, CA 92653

Dear Cdr. Selden:

Thank you for your follow-up letter regarding Marine Corps Air Station El Toro. I certainly understand your interest in this important issue.

As I previously mentioned, the Commission will begin its deliberations in March 1995 on the Secretary of Defense's recommended list of closures and realignments. Should the decision to close MCAS El Torro come before the Commission again, I can assure you that the information you have provided will be utilized in our review and analysis process.

Thank you for your input.

Sincerely,

Alan J. Dixon
Chairman

Memorandum For Chairman Dixon

From: Doyle W. Selden

There are two reasons for our concern. (1) More than one billion dollars of non-existent Defense funds must be wastefully spent on moving the helicopter squadrons from Tustin Marine Corps Air Station to the Naval Air Station at Miramar, as mandated by BRAC-93. (2) The move mandated risks a serious deterioration in the readiness and capability of the U.S. Marine Corps West Coast deployment forces. We believe that BRAC-95 must recognize this serious mistake and must take leadership in an o-site evaluation in order to determine the real facts concerning this problem.

The solution, we believe is to designate MCAS El Toro as a helicopter air station and to support the helicopter squadrons, the Marine Control and Support Groups, logistics aircraft, and COM AIR BASE Western Area El Toro and Kaneohe to NAS, Miramar, and retain Miramar as both a Navy and Marin combat jet air station. Thirdly, continue to house the 3,000 military families at Tustin and El Toro instead of putting them out on the economy in San Diego. Fourthly, retain the El Toro facilities for potential future use in case of a major Pacific Area or global crisis.

Document Separator

El Toro
4.24

16 April 1995

The Honorable Alan Dixon:

My wife and I believe that your office should direct the Department of the Navy, to relocate the active duty El Toro/Tustin Marine Helicopter Organization to March Air Force Base instead of Miramar Naval Air Station.

Your motivation would be as follows:

The significant reduction in the Department of Defense funds necessary to make the change from Miramar to March. Estimated savings of ***three hundred million dollars*** are anticipated to be deducted from the 1.3 billion dollars forecasted expense of the move.

The rapid deployment, strategic and logistic advantage for the Marine Global Rapid Response units staged from southern California, to deploy from March Air Force Base versus Travis Air Force Base. March Marine Air Station is eighteen convoy hours closer than Travis Air Force Base, thus meeting the Time Phased Force Deployment List requirements.

The cities of Riverside and Moreno Valley and our other communities offer welcome and affordable housing to military personnel. We have a long memory and tradition of support for our armed forces members.

Please, a response to this letter would be appreciated.

Willard W. Erbeck Betty L. Erbeck

Willard W Erbeck and Betty L Erbeck
17050 Arnold Drive, F317
Riverside, CA 92518-2856
909.697.2514

Document Separator

El Toro
4.21

Mrs. Elana M. Cravey
PO BX 11492
Santa Ana, CA 92711-1492

17 Apr 1995

Chairman
Base Closure Commission
Ste 1425
1700 N Moore St
Arlington, VA 22209

Dear Gentlepersons,

With this being "Tax Day '95", with the constant barrage of tax cut plans we are being subjected to, and after going over the "Annual Report on the United States Government 1994" which I received in the mail last week from Congressman Cox, I felt compelled to submit the following correspondence regarding an issue which continues to get more costly and which I perceive as a total waste of **several billions of dollars.**

Due to your honored positions and my perception that you usually try to do what is good and correct when you are provided with all the facts, the following information and listing of facts is being provided to you regarding the planned **squandering of over 3 BILLION dollars** under the present military base closure and realignment scheme.

This information will provide you with facts (no personal, political or financial gains made or lost on my part by providing this information) surrounding the planned closure of Marine Corps Air Station El Toro, Santa Ana, Ca. and the subsequent relocation of the 3rd Marine Aircraft Wing to Naval Air Station Miramar in San Diego, Ca. and the resulting **severe degradation to the military readiness involving over 50,000 military troops.**

These are facts. No buts, no footnotes, no explanations needed. Each issue will speak for itself. My concerns with the closure of Marine Corps Air Station El Toro with the resulting transfer of the Commander, Marine Corps Air Bases Western Area United States (COMCABWEST) Headquarters and the Third Marine Aircraft Wing in its entirety to the facility in San Diego, California currently known as Naval Air Station Miramar and the tremendous **wasting of billions of dollars** in the process are as follows:

Issue #1.

The function of the Third Marine Aircraft Wing and COMCABWEST at MCAS El Toro is to provide air support for both the First Marine Division located at Marine Corps Base Camp Pendleton and the military forces (both Marine and Army) located at the Desert Training Command located at Marine Corps Base Twenty Nine Palms; both of which are located in southern California. This function not only includes fighter and air to ground close air support,

but also includes providing facilities for the airlifting of these same forces both to hostile areas as required by the President and the Congress of the United States and for routine scheduled deployments and training exercises.

These airlifts require the utilization of both the Air Force C-5 Galaxy aircraft and Department of Defense chartered commercial 747-400C cargo aircraft. This is due to the requirement for moving large volumes of equipment and numbers of personnel in a short period of time. For example, each of the above identified bases average approximately 20,000 military personnel (primarily Marines but also includes Army and Navy personnel conducting joint training with the Marines as well as utilizing the training facilities especially at the 29 Palms desert training command, for a total of approximately 40,000 ground forces plus the 8,000 to 10,000 air support personnel located at MCAS El Toro and MCAS Tustin which also deploy to the warning areas to complete the required close air support of these ground forces.

Previously, this airlift was completed from the combination of facilities at Norton Air Force Base, March Air Force Base and El Toro Marine Corps Air Station all in southern California as occurred during the operations conducted in Desert Shield and Desert Storm, supporting operations in Somalia, as well as regularly scheduled operational deployments to the Far East and Middle East (Korea, Japan, Philippines, Kuwait, Saudi Arabia, etc.) all which occur on a regular basis. To provide you with the importance of this capability, on one occasion during the airlift operations from MCAS El Toro to Saudi Arabia in support of Desert Storm and due to military necessity, a 747-400C departed El Toro fueled for a non-stop trip to Bahrain with a take off weight approaching **one million pounds.** If we had been operating from Miramar, that flight would have never occurred and the equipment on board which was so important would not have arrived when it was needed most.

Concern:

Norton Air Force Base has been closed. March Air Force Base is being downsized to a reserve facility. El Toro Marine Corps Air Station is slated for closure. These closures will leave **NO AIR BASE FACILITIES IN SOUTHERN CALIFORNIA with an in place garrison support structure and the runway stress capabilities from which these forces can be air lifted, leaving approximately 50,000 military troops in southern California unable to RAPID DEPLOY in defense and support of the policies of the President of the United States.** This problem is **DUE TO THE WEIGHT OF THE AIRCRAFT** identified above and the fact that the **runway facilities at NAS MIRAMAR will not support the loaded operational weight of the Air Force C-5 Galaxy or the 747-400C** each of which have a **weight rating in excess of 825,000 pounds with the runways at NAS Miramar being rated for aircraft only up to 313,000 pounds.** The runway system at NAS Miramar was designed and constructed to support aircraft up to the weight and runway length requirements of the C-9 which the Navy and Marine Corps utilize for administrative support flights. Just as its nickname implies, "Fighter Town" is exactly that. Designed to handle the relatively lite fighter type aircraft.

The stress factor of a runway is based not only on the surface construction but also on the way in which the subsurface is prepared just as the way streets and highways are designed. Intra-state and Interstate highways have their subsurfaces prepared to handle the heavy loads

generated by the large semi-trucks, whereas your residential streets do not require this same preparation due to the primary usage being light automobiles. Therefore, to bring these runways up to weight bearing standards for certification to handle the above identified aircraft **will require the complete destruction and rebuilding of the current runways at NAS Miramar in the amount of SEVERAL HUNDREDS OF MILLIONS OF DOLLARS which have not been identified in any cost estimates you have been provided.** It is my belief that only after the relocation of the forces at Marine Corps Air Station El Toro has occurred and El Toro is closed, this requirement will then be identified and the additional **hundreds of millions of dollars** will be requested to reconstruct these runways. In the meantime and until this runway rebuild is completed, the above identified 50,000 combat forces will remain incapable of being deployed by heavy airlift.

Solution:

Close NAS Miramar and remove MCAS El Toro from the base closure list leaving the one remaining air facility in southern California with the runway structure and the garrison support network already in place to support both the fighter and air to ground support functions of the Third Marine Aircraft Wing as well as providing the facilities from which **all currently operational aircraft regardless of size or weight can operate from** in providing for the rapid airlift capabilities for the First Marine Division, Army Forces training with the Marines and the Naval personnel co-located with the Marines. All of these capabilities already exists at MCAS El Toro and require NO ADDITIONAL EXPENDITURES.

Issue #2.

As indicated above, the Department of Defense regularly utilizes contract commercial aircraft to subsidize the aircraft in the Military Airlift Command inventory to move large numbers of military personnel and equipment's due to cost effectiveness. It is obviously cheaper to charter the short term services from commercial sources for emergency operations or for the deployment of large numbers of forces than it would be to try to procure, equip, maintain and provide air crews to operate a DOD inventory of aircraft adequate in numbers to provide these same capabilities. Just as occurred with Desert Shield and Desert Storm, the operations in Somalia and the routine deployment of large numbers of troops and equipment in support of training exercises, these military air bases can take on the appearance of a commercial airport with the large number of United, Delta, Northwest, Tower Air, American, etc. Airlines aircraft landing and departing, transporting these troops and/or their equipment to locations all over the world.

Concern:

Obviously these required deployments must occur regardless of weather conditions at the air station. The structure of operations at MCAS El Toro allows for around the clock "all weather" flight operations (both arriving and departing) for all aircraft types operating in support of these deployments. These local capabilities include both VOR Navigational Aids (which both the commercial aircraft and the Air Force C-5 Galaxy utilize for navigating to your specific air station) and which does not exist at Miramar but does at El Toro, and a Radar Ground Control

Approach (GCA) capability for landing aircraft during inclement weather conditions (i.e. rain, fog, etc.). Part of this capability involves the facility "glide path" rating. "Glide path" is the angle of descent of the aircraft to its touch down point during the "final approach" proceedings which occur over approximately the last 12 miles of flight. A three degree glide slope is considered the maximum angle of descent which a commercial aircraft can safely approach a runway under an instrument (i.e. GCA) approach. This is a safety issue. Should the pilot become concerned or observe a problem with his landing, his angle of descent is not so steep that he cannot safely pull the aircraft back up diverting his landing and either going around for another approach or transiting to his backup landing facility. The facility at **NAS Miramar,** due to the required final approach pattern of arriving aircraft, has a three and one half degree glide slope and is therefore **"not certified for commercial aircraft types operating under instrument flight (IFR) rules** (i.e. utilizing the GCA under rain or fog conditions). With this condition, even if the runways are dug up and reconstructed to support the weight of these aircraft, operations will be restricted to "fair weather" operations. We can only hope situations requiring military forces to respond from the west coast occur when southern California is not in a "fogged in" condition. Otherwise, we will have to wait for fair weather for transportation to respond to an emergency.

Solution:

MCAS El Toro is certified for all types of operations under all weather conditions for all types of aircraft to include commercially contracted aircraft. Leave El Toro open and once the Navy units scheduled for transfer or decommissioning are gone, close NAS Miramar. This leaves an "all weather" capable air facility for "all types of aircraft" operational in southern California with all the advantages that capability provides.

Issue #3.

Congress recently approved a ConUS COLA for military personnel living in certain high cost areas of the United States of which obviously southern California was one of those locations. Currently, the combined military housing at MCAS El Toro and MCAS Tustin is approximately **3,000 housing units**. These are **3,000 families** who reside on board the facility and which the Congress does not have to concern themselves with the cost of their housing due to this being both a known and controlled cost item

Concern:

The facilities at NAS Miramar contain only approximately **500 housing units.** This **results in the immediate relocation of two thousand five hundred families from government owned military housing** into the San Diego community. With the announcement of the closure of MCAS El Toro and the relocation of these forces to San Diego, local reports **have already** announced the **increase** of **rents** in the areas of San Diego near the Miramar facility **by** as much as **one third**. Realtors pick up copies of the various military news publications and follow the BAQ, BAS, VHA, and COLA rates even closer than do some military personnel. They know all they have to do is raise the rents to whatever they want to and eventually the Congress will fund

the additional housing moneys for the military personnel affected by the BRAC, to support these increased rents.

Solution:

Remove MCAS El Toro from the base closure list and leave the Third Marine Aircraft Wing and COMCABWEST personnel at El Toro. With a combination of the **3,000 housing units available and the** current **housing surplus in Orange County**, rents for those personnel living in the local community have remained fairly constant for the last two or three years and all indications are that they will remain so for the foreseeable future. Housing, as everyone knows, can take as much as 40% of ones take home pay. Currently, the Commanding General of COMCABWEST at El Toro has provided for a very stable housing environment especially for the more junior military personnel assigned to this area. That stability will disappear and these same junior troops will be thrust into the local housing arena which already has shown a planned attack on those incomes. Leave these troops and their families in the safe and adequate housing already available at El Toro and do not support the obvious rip off of the military community and ultimately the Congress, by these landlords.

Issue #4.

Marine Corps Air Station El Toro is the multiple recipient of the Presidents Award of Excellence for Military Installations. These awards were presented to MCAS El Toro in part due to the facility modernization plan which had been put into place whereby existing structures were rehabbed to include the removal of asbestos, installing additional insulation and double paned windows, etc., to bring existing structures up to modern standards without the high cost associated with tear down and rebuild policies which had been recommended. As such, with the exception of only a very few structures, all of the facilities on board MCAS El Toro have been rehabbed and are by design, structured to carry the facility well into the 21st century. In contrast, the Navy's policy to place the vast majority of their funds into their ships and ships support with little of those funds being ear marked for shore based facilities, has resulted in the majority of the facilities on NAS Miramar continuing to be the old wooden structures which were put in place in World War II and which will require large sums of money in tear down and rebuild contracts just to bring NAS Miramar facilities up to what already exists at MCAS El Toro. To quote two Marine Corps Generals in a memo to their boss after they toured the NAS Miramar facility shortly after the announcement to move COMCABWEST and the Third Marine Aircraft Wing to Miramar was made. In comparing the two facilities they stated, "we will be moving out of the penthouse and into a fixer-upper".

Concern:

With the modernized facilities in place at MCAS El Toro which have already been paid for, why is it considered fiscally prudent to move the operations in its entirety from El Toro, 85 miles down the road to a facility that the ultimate cost to duplicate what already exists at El Toro **will exceed THREE BILLION DOLLARS**!! We consistently hear the numbers 850 million, 1.7 billion, 3.2 billion and it all depends on who you asking and even more so, exactly how the

question is worded. Each figure will have a footnote indicating this does not include something thereby assuring that individual of an escape route should they be questioned on the numbers later when the real truth and the true costs come out.

Solution:

The Navy is standing down or transferring all of their existing squadrons from NAS Miramar on schedule as planned for in the military down sizing scheme. The Third Marine Aircraft Wing at El Toro has not downsized but rather was the recipient of some of the aircraft squadrons which were relocated from MCAS Kaneohe in Hawaii due to downsizing and realignment. The question is; rather than moving this command which is not downsizing at all and is currently at a facility that fully supports 100% of all operational requirements under all weather conditions, why not just close Miramar once the last of the Navy squadrons have departed at a minimal cost and leave MCAS El Toro open. This leaves **3 BILLION DOLLARS** as a positive to go toward the federal deficit. Just write the check and deposit it. These are not dollars being taken from one federal pocket and placed in another, but rather these are dollars which will be paid out to contractors who will be building structures and facilities required at Miramar which already exist at El Toro. Regardless of the outcome of the Miramar situation, the Navy will continue to have air facilities both at North Island and on San Clemente Island (both in the San Diego area) to support their carrier training requirements. Why the big push to also move the Marine Corps Air Station operations at El Toro to San Diego when this move will cost such an exorbitant amount of money to accomplish? **Why does the Navy need three air stations in San Diego, and why was it confirmed just last week in the press that the city of San Diego had hired a lobbyist in Washington to campaign for the closure of the Long Beach Naval Shipyard? Tell me again, just why is El Toro closing?** Why was it announced a couple of weeks past that these acres of property on which MCAS El Toro and MCAS Tustin sit worth billions of dollars, was being "turned over" (given) to the local governments. **Something is dreadfully wrong here and it's costing the taxpayers BILLIONS OF DOLLARS!!**

Conclusions:

I believe that neither yourself or the board members making the recommendations on this particular closure have been told the truth in its entirety. Secondly, the tax payer is being handed a bill for **over 3 BILLION DOLLARS** which is being spent to line the pockets of individuals who will turn that money back into campaign contributions to the politicians who pulled it off.

Governor Wilson appeared before the BRAC commission when it was originally considering the question of closing either NAS Miramar or MCAS El Toro. At that appearance, he stated that the office of the Governor supported closing the facility at MCAS El Toro and leaving the facility at Miramar open. The Commission listened to the Governor and ultimately went along with him. Now let us take a look at why that recommendation was made by the Governor and why his office campaigned so hard for that decision.

Governor Wilson is the former Mayor of San Diego. His financial base for his campaigns is in San Diego. He was at that time looking for support for his upcoming campaign for

reelection as Governor during which time he repeatedly stated he "would not run for President". That was just 6 months ago. Well here he is, a declared candidate for President. Now he will once again be looking to the San Diego area for his financial support on this Presidential campaign.

Additionally, the majority of the Congressmen from Orange County, California live in or near to, or have their political financial bases in and around the financial hub of Newport Beach which wants the Orange County commercial airport currently located in Costa Mesa relocated to the facility at MCAS El Toro.

These Congressmen have either come out in support of the closure or have taken the "no comment" political cop out route. Newport Beach is both the financial base for these Congressmen as well as the financial base for the Republican Party in its financing of candidates campaigning for President. It is known by both major parties nationwide that Orange County California is the financial hub for the Republican Party and the center of that hub is Newport Beach where these Congressmen live. Incidentally I see that the wife of one of these congressmen sits on your committee. I wonder on which closure issues she is trading her votes with the other BRAC committee members to support the El Toro closure, regardless of the wasted tax dollars?

By moving El Toro with the resulting **3 BILLION plus DOLLARS expenditure** in construction costs going into the pockets of San Diego area contractors and realtors, these politicians can assure themselves of "generous contributions" to fund their various campaigns; and by making the El Toro facility available for the relocation of the commercial airport from its current location in Costa Mesa, these same officials can assure themselves of additional "campaign contributions" from the Newport Beach community.

The original BRAC Bill as passed by the United States Congress stated that the costs associated with the relocation of the forces and subsequent base closures would be recovered through the sale of these base properties. Once again it appears the voters were lied to. Regardless of which facilities close, the expensive real estate currently occupied by the military is being turned over to the local communities at no cost; again for the local developers to fill their pockets and the politicians who remained suspiciously quiet, to get their campaigns funded. As a matter of fact, the local politicians here in Orange County are already discussing how they can sell off some of the El Toro facility to pull Orange County out of its bankruptcy once this property is GIVEN TO THEM. Again bailing out criminals and criminal activities at the tax payers expense.

Closing Comments:

As noted in the "copy to" section of this letter, I am not sending this information to any press representatives today. (Obviously Sadam Hussein does not need to be told at this time, that those same desert trained forces who rolled into Kuwait routing his forces from their strong hold, are about to be "stranded in the desert" by our own governmental actions). At present, I am making this information available only to the identified recipients due to the fact that you are the "movers and shakers" associated with this issue and this was not drafted with the intent of making threats or having the press begin "beating on you" regarding information you may not have even

had at your disposal. Rather it is being made directly to you in order that you can do your own fact findings and prove for yourself that all the above information regarding the lack of adequacy of facilities at NAS Miramar is in fact correct and that it **is in fact going to cost BILLIONS to move COMCABWEST and the Third Marine Aircraft Wing to Miramar** and to bring it up to operationally required standards; standards and conditions which already exist at MCAS El Toro. This project in its entirety has "political fix" written all over it even though we (the tax payers) have repeatedly been told politics would have nothing to do with the BRAC decisions.

If the decision is made not to address the above identified issues in a manner which will insure the continued readiness of the military forces located in southern California and their ability to rapidly deploy to areas of concern as well as providing for a "true money savings to the taxpayer" then this information in its entirety will be provided to every reporter of every U.S. News Agency I can get the address of. My suspicion is that MCAS El Toro may in fact not be the only facility where the tax payers money is in fact being laundered back into the pockets of local, state and national politicians through the BRAC process. That could make for an interesting investigation don't you think? Every year I am asked to pay more in taxes and to trust the "new leaders" who are in charge, and yet on a daily basis I continue to see a tremendous waste of those moneys in varying amounts going to special interests groups because no one has the backbone to stand up and say "enough"!

Even though I have never written to any political or public official regarding any area in which I had a concern, I cannot sit by and watch **more than 3 BILLION TAXPAYER DOLLARS THROWN AWAY** all while **50,000 combat troops are stranded and unable to respond rapidly to a national or international emergency.** (Note: Just to give you a real world insight into just what this number in troops really means; 50,000 is the approximate number of American troops killed in 12 years of fighting in Vietnam). Both the military leaders and a number of our political leaders are questioning if we have not drawn down the US Military too rapidly to a number which is too small; and now we take another 50,000 combat troops out of the equation with the single sweep of a pen. This is criminal.

It seems that everyone associated with a political office today is on a soap box preaching cutbacks, tax cuts, discontinuance of benefits, belt tightening, etc., and yet in just this one incidence any casual observer can see this is **a total waste of over THREE BILLION DOLLARS** which the US Government does not have to waste and even more so when it is most obvious that **it is being aimed at a specific group and community for political gain.** (Congressman Cox, according to the mailer I received from you last week containing the "Annual Report on the United States Government 1994", and using your own figures, **this is <u>more</u> than it costs to run both the United States Judiciary and the Office of the President of the United States for a full year)**. Come on people, we have an opportunity to do this thing right, save the taxpayers a ton of money and continue to provide a strong military readiness at little or no additional cost to the taxpayers! "Washington" is continually being beat upon regarding the wasting of money in appropriating funds for "important issues" such as studying the breeding habits of South American frogs, etc. This is right up there in that category only it is on a MUCH, MUCH larger scale. Don't let a boondoggle this big slip past you this time.

In closing, should any of the Republican Representatives who received this letter be angry over "that Democrat" who dared make those accusations about us, note that I am one of those Orange County Republicans and "was" a regular supporter of the various Republican goals and platforms via the many mailings I constantly receive. For now, lets just say that that and any future support (no matter how small it may have been) as well as any votes I can muster are currently on hold until I see who steps up to the plate, uses that political mouth for something more than making hollow promises and says "stop"!

Each and every one of you (both Democrat and Republican) have at one time or another in a speech preached a big line as to how you were going to fix all those wasteful habits in Washington and that you "supported a strong military". Well people its now time to put up or shut up. **This is a 3 BILLION PLUS DOLLAR BALL,** the coin has been tossed and its game time. Anyone going to play? Yes, we have found the enemy and he is us. We are either prostitutes for sale to the highest bidder or we are people of moral character who can't be bought and when given all the facts will endeavor with all our might to do what is best for this country. Are you for sale or even worse, have you already been bought?

IT'S ONLY IN EXCESS OF THREE BILLION DOLLARS IN WASTED EXPENDITURES PLUS THE LOSS OF BILLIONS MORE BY NOT SELLING THE PROPERTY!!

THAT'S OVER $3,000,000,000.00!!, and that people, are a lot of zero's.

Even to the Government of the United States of America, that is a large sum of money to be blatantly thrown away.

Respectfully Submitted,

Elana M. Cravey

Elana M. Cravey

cc:
The Honorable Vice President of the United States
The Honorable Senator Bob Dole, Senate Majority Leader
The Honorable Congressman Newt Gingrich, Speaker of the House of Representatives
The Honorable Senator Barbara Boxer, United States Senator from California
The Honorable Senator Diane Feinstein, United States Senator from California
The Honorable Congressman Robert Dornan, 38th Congressional District
The Honorable Congressman Christopher Cox, 47th Congressional District
The Honorable Congressman Ron Packard, 43rd Congressional District
The Honorable Senator Strom Thurmond, Chairman, Senate Armed Services Committee
The Honorable Senator Sam Nunn, Ranking Minority Member, Armed Services Committee
The Honorable Congressman Floyd Spence, Chairman, House National Security Committee
The Honorable Governor Pete Wilson, State of California

Document Separator

El Toro

March 9, 1995

The Honorable John Dalton
Secretary of the Navy
The Pentagon
Washington, DC 20350-1000

Dear Secretary Dalton,

I wrote to you recently concerning the scheduled closing of MCAS El Toro in Orange County, California and its possible conversion into a commercial airport. At that time, I focused on the battle between the County's northern and southern sections over the conversion, particularly South County's overwhelming opposition to the base becoming an airport.

In this letter I'd like to discuss the economic reasons for my belief that the closing of the base should be reconsidered. In 1993 the Defense Base Closure and Realignment Commission decided to close MCAS El Toro and MCAS Tustin which is located just a few miles away. It decided to transfer El Toro's Marine Air Wing 3 and its fighter jet squadrons along with most of Tustin's helicopter squadrons to the Miramar Naval Air Station, which would be converted to a Marine Corps Air Station. Yet El Toro was built to handle a Marine aviation, training and support operation, and the latest estimates of the cost to relocate to Miramar, which has inadequate facilities for a Marine aviation operation, is over $1 billion. This certainly does not represent the cost savings that BRAC was expecting. And integrating large numbers of jet planes and helicopters at a single air station would be operationally difficult.

Instead, MCAS Tustin should remain on the closure list but its helicopters should be moved to El Toro while El Toro Marine fighter squadrons should transfer to Miramar. The Marine Control and Marine Support Group and the headquarters of the Commander of the Marine Corps Air Bases, Western Area should remain at El Toro.

Military housing at Miramar, which is inadequate, is another concern. Savings in the hundreds of millions would be achieved by deciding not to build the housing at Miramar which is already available at El Toro (3,000 family units). And there would be a supplemental housing cost of about $40,000,000 a year to maintain Miramar personnel in off-base housing until on-base units could be completed.

It makes little sense to abandon the superior facilities at El Toro when money is unavailable for transferring Marine helicopters and planes to Miramar and duplicating facilities there. These operations would instead have to be paid for with funds from operating forces.

I hope these economic issues will be seriously considered before BRAC-95 makes its final decision.

Sincerely,

April A. Garfield
23822 Pesaro, Laguna Hills,
CA 92653 714/580-7634

cc: William Perry, Secretary of Defense
Alan J. Dixon, Chairman - BRAC-95

Document Separator

430 Calle Sevilla
Laguna Hills, Ca 92653
March 13, 1995

WNL
EDITORIAL
WNL

Dear Commissioner Dixon,

My husband and I are asking you please to do something to preserve El Toro Marine Base. To move it will cost $650 million at least, and to the best of our knowledge you do not have a good place to put the helicopters. El Toro is a vital marine base; we live in Laguna Woods, and during Desert Storm we had a steady stream of planes roar overhead — we could tell from the sound of the motors that they were heavily loaded.

Besides the need for the air field as the economics cost of the move — some newspaper accounts put the cost at one Billion dollars, you will have the costs of off base housing. El Toro has a splendid housing arrangements; estimates are that comparable off-base housing

would cost about 40 million a year.

Please reconsider the closing of El Toro. You will save an enormous amount of money by retaining this vital piece of real estate, & if you move out you will not improve the operational facilities at all — in fact, many facilities you find for the helicopters will be less efficient.

Once this valuable link in U.S. defense is gone, you won't be able to get it back; and U.S. still has many enemies in the world. These is Iraq, Iran, and possibly even the Soviet Union. We do not know when we may be attacked, or when we can be attacked.

Please reconsider this important decision.

Sincerely,

Felix J. Lloyd
Lieut. Col.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 16, 1995

Mr. and Mrs. Lindsay Lloyd
430 C. Av Sevilla
Laguna Hills, CA 92653

Dear Mr. and Mrs. Lloyd:

Thank you for providing the Defense Base Closure and Realignment Commission with information pertinent to the present round of base closure and realignment recommendations. I appreciate your interest in the future of MCAS El Toro.

You may be certain that the Commission will thoroughly review the information used by the Defense Department in making its recommendations. I can assure you that the information you have provided will also be used in the Commission's review and analysis process.

I appreciate your interest in the work of the Defense Base Closure and Realignment Commission.

Sincerely,

David S. Lyles
Staff Director

Document Separator

El Toro
WMS
3-23

STANLEY T HOVERSTEN
21062 George Brown Ave Riverside, Ca 92518
March 19, 1995

The Honorable Alan Dixon, Chairman
Base Closure & Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22220

Dear Sir:

I am concerned about plans to move Marine units at Tustin and El Toro to Miramar Naval Air Station in San Diego. As I understand facilities at Miramar are not adequate and will require an estimated 1.7 billion to accommodate them.

An alternative would be to move the Marines to March Air Force Base. Such a move appears to offer the following advantages:

1.There would be an additional exit point on the West Coast for the military.

2.March has the capability of servicing large transport aircraft.

3.March would provide an easily accessible staging area for forces at Camp Pendleton and Twenty Nine Palms.

4.March has many empty "quarters" to accomodate both single and married personnel as well as affordable housing in the community.

5.The communities around March are among the most supportive of the military in the country.

6.An estimated savings of 1 billion could be realized.

I am a member of the Military Order of the World Wars.

Sincerely

S T Hoversten

Stanley T Hoversten

Document Separator

MCAS El Toro
WNS-3-2-95

NAVY LEAGUE OF THE UNITED STATES
NEWPORT BEACH COUNCIL
P. O. Box 3205 Newport Beach, CA 92663

February 27, 1995

DEFENSE BASE REALIGNMENT & CLOSURE COMMISSION
1700 N. Moore St. Suite 1425
Arlington.Virginia 22209

Dear Members:

I am writing to ask your review of the closing of the Marine Corps Air Station, El Toro for the following reasons:

1. The Marine Corps Air Station, Tustin is scheduled to be closed and the rotary winged craft are to be sent to Twenty Nine Palms. It is a known fact that the cost of moving this base is far more than the savings There is no housing for the personnel and their families, and the hardships will be great. There would be a great advantage, as well as savings, by moving the rotary aircraft to El Toro. Tustin could be closed at an earlier date, saving millions of dollars. Existing housing could be used.

2. This would mean that the present squadrons at El Toro could still be transferred to Miramar as scheduled.

3. The third and very important consideration is the situation in Orange County. The whole country is aware of the bankrupcty and the shortfall of funds at the present time. If El Toro were to remain as a rotary aircraft station, this would help greatly in terms of dollars remaining in the county. There is also a very serious civil war between cities in the county in regard to the use of El Toro as a commercial airport. If El Toro were to remain open, this would resolve the problem. There is almost a daily new plan by someone on how to use the land. The latest is a farfetched plan by the Secretary of the Interior to trade part of the base for land elsewhere in the county.

4. This would also greatly reduce the noise level at El Toro, since we all know that the F18 jet is not the quietest aircraft. The citizens surrounding the area are dreading the possibility of El Toro becoming a twenty four hour INTERNATIONAL AIRPORT.

I, THEREFORE, STRONGLY URGE YOU AS A GROUP TO RESCIND THE CLOSING OF MARINE CORPS AIR STATION, EL TORO AND CONSIDER IT AS A PERMANENT BASE FOR ROTARY WINGED AIRCRAFT

cc: President of the United States
Secretary of Defense
Senator Diane Feinstein
Senator Barbara Boxer
Repr. Dana Rohrabacher

E. Vance Roberts

E. Vance Roberts, President
Newport Beach Council
Navy League of the United States

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 6, 1995

Mr. E. Vance Roberts
President
Newport Beach Council
Navy League of the United States
P.O. Box 3205
Newport Beach, CA 92663

Dear Mr. Roberts:

Thank you for providing the Defense Base Closure and Realignment Commission with information pertinent to the present round of closure and realignment recommendations. I appreciate your interest in the future of MCAS El Toro.

You may be certain that the Commission will thoroughly review the information used by the Defense Department in making its recommendations. I can assure you that the information you have provided will also be used in the Commission's review and analysis process.

I appreciate your interest in the work of the Defense Base Closure and Realignment Commission.

Sincerely,

David S. Lyles
Staff Director

Document Separator

MCAS EL TORO
WRS
3.3.95

Taxpayers for Responsible Planning

NO El Toro Airport!
P. O. Box 943
El Toro, CA 92630
Tel: (714) 770-4014
Fax: (714) 770-2805
ID # 941614

February 28, 1995

The Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission 1995
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Commissioner Dixon,

On the eve of the Secretary of Defense's base closure realignment recommendation, I wish to take this late opportunity to enjoin you once again to review the issue of the 1993 BRACC recommendation to close MCAS El Toro. I fully appreciate that such a review would be akin to opening Pandora's Box, but in the interest of all taxpayers in the United States, the MCAS El Toro closure issue must be revisited.

As you may recall in my briefing paper entitled Closing MCAS El Toro -- Good Intentions, Bad Idea, I provided background data concerning the closure of MCAS El Toro and a summary of operational and fiscal issues that mandate against such a decision. Indeed, all savings optimistically contemplated from the proposed closure and relocation of U. S. Marine Corps and U. S. Navy units have long since vanished as relocation costs have been realistically re-examined. My early estimate of $1.3 billion in relocation expenses has grown in excess of $1.6 billion when all the necessary military construction has been considered. These higher estimates have also been confirmed by the GAO and the U. S. Marine Corps. Compared to the original DOD relocation estimated of less than $400 million, the true costs are staggering -- notwithstanding the fact that these new estimates represent solely the U. S. Marine Corps anticipated expenses. The related U. S. Navy expenses could exceed an additional $1.3 billion dollars.

It is anticipated that in excess of $430 million in Mil-Con will be required to duplicate MCAS El Toro's Marine family housing at NAS Miramar. Until the congressional will and wherewithal provides for such an expenditure, an annual supplement to the subject Marine families housing allowance could exceed $40 million per year. When we balance the annual operating budget for MCAS El Toro at approximately $60 million against a ten year requisite build-out at NAS Miramar, it becomes painfully obvious that the proposed closure of MCAS El Toro would not become economically viable for more than thirty-five (35) years -- if ever!

Financially, MCAS El Toro is one of the most viable and efficiently utilized air bases in the DOD inventory. There is no logical measure of economics that supports the BRACC 1993 decision. Operationally, MCAS El Toro was lauded by BRACC 1993 for its land use planning and encroachment cooperation with the local communities. Local opinion polls show that if given a choice, the voters of Orange County overwhelmingly prefer to retain the U. S. Marine Corps at MCAS El Toro. Relatedly, we have yet to resolve the issue of relocating the U. S. Marine Corps rotary wing assets from MCAS Tustin, a decision of BRACC 1991.

When there is no substantiated economic nor operational rational for the closure of MCAS El Toro, the electorate of this county needs more than a reluctance to lift the lid on Pandora's Box to shape the course of national events -- instead we need your resolute leadership. I sincerely implore you and your commission to go where others have feared to tread. Congress has given your commission the greatest latitude to act in the best interest of the citizens of this nation in finding an economic balance between national defense requirements and the expense of maintaining readiness. The proposed closure of MCAS El Toro is inconsistent with any empirical measurement of economy and operational readiness requirements and deserves to be reviewed by your commission.

Thank you for your public contribution and service to our country and I wish you well in the difficult deliberations ahead.

Sincerely,

Bill Kogerman

Bill Kogerman
Lt. Col. USMC (Ret.)
Chairman, Taxpayers for Responsible Planning

c. Mr. John Dalton, Secretary of the Navy

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 6, 1995

Lt. Col. Bill Kogerman, USMC (Ret.)
Chairman
Taxpayers for Responsible Planning
P.O. Box 943
El Toro, CA 92630

Dear Lt. Col. Kogerman:

Thank you for providing the Defense Base Closure and Realignment Commission with information pertinent to the present round of closure and realignment recommendations. I appreciate your interest in the future of MCAS El Toro.

You may be certain that the Commission will thoroughly review the information used by the Defense Department in making its recommendations. I can assure you that the information you have provided will also be used in the Commission's review and analysis process.

I appreciate your interest in the work of the Defense Base Closure and Realignment Commission.

Sincerely,

David S. Lyles
Staff Director

Document Separator

MCAS El Toro

5486 Paseo Del Lago West, Apartment A
Laguna Hills, California 92653-2680
Telephone: (714) 770 0116

22 February 1995

The Honorable Alan J. Dixon, Chairman
Defense Base Realignment and Closure Commission 1995
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Commissioner Dixon,

I was involved in the 1993 Defense Base Realignment and Closure Commission (BRAC) decision to close MCAS El Toro. I argued **against** the closure. Lt. Col. Bill Kogerman, (USMC, Ret.), articulated these arguments in the enclosed position paper entitled *CLOSING MCAS EL TORO - GOOD INTENTIONS, BAD IDEA*. As indicated in the enclosure Bill and I visited NAS Miramar on 12 April 1993 just before his writing this paper that reflects our position. Although I still believe the entire move is going to cost the government more money than it hopes to make on it, I am particularly concerned about the helicopter situation. I suggest the following as a compromise:

1. Continue to close MCAS Tustin but transfer its helicopters to MCAS El Toro, not NAS Miramar.

2. Continue to transfer Marine fighter squadrons from MCAS El Toro and MCAS Kaneohe to NAS Miramar.

3. Continue to implement the plan to transfer Navy fighter squadrons from NAS Miramar to Lemoore and Fallon.

4. Keep the C-130 aircraft and the Marine Control and Marine Support Group at El Toro.

5. Retain the Headquarters Command Marine Corps Bases, Western Area, at MCAS El Toro.

Why the above suggestion?

1. It is a bad idea to mix fighter jets on the same base with helicopters, mostly because the helicopters stir up miscellaneous debris that is injected into jet engines. This is dangerous which cost lives and a maintenance problem which costs money.

2. The cost of building facilities for helicopters at NAS Miramar plus that of building the required housing that is already available at El Toro would be over a billion dollars.

3. The government would have to spend $40,000,000 each year in housing allowances until housing was built at NAS Miramar.

4. The annual expense of maintaining MCAS El Toro is $60,000,000.

When the 1991 BRAC directed the closure of MCAS Tustin, it envisioned that the station would sell for $1,600,000,000 and that $600,000,000 of this would be used to build helicopter facilities at Twenty-Nine Palms. To date no purchase offers have been received for the station. This and the dawning realization that $600,000,000 would not do the job at Twenty-Nine Palms is what caused the 1993 BRAC to recommend moving the MCAS Tustin helicopters to Miramar along with the MCAS El Toro F-18's. It looks like the costs of moving and building facilities at NAS Miramar are going to have to be paid out of funds earmarked for training and operational expenses while excellent facilities at MCAS El Toro are abandoned.

I suggest you have your staff look into this. I believe that implementing these suggestions would likely result in saving government funds and enhancing military readiness.

I appreciate the job you are doing. Its a tough one and you are probably going to make more enemies than friends. God be with you in this endeavor.

Sincerely,

SHERWOOD W. HEISER
Colonel, USAF (Ret.)
SSN 575-14-1708

Enclosure:

1. Closing MCAS El Toro

SWH/swh

Copy: The Honorable John H. Dalton
Secretary of the Navy
Department of the Navy
Washington, DC 20350-1000

CLOSING MCAS EL TORO

GOOD INTENTIONS, BAD IDEA

by Lt. Col. Bill Kogerman (USMC, Ret.)

We've all differed at one time or another with decisions made by leaders of organizations held near and dear. Most of the time, we simply accept the wisdom of the chosen few and press on with our lives. However, sometimes such differences just can't be allowed to go unchallenged. The decision to recommend placement of the Marine Corps Air Station, El Toro on the base closure list is one of those cases where the interest of the country outweighs any service protocol loyalties -- and clearly deserves to be challenged.

For those who are on the periphery of this crucial closure proposal, a little background information is most appropriate. On February 22, 1993, Attachment I-3 to the "Department of the Navy Analysis and Recommendations to the DOD Base Closure and Realignment Report" was signed by no less than six flag rank Naval and Marine Corps officers. In this document, which precipitated the March, 1993 announcement of the proposed closing of MCAS El Toro, certain assumptions were made which lead to the development of the official justification for the closure. The logical construct upon which the closing of MCAS El Toro was founded requires that base facilities at NAS Miramar provide the physical, financial, environmental, and operational benefits and wherewithal to resolve the fixed and rotary wing requirements of the Third Marine Aircraft Wing. Also inherent in that premise is the requirement that the NAS Miramar Naval assets can be effectively relocated to other bases; that there would be no reduction in the combat readiness of any of the forces; and, that there would be a financial reward stemming from

the "consolidation" resultant. It was assumed by the Committee staffers that a total of 121 F-18 aircraft would require relocation from MCAS El Toro and MCAS Kaneohe Bay due to the total base realignment package. Furthermore, it was assumed that 48 CH-46 medium lift and 68 CH-53 heavy lift helicopters from MCAS Tustin would be relocated along with the F-18 fighter/attack aircraft to NAS Miramar. It was assumed that in addition to the foregoing aircraft and operational units, 12 KC-130 tanker aircraft would also be "accommodated by existing facilities and operations at NAS Miramar". It was estimated that no major environmental impacts would result " . . . however, some minor military construction may be required" (emphasis added). It was also assumed that the remaining 24 CH-46 helicopters would be relocated at Camp Pendleton, a move that would require new military construction, primarily for helicopter hangars and parking. It was assumed that the proposed realignment would not have significant environmental impacts and that the addition of the helicopter assets at Miramar would not expand the noise contours currently in place at NAS Miramar. In a continuing litany of assumptions, it was offered that the relocated helicopters would have dedicated flight corridors to ingress/egress the airfield and that low level egress departures would be available to the helicopter air crews.

I provide the reader with the foregoing committee assumptions since it is against these very assumptions that I present my case. I personally toured NAS Miramar on April 12, 1993, along with one of my fellow Coalition for a Responsible Airport Solution (CRAS) directors, Colonel Sherwood Heiser, USAF (Ret.). We met with key facilities Officers, planners, and air operations personnel. We wanted to know firsthand whether the questionable co-location of Marine fixed and rotary wing aircraft at NAS Miramar,

envisioned by the Base Structure Evaluation Committee made any real sense. Rumors were running rampant that this relocation scheme had serious flaws, sky-rocketing costs, and projected operational degradation in combat readiness as a result of a host of physical, environmental, and geographic concerns. Since the compatibility of NAS Miramar to receive, accommodate, and provide an enhanced operational benefit -- justifying the closure of MCAS El Toro and the canceling of the approved construction of an air station at 29 Palms -- was at the crux of the recommendation, we felt that it was imperative to talk with the those personnel at NAS Miramar charged with the bases' upkeep and operational functioning.

We addressed certain basic questions to our hosts. Could NAS Miramar support the proposed force structure and, if not, what measures would be required? Were there any major constraints to developing the relocation plan? Did the benefits of such a plan justify the costs, upheaval, and realignment effort? It was reasoned that since the co-location of fixed and rotary wing aircraft at NAS Miramar was essential to justify the closure of MCAS El Toro, that any constraining factor which diminished combat readiness as a result of such co-location would render the decision to close MCAS El Toro to be insupportable.

Here's what we saw and what we were told. Currently, there are insufficient facilities to house and maintain both the fixed wing aircraft and helicopters. It is assumed that no rational operational commander would optionally choose to intermingle such assets on the same parking ramp for fear of the degraded safety and potential increased maintenance requirements caused by foreign objects whipped up by the vortex of rapidly rotating helicopter blades. Planners are faced with maintaining the fixed wing aircraft in

the six available hangars, and providing newly constructed facilities for the helicopter assets. The required new construction would necessitate, amongst other items, the construction of 2 to 3 new hangars and ramp space for 116 medium and heavy helicopters. Needless to say, this construction effort would also necessitate requisite support facilities including an appropriate fuel supply source. This construction, which was assumed to be "minor" by the Base Structure Evaluation Committee, takes on **major** proportions in terms of costs and limited site selection. Two construction sites were identified as "potentially feasible" -- the eastern end of the existing ramp and the south side of the airfield. East ramp construction would probably be limited to a single hangar which would still present a close and undesirable parking ramp interface between the fixed wing aircraft and the helicopters. South side construction would be met with an environmentally sensitive wet lands and habitat immediately adjacent to this construction site, potentially complicating or completely thwarting any such construction plans.

Even if we assume that the appropriate helicopter facilities could be completed (an assumption our NAS Miramar host considered remote) it was still determined that NAS Miramar would most probably <u>not</u> "accommodate" both fixed and rotary wing aircraft as proposed by the Base Structure Evaluation Committee due to a myriad of other operational and facilities related issues.

Colonel Heiser and I were introduced to an antiquated above-ground steam heating system which was identified as the " . . . most inefficient and costly utilities system around . . ." The wooden structural capital improvements, for the most part, displayed a weathered obsolescence consistent with an extremely low annual maintenance budget. Some enlisted barracks were throwbacks to the "open bays" of yesteryear. Most of the

wooden support structures were in a low state of repair, with numerous heating and utility repairs required. The fuel farm tanks displayed their rusty exteriors. Roads were in need of crater repair and top slurry. We were told that the engine shops and hush houses most probably would require complete dismantling and replacement to accommodate the Marines F-18. The F-14 simulator building would probably not be suitable for a retrofit for the F-18 simulator because of its unique construction and the utilities package inherent therein.

Perhaps as critical as the condition of the on-base enlisted billeting facilities is the overall shortage of housing at Miramar. With approximately 300 base housing units available and an additional 180 units budgeted for construction in the summer of 1993, NAS Miramar will present the Marines with the problem of providing for almost 3,000 families who will have to vacate MCAS El Toro and MCAS Tustin housing and take their chances in San Diego County. The NAS Miramar personnel told me that nearby housing was not readily available in sufficient quantities -- and where it was available, the incoming enlisted personnel would could expected to pay between $150.00 and $200.00 per month **above** any allowance provided by the government for off-base quarters. In essence, the young enlisted Marines from MCAS El Toro slated to move to Miramar would be asked to partially finance this base closure scheme out of their regular pay. This is certainly not reflective of how the Marine Corps provided for the welfare of junior Marines during my active career.

Colonel Heiser and I were shown the environmentally sensitive wetlands and habitats. We were introduced to the land fill leased by the City of San Diego and the

Stone Quarry -- all within the NAS Miramar fence line. After careful examination of the NAS Miramar general plan documents, our fears of a "shrinking base" were confirmed. While the 23,000 (+) acres contained within the NAS Miramar sphere seems overwhelming when compared to the 4,700 (+) acres at MCAS El Toro, when these two facilities are specifically compared for "further development", NAS Miramar shrinks to approximately 2,600 acres vis a vis approximately 3,600 acres at MCAS El Toro. NAS Miramar, by its own documentation, is a huge environmentally sensitive land space with a severely limited expansion or developable capability. In this air base shell game, it's a case of " . . . now you see it, now you don't". For the U. S. Marine forces that would be asked to maintain and operate almost 260 fixed and rotary wing aircraft at NAS Miramar, the illusion of a large facility that solves the 3rd MAW helicopter relocation problem will slip through their fingers as quickly as a handful of Pensacola Beach sand.

We continued to look for the "pony" in this proposal. We were given a thorough tour of the airfield operations center complete with air controller briefings on air operations matters. These air operations professionals advised us that, in spite the Committee' assumption to the contrary, NAS Miramar does not have authorized Visual Flight Rule (VFR) military departures for the high intensity helicopter training and operational missions and that the establishment of such routes would require an environmental impact study (EIS) replete with acceptance by the local community. Western departures along the Seawolf corridor at low altitude by helicopters, despite the Navy's ownership of encroachment rights, would be severely contested by the local citizenry. Eastern departures for helicopters would not be permitted by FAA regulation as long as aircraft arrivals to runway 24 were in progress. The declaration of "Special VFR Rules" condition

by the airfield operations control has the negative effect of shutting down VFR operations at the three locally adjacent civilian airfields and would not be tolerated for extended periods of time.

The local air control and facilities personal assured us that combined fixed wing and rotary wing Instrument Flight Rules (IFR) operations would cause unacceptable delays in departure and arrivals. While there was a sense of greater flexibility in handling such a mix of dissimilar performing aircraft by the Civilian Air Controllers (FAA), even they admitted that significant delays in airfield departures and arrivals would be evident.

So now what? MCAS El Toro was justified to be on the closure list because it was deemed to have " . . . **the lowest military value** (of any jet base in the Pacific Fleet) . . . no expansion possibilities; is the **subject of serious encroachment** . . . and the base realignment scenario obtains an **immediate return on investment"** (emphasis added). I'd like to know to whom the Committee staff personnel talked. MCAS El Toro does not have a serious encroachment problem and I can assure the Committee that no immediate return on investment should be anticipated with their realignment scheme. In fact, there is a serious question whether there will ever be <u>any</u> actual savings with the proposed realignment. Active duty military planners tasked with understanding the projected costs involved with this proposed move were fully activated no earlier than the beginning of April, 1993 (April Fools Day). In fact, the NAS Miramar personnel said Col. Heiser and I represented the first of any group to look at the operational flight issues in this matter. The April 30, 1993 Los Angeles Times reported that the West Coast Marine planners estimate that the Committee erred by almost one billion dollars (that's BILLION,

folks!)!!

There is ample evidence to indicate that the local operational Marine Commanders were blind-sided by the proposed closure decision. There is absolutely no evidence that the opinions of the local field commanders were sought nor received. Indeed, the "justification statement" in the cited reference reads as though it was prepared after the decision to close MCAS El Toro was directed and not as culmination of the research process.

An analysis of the proposed realignment proposal as a result of our visit to NAS Miramar may be summarized as follows:

1. NAS Miramar cannot physically accommodate the proposed realignment without a **major** construction effort.
2. Environmental constraints will most probably restrict the required new construction.
3. The costs of the proposed realignment are grossly understated. (Approaching $1.3 billion as compared to the Committee's estimate of $340 million).
4. Environmental and procedural constraints will severely limit helicopter operations.
5. Training, safety, and operational combat readiness of the Third Marine Aircraft Wing will be degraded.
6. Civilian encroachment to the north, west, and south of NAS Miramar more severely impacts NAS Miramar than similar factors effect MCAS El Toro, and this issue will be compounded by the arrival of helicopters.

7. The preponderance of the acreage under NAS Miramar control, east of the I-5 Freeway, is essentially unusable for any purpose other than as a vacant approach corridor to runway 24 and the remaining acreage shrinks to approximately 2,600 usable/developable acres.

8. Authorized military ingress/egress helicopter routes are not currently available and may not be approved if requested.

9. The Navy's Base Structure Evaluation Committee grossly overstates the negative aspects of maintaining MCAS El Toro as an operational air base.

10. It is inconceivable that the Navy's Base Structure Evaluation Committee reached the conclusion that MCAS El Toro -- as a modern jet facility with a flexible operations environment and updated infrastructure -- was the sole jet base serving the Pacific Fleet with the lowest military value.

11. NAS Miramar, with approximately 2/3 of its vast acreage rendered undevelopable, is an aging facility with definable functional obsolescence in many of its capital improvements.

12. The entire network of support facilities, housing, and infrastructure directed toward the welfare of the Marines, Sailors, and civilian employees at MCAS El Toro would be abandoned by the U. S. Marine Corps and exchanged for inadequate assets of questionable state of repair -- notwithstanding the single advantage of acquiring one of the largest Naval Exchanges and Defense Commissaries.

13. No knowledgeable active duty nor civilian personnel from NAS Miramar or MCAS El Toro, with whom I have spoken -- **(not a single one)** -- has

uttered one word of support for this plan.

So I ask you -- why in the world is the proposal still being considered? I haven't the slightest idea -- unless one of the U. S. Marine Corps' goals is to own one of the largest Naval Exchanges and Defense Commissaries, I found no redeeming value in the closure scheme. The Marine aviation assets don't fit; the new construction costs are expected to be excessive; and the operational readiness of the flying forces can be expected to decline. The retention of the enlisted Marines should be expected to suffer as their standard of living decreases, and there is no legitimate expectation for <u>any</u> foreseeable savings in such a musical chair realignment scheme. Somebody thought it was a good idea based on faulty assumptions and an incorrect conclusion was drawn. As they have for over fifty years, our active duty MCAS El Toro Marines will take their orders and carry them out with skill and imagination. I can only hope that they are not directed to "make the realignment work at any cost".

Moving the 3rd MAW to NAS Miramar serves no good intention since the fixed wing assets at MCAS El Toro can operate more effectively, efficiently, and less costly where they are currently based. If the decision to close MCAS Tustin cannot be rescinded, then the most appropriate use of the shelved 29 Palms MilCon dollars to solve the 3rd MAW helicopter relocation problem would better be used developing a modern helicopter facility at Camp Pendleton. Let's do what Marine aviation commanders have been saying for years -- put the medium and heavy lift assets where they belong -- in close proximity to the ground forces they support. I would recommend either delaying the closure of MCAS Tustin, or relocating these rotary wing assets to MCAS El Toro and March AFB until such permanent facilities at Camp Pendleton can be completed. If you

think I've made too much of an issue of the incomparability of fixed and rotary wing aircraft in close proximity on the same airfield, ask the Air Force how they feel about Marine helicopters being collocated with Air Force transports at March AFB. Their answer should put the Base Realignment Committee's closure proposal in proper perspective.

Every taxpayer must stand firm in the resolve to prevent this faulty decision to reaching gestation. I enjoin each of you to take up the banner and do what ever you can to prevent this waste of our tax dollars. Write your elected representatives and the commission on realignment demanding a better decision.

AUTHOR: Lt. Col. Bill Kogerman is a retired Marine aviator. He has an extensive background in both fixed wing jet aircraft as well as helicopters. He has served as a squadron commander and Air Combat Element Commander directing the operations of a wide variety of aircraft in combat and military exercises. A graduate of Chapman University and the U. S. Marine Corps Command and Staff College, Bill serves on the Coalition for Responsible Airport Solution (CRAS) Board of Directors and the City of Laguna Hills Planning Committee.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 27, 1995

Colonel Sherwood W. Heiser, USAF (Ret.)
5486 Paseo Del Lago West, Apt. A
Laguna Hills, CA 92653-2680

Dear Colonel Heiser:

Thank you for sending information concerning MCAS El Toro to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

David S. Lyles
Staff Director

Document Separator

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 10, 1995

Ms. Yvonne Houssels
1307 Outrigger Drive
Corona del Mar, CA 92625

Dear Ms. Houssels:

Thank you for sending information concerning MCAS El Toro to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

David S. Lyles
Staff Director

MCAS El Toro
WNS 2-10

Yvonne Houssels
1307 Outrigger Drive
Corona del Mar, CA 92625

January 31, 1995

Honorable Alan J. Dixon, Chairman
and Commission Members
Defense Base Realignment and Closure Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Dixon and Commission Members:

I have been a resident of Orange County for over 20 years. As President of my homeowners association, comprising 449 homes, I have been actively involved in matters affecting our community. I am writing to you individually as a concerned citizen.

It was a terrible mistake when the Defense Department implemented the closure of MCAS El Toro.

I understand from many Marine experts that this closure will penalize our national defense. Additionally, there is insufficient housing for our Marines at Miramar Naval Air Station in San Diego and no funds available to move them.

Representative Christopher Cox estimates that it will cost $1.7 billion to move the Marines to Miramar and an additional $1.6 billion to move the Navy out. This is an unnecessary expenditure of our defense funds at a time when our taxpayers are already over extended!

The closure of El Toro will hurt and does not benefit the surrounding community. The Marines are good neighbors and produce much needed income.

The potential closure has already bitterly divided North and South Orange County with a few developers spending over $800,000 of their own personal wealth to force its reuse as an International Airport. This was done without concern or adequate information available to the public about its impact on the surrounding cities. Now the County Board of Supervisors has dismantled the original reuse committee completely eliminating any input from the immediate surrounding cities!

It is time to put our national defense above special political interest groups. MCAS El Toro must be preserved.

Sincerely,

Yvonne Houssels

Yvonne Houssels

Friday April 29, 1994 (Front page Los Angeles Times)

Navy Brass Must Hold Fire on Base Closure Proposals

By H.G. REZA
TIMES STAFF WRITER

EL TORO MARINE BASE—Even as the military goes ahead with marching orders from Congress to close or realign bases like the El Toro Marine Corps Air Station, the Pentagon is already gearing up for the next downsizing round, scheduled to begin in less than a year.

But this time, the Navy wants base commanders to do a better job of remaining neutral when the Pentagon submits its list of targeted bases in early 1995. The Marine Corps is a part of the Navy.

"In effect, the commanders are being reminded to keep their mouths shut," said a Navy official familiar with the directive, issued by the Navy Department on April 15.

"Naval personnel must remain neutral at all times," according to a copy of the directive that was obtained by The Times. "Base officials should avoid the appearance of taking sides related to the prospects of a decision to close or realign a certain base."

Last year, Marine Maj. Gen. P. Drax Williams, commander of El Toro Marine Corps Air Station and all other Marine air stations in the West, raised eyebrows by publicly questioning the cost estimated by the Navy for closing El Toro by 1999. He questioned whether moving the Marines to Miramar Naval Air Station in San Diego was cost-effective.

And in March, 1993, after the Pentagon put El Toro on the list of base closures, Williams told a Leisure World audience: "We are not going to make a stupid decision here. If in fact this is too hard to do

Please see BASE, A34

Continued from A1

or it's too expensive, or if it's immoral to dump 4,600 Marine families on the economy in San Diego, then El Toro will not close."

The Navy memo, sent down the chain of command last week, warns base commanders against making statements "which could be considered inconsistent with Defense Department policy."

Last Friday, Marine spokeswoman Capt. Margaret A. Kulin said that Williams always supported the move to Miramar. But she said Williams was concerned that the move "would be painful" unless the Marines receive enough money to complete it.

She said the shortage of housing in San Diego for the Marines and the quality of life for their families worries Williams. As it is, the Marines have been ordered to begin the move without the money to pay for it, officials said.

Los Angeles Times - Monday January 9, 1995

ORANGE COUNTY PERSPECTIVE

El Toro: Voices of All Must Be Heard

It should come as no surprise that as a condition for federal recognition of the Board of Supervisors as the new planning agency for El Toro Marine Corps Air Station, the Pentagon is pressuring Orange County to include Irvine and Lake Forest in the planning process.

Despite the fervent hopes of advocates for a new airport, federal authorities are unlikely to go for any plan that arises from a procedure that does not include participation of surrounding cities. And most important, any suggested reuse plan must represent some kind of consensus that reflects the will of the overall community.

The advocates of a new airport have made no secret of their hope to short-circuit this process and advance their singular reuse idea as the one representing community intention. But whatever they may say, there was not much clarity in the outcome of the ballot measure last November that called for an airport at El Toro. Measure A passed by the narrowest of margins, reflecting little more than the already apparent split between northern and southern communities over the future of the base.

Now the Defense Department suggests that the county may have to delay plans to dismantle the Orange County Reuse Planning Authority. The Pentagon is right to insist that Irvine and Lake Forest be included in the process, for these two communities will bear the most immediate effects of whatever happens at El Toro.

Backers of Measure A have been saying that the supervisors had no choice but to dismantle the reuse authority and to plan for the future of El Toro as a commercial airport. But nothing has changed in a larger picture that cries out for wider community input on the future of the base. The failure to demonstrate it could prompt the Defense Department to decide to unilaterally draft a reuse plan for the base.

Although considered a remote possibility, that would be a bitter pill to swallow. Orange County would be forfeiting the sacred principle of local control because it botched a simple federal instruction: Give us a plan that reflects the intent of the affected community. The message Washington has been getting, correctly, is that Orange County does not have its act together. The federal government won't wait forever, given its expectation of closing the facility by 1999.

Whatever Measure A may have required the supervisors to do about planning for an airport that may or may not ever be built, Orange County also had better find some way to plan for other alternatives. If it wishes to get a serious hearing in Washington for any proposal that claims to represent the intention of the community at large, it needs to show that it has

Enc: 1

cc: U.S. Senator Dianne Feinstein, CA
U.S. Senator Barbara Boxe, CAr
U.S. Representative Ron Packard, CA
U.S. Representative Christopher Cox, CA
U.S. Representative Robert K. Dornan, CA
U.S. Representative Dana Rohrabacher, CA
U.S. Representative Jay C. Kim, CA

Document Separator

MS. DOLORES M. JONES
345 ROBERGE AVE.
BANNING, CA. 92220-4039

February 2, 1995

Defense Base Closure and Realignment Commission
1700 N. Moore St — Suite 1425
Arlington, Virginia 22209

Dear Sir

Our local newspaper — "The Press-Enterprise", Riverside, California had a very informative article regarding the closure of and transfer of El Toro Marine Base and Marine Corps Helicopter Air Station in Tustin, California

I see no reason for money being wasted on major improvements to accomodate these units at Miramar Naval Air Station or Marine Base at Twenty nine Palms when runways, housing and full base facilities are available at March Air Force Base, Riverside, California.

I am very disgusted with these so called "Advisary Commissions" at the bases that are closing. They are so concerned with research they miss out on having tenants available to use the facilities upon withdrawal of Armed Forces.

March A.F.B. has proven to be a major site of debarkation by Marines going to "Desert Storm" and "Somalia" recently.

Sincerely —

Dolores M. Jones

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 8, 1995

Ms. Dolores M. Jones
345 Roberge Avenue
Banning, CA 92220-4039

Dear Ms. Jones:

Thank you for sending information concerning El Toro Marine Base and March AFB to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

David S. Lyles
Staff Director

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El Toro WNS2-7 (1)

THOMAS M. WHALING
Attorney at Law
One Technology, Suite B-105
Irvine, California 92718
Telephone: (714) 453-8000
Fax: (714) 453-8000

February 3, 1995

THE HONORABLE ALAN J. DIXON
Chairman, Defense Base Closure
and Realignment Commission 1995
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Honorable Alan Dixon:

I hope that in BRAC '95 you will consider the major problem created with the relocation and downsizing of the Marine Corps here in El Toro.

First, it is my understanding that we need to spend over one billion dollars to transfer the Marines to Miramar in San Diego county. With the entire infrastructure in place here it does not seem to be economically feasible. It is hoped that BRAC '95 will revisit the decision on BRAC '93 concerning El Toro and let us keep the Marine Corps here.

As this base is very integrally related to Camp Pendleton and its mission, another problem that is now going to occur is the immediate proposed joint use of the El Toro Marine Corps Air Station. What that does is pit the developer/business/power broker interests against the homeowners groups; and, frankly, in this nation we need synergy not anarchy. When the military/industrial complex looks as if it is uniting against the people it begins the "Vietnam syndrome". That is very unproductive in these economic times. Especially, since this county is in Bankruptcy because of the negligent and possibly fraudulent actions of its elected officials. We need the Marine Corps to exist in this County because they provide a stability of tradition and remind us of why we are the great Nation we are.

I would ask you to consider testimony from the citizens here in the local area about their desire to keep the Marine Corps here. I fully realize that your commission decisions cannot be in the vacuum, so I do believe you will need live testimony.

Respectfully,

Thomas M. Whaling
TMW/zs

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 7, 1995

Mr. Thomas M. Whaling
One Technology, Suite B-105
Irvine, CA 92718

Dear Mr. Whaling:

Thank you for sending information concerning El Toro Marine Base to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

David S. Lyles
Staff Director

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 7, 1995

Mr. Thomas M. Whaling
One Technology, Suite B-105
Irvine, CA 92718

Dear Mr. Whaling:

Thank you for sending information concerning El Toro Marine Base to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

David S. Lyles
Staff Director

2/13/95
While I'm told economic considerations are of no concern to base closure, I ask for a relook @ El Toro – We are in bankruptcy and we're closing Tustin MCAS. The default on our Bonds is ~~imminent~~. Certainly EQUITY MUST BE A CONSIDERATION.
PAT Tecum

RECEIVED
FEB 10 1995

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MCAS EL TORO JAC 12/27 ①

FRHA

Foothill Ranch Homeowners Association

The Honorable Alan J. Dixon, Chairman
Defense Base Closure & Realignment Commission 1995
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dec 19, 1994

Dear Commissioner Dixon:

This letter is a request that the closure of the Marine Corps Air Station (MCAS) at El Toro, California be reconsidered by the Base Selection Committee for 1995.

As you know, the 1993 BRAC Commission decided to close MCAS El Toro and move Marine Air Wing 3 and its fighter jet squadrons to Naval Air Station at Miramar along with the majority of the helicopter squadrons from Tustin. The Navy squadrons presently stationed at Miramar are scheduled to be moved to NAS Lemoore and to Fallon, Nevada. Miramar will now be designated a Marine Corps Air Station. It was originally on the closure list in 1991, which the Commission in 1993 reversed. Reason for closure was lack of affordable housing for personnel, especially the enlisted. This same condition still exist, housing in San Diego is very critically short and expensive. Also, the unemployment level in San Diego County is 10% or higher. The is not good for enlisted wives that must work to help the family survive. Base housing is nonexistent at Miramar. There are many base housing units at El Toro. I know how valuable this is to personnel. My husband spent 27 years as a C-141 aircrew person. It meant the world to him to know his family had a roof over their heads and the support of the base community during long, long days and hours from home. Mr Dixon, I met you when we were stationed at Scott AFB, Illinois and know you know how important base housing is to the enlisted personnel.

Our request is not motivated by selfishness to retain the facilities at El Toro for the local economy, of course now with our County Financial Crisis it would help to retain our Marines. The facilities at El Toro are tailor-made for the needs of Marine aviation, training and support. The facilities at Miramar are no way comparable. Current estimates are a billion dollars to bring Miramar up to standards, with no base housing. The current cost of relocation is now in the range of $1.3 to $1.7 billion, does not include environmental cleanups that are not known. Certainly not a cost savings envisioned by the BRAC 1993. This decision should be reconsidered in light of the cost to our already burdened Federal government. We feel a true cost savings will occur with continued operation of the Marines at El Toro Marine Corps Air Station. See copy of letter Sep 94 (atch) Air Force Magazine.

FOOTHILL RANCH HOMEOWNERS ASSOCIATION

Leona A. Lis

Secretary, Leona A. Lis

Mark Whaling

President, Mark Whaling

26741 Portola Parkway • Suite 1E-401 • Foothill Ranch, CA 92610-1713
(714) 253-0334

Sept-'94 - Air Forces Magazine

Bricks for BRAC

"More Base Closures Coming Up" *[June 1994, p. 62]* called the process "wrenching." Right on! Consider the following stupidity.

The Base Realignment and Closure (BRAC) Commission closed NAS Miramar near San Diego, Calif., and relocated aircraft to existing bases. Good decision. The cost of housing in San Diego was too high for sailors. The city of San Diego was happy. Miramar is desperately needed as a civilian airport for San Diego.

So far so good, but wait. The BRAC '93 Commission then decided to close MCAS El Toro, Calif. El Toro has on-base housing for 3,000 and better runways as a result of a $1 billion upgrade program over the past eight years.

El Toro's mission will now move to NAS Miramar, which has no on-base housing, and it will require another $1 billion to bring it up to El Toro's standards. El Toro is not needed by civilians.

Not many clear thinkers on the BRAC '93 Commission.

David Chigos
Point Loma, Calif.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

December 29, 1994

Mr. Mark Whaling
President, Foothill Ranch Homeowners Association
26741 Portola Parkway, Suite 1E-401
Foothill Ranch, CA 92610-1713

Dear Mr. Whaling:

Thank you for sending information concerning MCAS El Toro to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the commission.

Sincerely,

David S. Lyles
Staff Director

Document Separator

MCAS EL TORO JAC 12/27 (1)

1960 Temple Hills Drive
Laguna Beach, CA 92651
November 25, 1994

Hon. James Courter, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Courter:

The United States Marine Corp Air Station at El Toro, California is vital to our national defense. We urge you to do everything in your power to remove this installation from the closure list.

It is not economically feasible to close this base. The cost of cleanup has been estimated far too low. I refer you to a study by the Hon. Chris Cox, U. S. Representative from the 47th District, California wherein more accurate costs of the many parameters associated with closing El Toro may be obtained.

Moreover, in these troubled times around the world, it doesn't make sense to further reduce our military. Even the Secretary of Defense admits that our level of readiness is marginal at best. Although Clinton loathes the military, he doesn't hesitate to send troops to any perceived hot spot at the whim of the United Nations. He is a loose cannon who will sacrifice our military for his personal agenda of power. When we get into a situation when we really need the military, it will be gone.

Linked to base closures is the loss in military manpower and their acquired skills. It is a vicious cycle of flawed reasoning. If we don't have bases, we don't need the manpower. If we don't have the manpower, we don't need the bases, It is like a dog chasing his tail. The reduction in military strength is reaching absurb lows. The trained people, equipment and structure will not be available when needed.

Again, we urge you to do whatever it takes to keep USMCAS, El Toro OPEN.

Sincerely,

Ed Armstrong

Ed Armstrong

Marilyn Armstrong

Marilyn Armstrong

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

December 29, 1994

Ed and Marilyn Armstrong
1960 Temple Hills Drive
Laguna Beach, CA 92651

Dear Mr. and Mrs. Armstrong:

Thank you for sending information concerning MCAS El Toro to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the commission.

Sincerely,

David S. Lyles
Staff Director

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Sierra Club
San Gorgonio Chapter

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568 N. Mountain View Ave., Suite 130
San Bernardino, CA 92401
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China Lake 5-

Please Respond to:

930 Crescent Drive
Barstow, California 92311
May 1, 1995

Honorable Benjamin F. Montoya, Member
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: File Number 950407-ZR (Sierra Club Request for Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California)

Dear Admiral Montoya:

The San Gorgonio Chapter of the Sierra Club very much appreciates the willingness of Defense Base Closure and Realignment Commission to consider what the majority of our members believe to be a significantly preferable alternative to meet the Army's need for additional training land while minimizing taxpayer costs. We were informed of the Commission's willingness to review and analyze our request and proposal in a letter from Chairman Dixon dated April 9, 1995.

In opposition to the Sierra Club position, the Navy contends that changes in the China Lake testing and evaluation program will compromise the National Security of the United States. We find this position to be wanting. Several Senators from the Southeast have argued that all of the testing done at China Lake could be handled at the Eglin Air Force Base electronic range in Florida. While it does appear that ranges in Florida, Arizona, and Pacific rim could accommodate the China Lake mission, the cost of closure and total transfer of the China Lake activities is prohibitive. Further, we believe that the coordinated Southwest Training Complex concept put forth by the Joint Chiefs would be weakened by the total termination of the testing and evaluation mission performed by China Lake.

As you already know, rather than acquiring new lands for the Army the Sierra Club would prefer to see better coordination of existing DoD assets to meet the needs of all of the Military Departments. We believe that any disruption of DoD testing and evaluation activities at China Lake resulting from coordinated Army training lasting approximately 12 days per month on about 30% of

the total China Lake acreage can be accommodated through better coordinating and scheduling among all of the DoD ranges. The Navy would still retain 100% exclusive use of 68.2% of China Lake lands (750,000 acres) and approximately 60% exclusive use of 31.8% (350,000 acres). This means that on an annualized basis, the Navy would still retain exclusive use of 87.3% of its real estate assets. We find this sufficient to permit a significant Navy testing and evaluation contribution to the Joint Chiefs' plan. We find further that the sharing of only 12.7% of total Navy China Lake real estate assets annually with the Army does not appear to be some sort of horrendous burden that mission deconfliction can't resolve in the same manner as the Edwards Air Force Base and NASA examples (enclosure).

It must not be overlooked that in this era of constrained budgets that avoidance of unnecessary costs must be a high priority of all Federal Departments and Agencies. If the estimated cost of $50 million for land acquisition by the Army in the Silurian Valley can be sharply reduced or avoided by shared use of existing DoD assets on China Lake, we believe that full and complete evaluation of such potential use by both your Commission and DoD is not only appropriate but essential. **Therefore, when you meet to vote on base realignments later this month, we urge you to make or support an appropriate motion and to vote in favor of possible realignment of the Mojave Range B of the China Lake Naval Air Warfare Station in the best interests of National Security and fiscal prudence.**

Thank you for your consideration.

Respectfully yours,

Lewis W. Trout

Lewis W. Trout, Member
Conservation Committee
San Gorgonio Chapter
The Sierra Club

cc: (with enclosure)
Dr. Jack Bath
Mr. Peter Burk
Mr. Jon Miller
Mr. David Schnabel
Ms. Carol Sebastian

Daggett • Yermo • Newberry Springs • Lenwood • Hinkley • Silver Lakes • Fort Irwin

Desert Dispatch

BHS boys, girls track teams whip SBHS
Page 6

Helping Hands
Page 5

25 cents tax included | Barstow, Calif. | Tuesday, April 25, 1995

Fort Irwin expansion plans revived

By TEYA VITU
Dispatch Staff Writer

FORT IRWIN — The National Training Center, immune from the Base Closure and Realignment Commission in the past six years, may be examined for realignment in the coming months, sources said.

Realignment is a matter of adding or removing functions and personnel, or changing missions. In Fort Irwin's case, realignment would involve the proposed expansion that has been under consideration since 1988.

The Army has looked toward to Silurian Valley to the east and northeast for the past four years. Before that the Army had proposed expanding to the south but in 1991 the U.S. Fish and Wildlife Service nixed the idea because of the desert tortoise, a threatened species.

The Sierra Club in recent months has suggested the Army look at the China Lake Naval Weapons Center range that touches on Fort Irwin, rather than setting aside more public land for military use.

"(The Sierra Club) believes that before the Army embarks on a $50 million land acquisition project east of Fort Irwin, the alternative of joint use of the adjoining Navy lands should be fully evaluated by independent experts," said Carol Sebastian, chair of the club's San Gorgonio Chapter.

> ***(The Sierra Club) believes that before the Army embarks on a $50 million land acquisition project ... the alternative of joint use of the adjoining Navy lands should be fully evaluated by independent experts. One column quote here.***
>
> **— Carol Sebastian, Sierra Club**

In March the Sierra Club formally approached BRAC with a request for evaluation of the China Lake option.

BRAC Chairman Alan Dixon said the commission would consider the idea and BRAC staff is analyzing it, BRAC spokesman Chuck Pizer said.

On May 10 the commission will announce additions to the Pentagon's list of bases recommended for consideration for closure or realignment. The Pentagon's list was submitted in February. BRAC additions typically serve as comparisons.

The Sierra Club maintains the Navy has always resisted efforts to share the China Lake facility with Fort Irwin, claiming Army training would be incompatible, Sebastian said.

Sebastian said the compatibility issue has no merit since the Army regularly moves through Goldstone and the operations at the Deep Space Communications Complex are not affected.

Additionally, troops rotating to Fort Irwin now land at Edwards Air Force Base — a facility that previously had claimed incompatibility with Army training.

"The experiences with NASA and now Edwards suggest to many desert users, not just the Sierra Club, that successful deconfliction of mission incompatibilities is very possible," Sebastian said in a prepared statement.

The Army is examining a 330,000-acre area in the Silurian Valley. Mock battles would not be fought there. The area would be used for logistics and assembling battalions before they head out for training. About half of the acreage is suitable for combat vehicles.

The Army recently removed 20,000 acres at the southeast extreme of the project area from consideration.

The U.S. Fish and Wildlife Service a year ago issued a "no jeopardy" biological opinion on the Silurian Valley land, meaning no threatened or endangered species would be affected by Army training.

A draft environmental impact report should be ready for public inspection later this year.

Document Separator

Sierra Club
San Gorgonio Chapter

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Moreno Valley Group

568 N. Mountain View Ave., Suite 130
San Bernardino, CA 92401
(909) 381-5015

Please Respond to:

930 Crescent Drive
Barstow, California 92311

May 1, 1995

Honorable J. B. Davis, Member
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: File Number 950407-ZR (Sierra Club Request for Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California)

Dear General Davis:

The San Gorgonio Chapter of the Sierra Club very much appreciates the willingness of Defense Base Closure and Realignment Commission to consider what the majority of our members believe to be a significantly preferable alternative to meet the Army's need for additional training land while minimizing taxpayer costs. We were informed of the Commission's willingness to review and analyze our request and proposal in a letter from Chairman Dixon dated April 9, 1995.

In opposition to the Sierra Club position, the Navy contends that changes in the China Lake testing and evaluation program will compromise the National Security of the United States. We find this position to be wanting. Several Senators from the Southeast have argued that all of the testing done at China Lake could be handled at the Eglin Air Force Base electronic range in Florida. While it does appear that ranges in Florida, Arizona, and Pacific rim could accommodate the China Lake mission, the cost of closure and total transfer of the China Lake activities is prohibitive. Further, we believe that the coordinated Southwest Training Complex concept put forth by the Joint Chiefs would be weakened by the total termination of the testing and evaluation mission performed by China Lake.

As you already know, rather than acquiring new lands for the Army the Sierra Club would prefer to see better coordination of existing DoD assets to meet the needs of all of the Military Departments. We believe that any disruption of DoD testing and evaluation activities at China Lake resulting from coordinated Army training lasting approximately 12 days per month on about 30% of

the total China Lake acreage can be accommodated through better coordinating and scheduling among all of the DoD ranges. The Navy would still retain 100% exclusive use of 68.2% of China Lake lands (750,000 acres) and approximately 60% exclusive use of 31.8% (350,000 acres). This means that on an annualized basis, the Navy would still retain exclusive use of 87.3% of its real estate assets. We find this sufficient to permit a significant Navy testing and evaluation contribution to the Joint Chiefs' plan. We find further that the sharing of only 12.7% of total Navy China Lake real estate assets annually with the Army does not appear to be some sort of horrendous burden that mission deconfliction can't resolve in the same manner as the Edwards Air Force Base and NASA examples (enclosure).

It must not be overlooked that in this era of constrained budgets that avoidance of unnecessary costs must be a high priority of all Federal Departments and Agencies. If the estimated cost of $50 million for land acquisition by the Army in the Silurian Valley can be sharply reduced or avoided by shared use of existing DoD assets on China Lake, we believe that full and complete evaluation of such potential use by both your Commission and DoD is not only appropriate but essential. **Therefore, when you meet to vote on base realignments later this month, we urge you to make or support an appropriate motion and to vote in favor of possible realignment of the Mojave Range B of the China Lake Naval Air Warfare Station in the best interests of National Security and fiscal prudence.**

Thank you for your consideration.

Respectfully yours,

Lewis W. Trout

Lewis W. Trout, Member
Conservation Committee
San Gorgonio Chapter
The Sierra Club

cc: (with enclosure)
Dr. Jack Bath
Mr. Peter Burk
Mr. Jon Miller
Mr. David Schnabel
Ms. Carol Sebastian

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By TEYA VITU
Dispatch Staff Writer

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Please Respond to:

930 Crescent Drive
Barstow, California 92311

May 1, 1995

Honorable Josue Robles, Jr.
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: File Number 950407-ZR (Sierra Club Request for Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California)

Dear General Robles:

The San Gorgonio Chapter of the Sierra Club very much appreciates the willingness of Defense Base Closure and Realignment Commission to consider what the majority of our members believe to be a significantly preferable alternative to meet the Army's need for additional training land while minimizing taxpayer costs. We were informed of the Commission's willingness to review and analyze our request and proposal in a letter from Chairman Dixon dated April 9, 1995.

In opposition to the Sierra Club position, the Navy contends that changes in the China Lake testing and evaluation program will compromise the National Security of the United States. We find this position to be wanting. Several Senators from the Southeast have argued that all of the testing done at China Lake could be handled at the Eglin Air Force Base electronic range in Florida. While it does appear that ranges in Florida, Arizona, and Pacific rim could accommodate the China Lake mission, the cost of closure and total transfer of the China Lake activities is prohibitive. Further, we believe that the coordinated Southwest Training Complex concept put forth by the Joint Chiefs would be weakened by the total termination of the testing and evaluation mission performed by China Lake.

As you already know, rather than acquiring new lands for the Army the Sierra Club would prefer to see better coordination of existing DoD assets to meet the needs of all of the Military Departments. We believe that any disruption of DoD testing and evaluation activities at China Lake resulting from coordinated Army training lasting approximately 12 days per month on about 30% of

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Thank you for your consideration.

Respectfully yours,

Lewis W. Trout

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Please Respond to:

930 Crescent Drive
Barstow, California 92311
May 1, 1995

Honorable Alan Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: File Number 950407-ZR (Sierra Club Request for Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California)

Dear Chairman Dixon:

Thank you for your letter of April 9,1995. The San Gorgonio Chapter of the Sierra Club very much appreciates your willingness to consider what the majority of our members believe to be a significantly preferable alternative to meet the Army's need for additional training land while minimizing taxpayer costs.

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May 1, 1995

Honorable Al Cornella, Member
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: File Number 950407-ZR (Sierra Club Request for Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California)

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Barstow, California 92311

May 1, 1995

Honorable S. Lee Kling, Member
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: File Number 950407-ZR (Sierra Club Request for Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California)

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the total China Lake acreage can be accommodated through better coordinating and scheduling among all of the DoD ranges. The Navy would still retain 100% exclusive use of 68.2% of China Lake lands (750,000 acres) and approximately 60% exclusive use of 31.8% (350,000 acres). This means that on an annualized basis, the Navy would still retain exclusive use of 87.3% of its real estate assets. We find this sufficient to permit a significant Navy testing and evaluation contribution to the Joint Chief's plan. We find further that the sharing of only 12.7% of total Navy China Lake real estate assets annually with the Army does not appear to be some sort of horrendous burden that mission deconfliction can't resolve in the same manner as the Edwards Air Force Base and NASA examples (enclosure).

It must not be overlooked that in this era of constrained budgets that avoidance of unnecessary costs must be a high priority of all Federal Departments and Agencies. If the estimated cost of $50 million for land acquisition by the Army in the Silurian Valley can be sharply reduced or avoided by shared use of existing DoD assets on China Lake, we believe that full and complete evaluation of such potential use by both your Commission and DoD is not only appropriate but essential. **Therefore, when you meet to vote on base realignments later this month, we urge you to make or support an appropriate motion and to vote in favor of possible realignment of the Mojave Range B of the China Lake Naval Air Warfare Station in the best interests of National Security and fiscal prudence.**

Thank you for your consideration.

Respectfully yours,

Lewis W. Trout

Lewis W. Trout, Member
Conservation Committee
San Gorgonio Chapter
The Sierra Club

cc: (with enclosure)
Dr. Jack Bath
Mr. Peter Burk
Mr. Jon Miller
Mr. David Schnabel
Ms. Carol Sebastian

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Desert Dispatch

BHS boys, girls track teams whip SBHS
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Helping Hands
Page 5

25 cents tax included | Barstow, Calif. | Tuesday, April 25, 1995

Fort Irwin expansion plans revived

By TEYA VITU
Dispatch Staff Writer

FORT IRWIN — The National Training Center, immune from the Base Closure and Realignment Commission in the past six years, may be examined for realignment in the coming months, sources said.

Realignment is a matter of adding or removing functions and personnel, or changing missions. In Fort Irwin's case, realignment would involve the proposed expansion that has been under consideration since 1988.

The Army has looked toward to Silurian Valley to the east and northeast for the past four years. Before that the Army had proposed expanding to the south but in 1991 the U.S. Fish and Wildlife Service nixed the idea because of the desert tortoise, a threatened species.

The Sierra Club in recent months has suggested the Army look at the China Lake Naval Weapons Center range that touches on Fort Irwin, rather than setting aside more public land for military use.

"(The Sierra Club) believes that before the Army embarks on a $50 million land acquisition project east of Fort Irwin, the alternative of joint use of the adjoining Navy lands should be fully evaluated by independent experts," said Carol Sebastian, chair of the club's San Gorgonio Chapter.

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In March the Sierra Club formally approached BRAC with a request for evaluation of the China Lake option.

BRAC Chairman Alan Dixon said the commission would consider the idea and BRAC staff is analyzing it, BRAC spokesman Chuck Pizer said.

On May 10 the commission will announce additions to the Pentagon's list of bases recommended for consideration for closure or realignment. The Pentagon's list was submitted in February. BRAC additions typically serve as comparisons.

The Sierra Club maintains the Navy has always resisted efforts to share the China Lake facility with Fort Irwin, claiming Army training would be incompatible, Sebastian said.

Sebastian said the compatibility issue has no merit since the Army regularly moves through Goldstone and the operations at the Deep Space Communications Complex are not affected.

Additionally, troops rotating to Fort Irwin now land at Edwards Air Force Base — a facility that previously had claimed incompatibility with Army training.

"The experiences with NASA and now Edwards suggest to many desert users, not just the Sierra Club, that successful deconfliction of mission incompatibilities is very possible," Sebastian said in a prepared statement.

The Army is examining a 330,000-acre area in the Silurian Valley. Mock battles would not be fought there. The area would be used for logistics and assembling battalions before they head out for training. About half of the acreage is suitable for combat vehicles.

The Army recently removed 20,000 acres at the southeast extreme of the project area from consideration.

The U.S. Fish and Wildlife Service a year ago issued a "no jeopardy" biological opinion on the Silurian Valley land, meaning no threatened or endangered species would be affected by Army training.

A draft environmental impact report should be ready for public inspection later this year.

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Please Respond to:

930 Crescent Drive
Barstow, California 92311
May 1, 1995

Honorable Wendi Louise Steele
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: File Number 950407-ZR (Sierra Club Request for Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California)

Dear Ms. Steele:

The San Gorgonio Chapter of the Sierra Club very much appreciates the willingness of Defense Base Closure and Realignment Commission to consider what the majority of our members believe to be a significantly preferable alternative to meet the Army's need for additional training land while minimizing taxpayer costs. We were informed of the Commission's willingness to review and analyze our request and proposal in a letter from Chairman Dixon dated April 9, 1995.

In opposition to the Sierra Club position, the Navy contends that changes in the China Lake testing and evaluation program will compromise the National Security of the United States. We find this position to be wanting. Several Senators from the Southeast have argued that all of the testing done at China Lake could be handled at the Eglin Air Force Base electronic range in Florida. While it does appear that ranges in Florida, Arizona, and Pacific rim could accommodate the China Lake mission, the cost of closure and total transfer of the China Lake activities is prohibitive. Further, we believe that the coordinated Southwest Training Complex concept put forth by the Joint Chiefs would be weakened by the total termination of the testing and evaluation mission performed by China Lake.

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Thank you for your consideration.

Respectfully yours,

Lewis W. Trout

Lewis W. Trout, Member
Conservation Committee
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China Lake

Please Respond to:

930 Crescent Drive
Barstow, California 92311
April 6, 1995

Honorable Alan Dixon, Chairman
Base Realignment and Closure Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: Sierra Club Request for BRACC Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California

Dear Chairman Dixon:

The San Gorgonio Chapter of the Sierra Club requests that your Commission add the China Lake Naval Air Warfare Station (NAWS) to your list of installations to be considered for possible realignment. The formal call for such action is included under item number four (4) of the policy resolution adopted by the Chapter's Executive Committee at its March 25, 1995 meeting.

The basis for the request is discussed at length in the accompanying background reports submitted to the members of the San Gorgonio Chapter's Conservation and Executive Committees. In summary, the San Gorgonio Chapter questions the Navy's repeated assertions of mission incompatibility as the reason that not one square inch of the 1,100,000 acres comprising China Lake NAWS can be made available for joint maneuver training use with the adjacent Army National Training Center (NTC) at Fort Irwin.

The Navy claims that contractor demand for use of test facilities on the Mojave Range B of NAWS on only three days notice precludes coordinated use for up to 14 days monthly by the Army. As a result, the Army now proposes to spend nearly $50,000,000 for acquisition of land east of Fort Irwin to meet a shortfall in training acreage validated by GAO in 1991. Unlike the Army, to the best of the Sierra Club's knowledge, the Navy has never submitted its mission incompatibility assertions to independent review by GAO or appropriate Congressional Committees. Personally, it seems to me that the Navy has surrendered its responsibility for management of its land and ranges if we have a situation in which contractors tell Naval personnel when Department of Defense (DoD) assets will be used. The Navy and DoD need to tell contractors when DoD

resources will be available for contractor use, not the other way around.

We in the Sierra Club do not believe that you should allow to go unchallenged what may be parochial views dating from the 1940's regarding exclusivity and opposition to sharing assets with other military departments when joint use is in the best interests of the nation. Your present round of hearings provides an opportunity to independently confirm or refute the Navy's currently unvalidated claims. Certainly your review of the validity of the Navy's position is appropriate before the Army embarks on a land acquisition program projected to cost the taxpayers nearly $50,000,000. If you independently conclude that the Navy's position is justifiable, so be it. At least the issue will have been finally evaluated and analyzed once and for all by fiduciaries representing the best interests of the taxpayers, not special interests.

Thank you for your consideration.

Respectfully yours,

Lewis W. Trout

Lewis W. Trout, Member
Conservation Committee

cc: (with enclosures)
Mr. Al Cornella
Ms. Rebecca Cox
Mr. J. B. Davis
Mr. S. Lee Kling
Mr. Benjamin F. Montoya
Mr. Josue Robles, Jr.
Ms. Wendi Steele

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INTERIM POLICY ON NATIONAL TRAINING CENTER (NTC)

LAND ACQUISITION PROJECT (FORT IRWIN, CALIFORNIA)

Resolved that the San Gorgonio Chapter of the Sierra Club:

(1) opposes and calls on the Department of Defense (including but not limited to the Commander of the National Training Center, the Secretary of the Army, and the Secretary of Defense) to renounce any and all northerly land acquisition project alternatives that would require deletion of any lands located within the presented boundaries of Death Valley National Park;

(2) opposes and calls on the Department of Defense (including but not limited to the Commander of the National Training Center, the Secretary of the Army, and the Secretary of Defense) to renounce any and all southerly land acquisition project alternatives that would require use of lands for which the U. S. Fish and Wildlife Service issued a "Draft Jeopardy" biological opinion in September 1991;

(3) calls on the General Accounting Office of Congress (GAO) to review and analyze the 1993 Land Use Requirements Study (LURS) prepared by the Department of the Army to determine if the NTC's asserted training land shortfall averaging 222,000 acres per training rotation is accurate and realistically addresses the Army's asserted additional land requirement;

(4) calls on the GAO, Base Realignment and Closure Commission (BRACC), and/or the Armed Services Committee of the United States Senate to investigate, review, analyze and evaluate the validity of the assertion by the Department of the Navy that mission incompatibility precludes any and all NTC joint use of the approximately 350,000 acres of land on the 550,000 acre Mojave Range B of the China Lake Naval Air Warfare Station (NAWS) that were not designated as critical habitat for the desert tortoise in the "Final Rule" published by the U. S. Fish and Wildlife Service in the Federal Register on February 8, 1994 (Vol. 59, No. 26); and

(5) opposes any Army **eastward land acquisition and** training on BLM administered public lands in the Silurian Valley until full compliance with the National Environmental Policy Act (NEPA) has been achieved, including but not limited to:

(a) public release of a Draft Environmental Impact Statement (DEIS) which includes as one of the project alternatives carried forward for full analysis joint use by the NTC of the approximately 350,000 acres of land on the 550,000 acre Mojave Range B of the China Lake Naval Air Warfare Station (NAWS) that were not designated as critical habitat for the desert tortoise in the "Final Rule" published by the U. S. Fish and Wildlife Service in the Federal Register on February 8, 1994 (Vol. 59, No. 26);

(b) holding public hearings on the proposed project following release of the DEIS including at least one hearing in the San Bernardino/Riverside area; and

(c) completion of and public release of a Final EIS and associated Record(s) of Decision.

ADOPTED AS AMENDED BY: SAN GORGONIO CHAPTER EXECUTIVE COMMITTEE (12-2-2), March 25, 1995

Note: The agenda item 4 Executive Committee report regarding the proposed interim policy on the NTC Land Acquisition Project was amended by the Executive Committee. The amending language inserted in line 1 of section 5 (**"eastward land acquisition and"**) was the only change made to the proposal submitted from the Conservation Committee.

No further text below this line.

SAN GORGONIO CHAPTER EXECUTIVE COMMITTEE

ACTION ITEM

AGENDA ITEM NUMBER: 4

MOTION:

SUBMITTED BY: SAN GORGONIO CHAPTER CONSERVATION COMMITTEE (13-0-1-1, 3/13/95)

PROPOSED INTERIM POLICY ON NATIONAL TRAINING CENTER (NTC)

LAND ACQUISITION PROJECT (FORT IRWIN, CALIFORNIA)

Resolved that the San Gorgonio Chapter of the Sierra Club:

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(4) calls on the GAO, **Base Realignment and Closure Commission (BRACC)**, and/or the Armed Services Committee of the United States Senate to investigate, review, analyze and evaluate the validity of the assertion by the Department of the Navy that mission incompatibility precludes any and all NTC joint use of the approximately 350,000 acres of land on the 550,000 acre Mojave Range B of the China Lake Naval Air Warfare Station (NAWS) that were not designated as critical habitat for the desert tortoise in the "Final Rule" published by the U. S. Fish and Wildlife Service in the Federal Register on February 8, 1994 (Vol. 59, No. 26); and

(5) opposes any Army training on BLM administered public lands in the Silurian Valley until full compliance with the National Environmental Policy Act (NEPA) has been achieved, including but not limited to:

(a) public release of a Draft Environmental Impact Statement (DEIS) **which includes as one of the project alternatives carried forward for full analysis joint use by the NTC of the approximately 350,000 acres of land on the 550,000 acre Mojave Range B of the China Lake Naval Air Warfare Station (NAWS) that were not designated as critical habitat for the desert tortoise in the "Final Rule" published by the U. S. Fish and Wildlife Service in the Federal Register on February 8, 1994 (Vol. 59, No. 26);**

(b) holding public hearings on the proposed project following release of the DEIS including at least one hearing in the San Bernardino/Riverside area; and

(c) completion of and public release of a Final EIS and associated Record(s) of Decision.

BACKGROUND:

At its regular meeting on March 14, 1995, the Conservation Committee had intended to fully address the issue of an Interim Policy on the National Training Center Land Acquisition Project after viewing a one hour presentation regarding the Army's project. The issue had been carried forward from the February 14, 1995 meeting to permit the presentation on the project, and to allow the Army and Conservation Committee Member Lewis Trout to submit written comments for consideration. Mr. Trout's were mailed and distributed by hand to Conservation Committee members present at the Chapter general meeting on March 7th and mailed the following day to other committee members.

The Conservation Committee had only a few minutes to discuss the Fort Irwin situation because of time needed to address preceding issues its agenda. Although consensus was reached to trail a full discussion until the April Conservation Committee meeting (as the first Agenda item) to permit representatives of the National Training Center to make the one hour presentation, the Committee concluded that items 1, 2, 3, 4, and 10 on Mr. Trout's proposal should be acted on before April because of:

(1) comments, proposals, and actions by some Congressional leaders regarding National Parks, the Endangered Species Act, and repeal of the Desert Protection Act;

(2) the need for an updated independent verification and validation of the Army's 1993 Land Use Requirements Study (LURS) which is the underlying basis for the proposed project (in 1991,GAO

did validate the former 1985 LURS basis for the project, but a more timely update is appropriate);

(3) the absence of any independent verification and validation of Navy's repeated assertions (in response to numerous Army requests made since 1986) that no land on the China Lake Naval Air Warfare Station (NAWS) can be used by the Army on a time-shared basis because of "mission incompatibilities" (NASA's Goldstone Deep Space Tracking Station with missions even more "incompatible" than the Navy's has operated successfully on Fort Irwin since the 1950's despite on-going Army training and heavy vehicle movements. This suggests that deconfliction of asserted Navy "incompatibilities" in an environmentally responsible manner is technically possible and achievable based on the Army/NASA record of more than 30 years);

(4) the very timely opportunity for the Base Realignment and Closure Commission (BRACC) to independently evaluate the Army's asserted land needs and the Navy's unwillingness to permit joint use of China Lake because of jurisdiction assigned to the Commission by Congress (see attached BRACC schedule); and

(5) the 1993 decision by the Bureau of Land Management (BLM), the Lead Agent for the Land Acquisition Project EIS not to include full consideration and analysis in the Draft EIS of (an) alternative(s) involving joint use of lands located on the China Lake Naval Air Warfare Station to meet the Army's asserted need for more training land.

(6) the opportunity to more appropriately address the proposed RCC resolution and items 5 to 9 from Mr. Trout's alternative resolution at the April Conservation Committee meeting.

NOTE: The bold text was omitted from Mr. Trout's motion adopted by the Conservation Committee despite comments by at least three Conservation Committee members regarding the BRACC process and need to consider western land acquisition alternatives in the Draft EIS. The additional language is included for Ex-Com consideration to more fully reflect the intentions of the maker and seconder of the motion and the Conservation Committee majority that supported the call for the independent reviews and analyses included in sections 3 and 4 of the five point recommendation.

ARGUMENTS FOR: Although several of the arguments for are included in the full alternative 10 point policy proposal submitted by Mr. Trout, several points deserve special emphasis.

(1) The Administration and the Army should be asked to renounce environmentally and fiscally irresponsible southern and northern land acquisition alternatives advocated by some Congressional leaders especially in a time of budgetary constraints. Although the Commander of the National Training

Center (NTC) does not have delegated authority to make such a decision, he can state his recommendations and position publicly if he so chooses. Since 1988, there are no known instances of denial or reversal of recommendations made by the NTC Commander regarding lands to be considered for possible acquisition to meet the Army's asserted land shortfall.

(2) Because of environmental and budget constraints, the Departments of Interior and Defense should be required to evaluate joint use of adjacent Department of Defense lands on China Lake BEFORE seeking more than $80,000,000 to acquire, instrument, and responsibly prepare to manage any additional public domain and privately owned lands in the Silurian Valley. Even though a reasonable alternative such as joint use of Navy lands by the Army may be outside the scope and ability of an agency (the Army in this case) to implement by itself, the intention of Congress as expressed in the National Environmental Policy Act is that such reasonable alternatives be considered and evaluated. Congress will then make the decision about what should be done.

(3) Independent review of the Army's Land Use Requirements Study and the Navy's denial of Army requests to use portions of China Lake do not mean that the Sierra Club supports Army maneuvers on China Lake (the Club does not at this time). Rather, the Sierra Club supports compliance with the National Environmental Policy Act and fiscally responsible, environmentally sustainable governmental policies, which may include joint use of military lands by two or more military services instead of acquiring new lands. Congress had delegated authority for such reviews to the Base Realignment and Closure Commission which is now evaluating operations on military bases nationwide.

(4) Since no Draft EIS on this project has been released, deferral until April of action on items 5 to 9 of Mr. Trout's alternative resolution and on the RCC proposed interim policy resolution will not adversely affect the Chapter's ability to take timely and comprehensive interim and final positions on the NTC Land Acquisition Project.

ARGUMENTS AGAINST The NTC does not support the interim policy recommendation by the Conservation Committee. Specifically, the NTC does not support calling for GAO, BRACC, and/or the Senate Armed Services Committee to independently review, evaluate, and analyze the Navy's methodology in arriving at its conclusions that Army training on adjacent Navy land is not "mission compatible." The Army also does not support the inclusion of western alternatives in the Draft EIS involving joint use of adjacent Navy lands since such alternatives are outside the ability of the BLM (the lead agent for the EIS) and the Army to implement. The NTC also opposes inclusion of the Commander of the NTC in items 1 and 2 of the recommended five point interim policy because the decision making authority in such matters does not rest at that level.

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930 Crescent Drive
Barstow, California 92311
March 7, 1995

Members of the Conservation Committee
San Gorgonio Chapter, The Sierra Club
568 North Mountain View Avenue, Suite 130
San Bernardino, California 92401

RE: National Training Center (NTC) Land Acquisition Project

Dear Fellow Conservation Committee Member:

At the February 14, 1995 meeting, our committee extended to me the opportunity to provide additional information and analysis on the proposed interim policy regarding the pending NTC (Fort Irwin) land acquisition project. The comments I've submitted and alternative policy resolution enclosed with this letter contain my own personal views after having served on the Conservation Committee since 1990 when Holme Peters was our chair, and after having lobbied the Department of Defense since 1990 to support the Desert Protection Act. You may remember that Peter Burk commended me for those efforts when he spoke before the Chapter general meeting in 1993.

Although comments and the alternative resolution were faxed to Jack Bath for attachment to the agenda for March 14th, my submittal was delayed past the deadline for agenda submissions because of research requirements. Since it is entirely possible that Jack will be unable to distribute the documents with the agenda, I am providing this material to each Conservation Committee member by mail to assist in formulating your opinion regarding the Chapter's position on this issue.

Recent suggestions and proposals by Congressional leaders to repeal the Desert Protection and Endangered Species Acts, abolish the National Park Service, and transfer National Forest and National Park lands for military use must be recognized and addressed by our Chapter in the Fort Irwin resolution. Our on-going Chapter dialogue with the leadership at Fort Irwin has not been in vain. To their credit, the Commander of the National Training Center and the Department of the Army have not embraced these most extreme positions being advocated by some Congressmen. Nevertheless, any Chapter resolution regarding Fort Irwin should address potential expansions to the north and south and be specific regarding other measures that a majority of our Conservation Committee favor to fully address our environmental and other concerns.

Portions of the alternative resolution I propose not only do not have Army support, but are actually opposed by Fort Irwin. However, the itemized positions recommended support our Chapter's goals of promoting environmental stewardship; protecting endangered species, cultural, archaeological, and paleontological resources;

and enhancing bio-diversity in the eco-system. Further, the resolution provides for full and complete independent review of the very basis for the project, the Land Use Requirements Studies of 1985 and 1993, to determine in the light of careful scrutiny the extent to which the proposed project is justified. The RCC proposed resolution is silent or ambiguous on several of these points.

Please study the enclosed analysis of Item 5 from our February 14, 1995 agenda and the alternative resolution I recommend. The principles and standards of full disclosure and honesty in debate should be applied to everyone on all issues coming before the Conservation Committee, not just the Army.

Thank you for you courtesy and consideration in this matter.

Sincerely,

Lewis W. Trout

Lewis W. Trout, Member
San Gorgonio Chapter Conservation Committee

cc: Carol Sebastian
Anne Dennis
Alice Krueper
Carol Wiley

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Agenda Item 5 from 2/14/95 Conservation Committee

Analysis and Commentary by Conservation Committee Member Lewis Trout For 3/14/95 Committee Agenda

Proposed Interim Policy on Fort Irwin Expansion

Resolved that **"The San Gorgonio Chapter of the Sierra Club opposes the presently proposed eastward expansion of Fort Irwin unless and until an Environmental Impact Statement ("EIS") and supporting budgets and actions of the U.S. Army demonstrate: 1. The proposed wilderness areas of Owlshead, Avawatz, South Avawatz, Soda Mountains, and Kingston Range and their public access can be maintained. 2. Public access along the Harry Wade Road to the Owlshead Wilderness and into the south end of Death Valley will be maintained. 3. The expansion can be shown to be environmentally benign or impacts on wildlife habitat and cultural resources can be fully mitigated."**

---Motion from RCC and Chapter Desert Committees

Alternative Resolution to be submitted for consideration following the last page of this analysis and commentary.

Background (Incomplete and/or Inaccurate):

"In 1988, the commander of Fort Irwin (U.S. Army's National Training Center ["NTC"] for tanks etc. located about 31 miles north of Barstow) initiated a proposal to expand (increase) the Fort's "maneuverable acreage"

Background (Supplemental and Factual):

In 1985, a Land Use Requirements Study (LURS) was prepared by the operations staff of the NTC. This study initially determined a maneuver acreage shortfall of 238,000 acres - not the 320,000 reported in February. The General Accounting Office of

by approximately 320,000 acres.	Congress (GAO) validated the acreage shortfall in 1991, but made no recommendations as to any alternatives for land acquisition. The operations staff at the NTC completed a second LURS in 1993 which recalculated the average maneuver land acreage shortfall per training rotation to be 222,000 acres.
The study first proposed to get these acres by a southward expansion.	From 1986 to 1994, the NTC explored various joint use options on the China Lake Naval Air Warfare Center (NAWS) located west of Fort Irwin. Southward expansion alternatives were not developed for EIS analysis in accordance with NEPA until the Bureau of Land Management (BLM) conducted scoping hearings in 1988. BLM - not the Army - is the lead agency for the EIS document.
The expansion would penetrate into desert tortoise habitat of high value.	As just one result of an on-going dialogue (beginning in 1990) with the Department of the Interior (DOI), scientists, desert users, and several elements of the environmental community including members of the San Gorgonio Chapter, the Army has deleted more nearly 300,000 acres of high value desert tortoise habitat from acquisition consideration. No high value critical habitat designated by the U. S. Fish & Wildlife Service is included in the current eastern acquisition study area.
With the listing of the desert tortoise as a threatened species in 1989, the southern expansion was killed after it	The Army entered into Section 7 consultation with the U. S. Fish and Wildlife Service (FWS) in 1990 regarding various

was determined that the U.S. Army could not pay the high mitigation costs involved.

alternatives for southern expansion. Extensive tortoise research and analysis was financed by the Army. Results from tortoise studies were provided to FWS for consideration. In September 1991, FWS issued a draft "Jeopardy" biological opinion on all southern land acquisition alternatives. In the draft opinion, FWS suggested expansion to the east as a "reasonable and prudent alternatives". FWS reaffirmed its preference for a land acquisition alternative involving lands in the Silurian Valley with "No Jeopardy" biological opinions issued in 1993 and 1994.

A second proposal proposed a westerly expansion into Range B used by the U.S. Navy, and also contains good tortoise habitat. The Navy defeated this western expansion by creating a preserve out of Range B.

In response to a 1993 Army request, the Navy studied the feasibility of joint use of 160,000 acres (80,000 maneuverable acres) on Mojave Range B identified by the FWS tortoise recovery task force as non-critical, low-density tortoise habitat. The Navy concluded that the missions of the China Lake Naval Air Warfare Center and the NTC are not compatible on the same land at the same time. However, unlike the Army, the Navy did not submit to independent review and validation of its missions requirements by GAO or Congressional Committees, so the questions of alternating use (time-sharing) has not been objectively evaluated by an independent entity.

The third and present expansion attempt is an easterly one. The eastern area contains some

No pupfish are known to exist in the eastern alternative. Two isolated populations of

tortoise habitat, rare pupfish, and significant acreage is non-"maneuverable".

tortoise are not considered significant by FWS. Like the existing lands on Fort Irwin and lands studies on China Lake NAWS, only about half of the acreage is maneuverable. Exclusions for species habitat, cultural and scientific resources, active mines, and steep terrain constrain the maneuver land. However, much of the steep terrain is suitable for instruments to monitor vehicle movements to make sure trespass of adjoining wilderness areas does not occur. Steep terrain in mountainous areas is usable for dismounted movement (hiking) from the Silurian Valley to the main battlefield areas on Fort Irwin.

Other impacts of the eastern expansion appear to be that the expansion may: 1/ impact Death Valley National Park at its southern entry point,

As part of the resolution of issues in the Desert Protection Act, the Army adjusted its study area boundary to stay south of the Saratoga Springs (Harry Wade) Road used as southern access to Death Valley National Park (DVNP) from highway 127. Additionally, the Army and National Park Service reached informal agreements on transfer of land separating DVNP from the Leach Lake Bombing range. Decontamination of unexploded ordinance requires a clearance zone of up to 1.5 miles around 2,000 pound bombs. Since NPS and Army agree that shrapnel from decontamination activities should not be raining down on lands inside a National Park, transfer of the 1.5 mile wide Owlshead Mountains WSA to the Army with concurrent MOU/MOA agreements providing continued access to the 120,000 acre

Owlshead Mountains Wilderness Area for DVNP park visitors is now considered the Army, NPS, many Administration officials and Congressional leaders as the most appropriate disposition of the safety strip.

2/ effect access to open space along the Almagordo River and near the Dummont Dunes,

Neither the Armagosa (not Almagordo) River nor the Dumont (not Dummont) Sand Dunes Off-Road Vehicle Recreation Area (ORVRA) are located within the Silurian Valley Land Acquisition Project Study Area. Permanent access to open space resources within the flood-plain of the Armagosa River and the ORVRA via State Highway 127 will not be affected by proposed highway crossings being discussed by the Army and CalTrans.

3/dust generated by increased maneuvers may contribute to existing dust problems (The 1972 EIS for the NTC required dust control measures for the existing Fort, and NTC has not implemented them)."

There was no 1972 EIS regarding establishment of the NTC. The 1979 EIS included references to dust mitigation measures used at other southwestern United States military bases. In addition to implementing such measures as grading roads between training rotations, using water trucks to spray disturbed areas during new construction, planting athol trees for windbreaks in housing and operation staging areas, Fort Irwin pioneered the use of the bio-degradable soil treatment"Road Oyl" for expeditionary airfields and field operations areas to reduce dust generation. On-going monitoring of air quality by the Army and the Mojave Desert Air Quality Management

District has resulted in no "Notices of Violation" for non-compliance with air quality standards for dust generation in current training areas.

Arguments For:

The Sierra Club has policy in place supporting wilderness designation for the Soda Mountains, South Avawatz, Avawatz, Owlshead (the undesignated portion), Kingston Range (the undesignated portions).

Rebuttal to Arguments For:

Sierra Club policy is unclear regarding these wilderness proposals. In May 1991, more than 30,000 acres were deleted from the 1985 wilderness proposals for the Silurian Valley area to accommodate utility expansion such as the subsequently constructed Kern River Gas Company pipeline. Which version of these wilderness proposals - the 1985 or 1991 versions - are we being asked to support?

Club policy embodied in the 1985 proposals supported wilderness designations in the high quality tortoise habitat Chuckwalla Bench (Riverside County) covering 272,180 acres. However, without the knowledge of the general membership or vote by the Conservation Committee, the Club's 1985 policy was apparently altered in July 1993 to reduce the wilderness area proposal by more than 40% to only 151,385 acres. This action apparently followed preliminary habitat analysis by the tortoise recovery task force of USFWS in order permit recovery, habitat enhancement, and species recovery activities in critical habitat (the Army has similarly deleted nearly 300,000 acres of critical habitat from its project study area in response to FWS and recovery task force requests).

Of 681,310 acres of wilderness proposed in 1985 for the Silurian Valley, 350,348 acres became wilderness in the Desert Protection Act. If the 136,320 acres in the present Avawatz, Kingston, South Avawatz, and Owlshead Mountains WSA's were transferred to the Army, only 20% of the wilderness proposed in 1985 would be deleted - not the more than 40% lost in the Chuckwalla Bench. The Army proposal clearly involves a smaller percentage of wilderness loss in the Silurian Valley area than that already accepted by the RCC on a de facto basis at Chuckwalla Bench.

Further, sub-cabinet Department of the Interior officials have personally inspected the safety strip between the NTC and Death Valley National Park and concur with the Army that raining shrapnel on National Park lands is inappropriate. The MOU now being formalized by the Army and DOI fully addresses law enforcement, access, and other park management coordination issues in the 1.5 mile wide Owlshead Mountains WSA, thereby placing those lands under Death Valley National Park management without the stigma of debris from demilitarization activities falling on park lands. Therefore,.at the very least, reference to the Owlshead Mountains WSA should be deleted from the resolution.

The Army's record of species protection described last Tuesday by Dr. Morafka and as evidenced by the doubling of Bighorn Sheep populations in the Avawatz Mountains (same

species as the Peninsular Sheep according to some biologists) suggests that wilderness designation may not be optimal for biodiversity enhancement activities within the boundaries of what was proposed for the Avawatz, South Avawatz, and Kingston Mountains WSA's.

Further, the Sierra Club has policy in place for protecting pupfish, tortoises and other endangered species. All of these are impacted by the proposed expansion.

There are no known populations of pupfish in the Army's project study area. The Army is not only functioning in accordance with Club goals regarding tortoise protection, but is exceeding them. Tortoises bred at the Fort Irwin Study Site (FISS) and released into land managed as critical habitat exceed the annual on-post take for the 600,000 plus acre remainder of Fort Irwin. No other listed species are known to exist in the project study area.

Fort Irwin's arguments for expansion were made in 1988 during the cold war and are not appropriate now.

The arguments for the expansion were reanalyzed and updated in 1993. Conventional warfare dangers to which the President has suggested and/or directed a U. S. Army response include:

- the Golan Heights to police and separate Syrian and Israeli forces;

- Ecuador and Peru to separate and police the border area in dispute;

- Kuwait last year to deter Iraqi aggression;

- Macedonia last year to deter Serbian aggression;

- Haiti to protect the democratically elected government;

- Bosnia to cover a withdrawal of U.N. forces;

- South Korea to deter North Korean aggression;

- etc, etc, etc.

Since the Army will probably not have the opportunity of five months of training afforded during Desert Shield in a future conflict, endangered American soldiers must be fully prepared to avoid massacres like the Russian Army company sent to seize the Grozny railroad station in Chechnia (1 survivor out of 200) or Task Force Smith during the opening days of the Korean War in 1950.

According to the leading expert witness for the Sierra Club Legal Defense Fund, Dr. David Morafka, the Army has demonstrated that it not only can, but is willing to train endangered American soldiers in a manner that protects and enhances critical habitat of other endangered species.

We have waited for the EIS to be released on the expansion and it is always going to be released "in a few months."

This situation results from extensive, Army/FWS Section 7 consultations under the Endangered Species Act that began in 1990. The final "No

Jeopardy" biological opinion for the Silurian Valley lands was not issued until last year. Remember that the BLM - not the Army - is the lead agent for the EIS. Review requirements for both the Department of the Interior and the Department of Defense have taken much longer than the Army expected. Our efforts to expedite the release of the Draft EIS would certainly be welcomed by the Army, although it would be inappropriate for Army officials to request such assistance since it could be perceived as attempting to bring pressure on the lead agent, the BLM.

The Desert Protection Act is law now.

The Desert Protection Act was amended many times during the past several years. In her wisdom, Senator Feinstein chose to make the Act neutral regarding the NTC Land Acquisition Project. Her recognition of Army environmental stewardship in making her decision should not be overlooked.

We should not wait on setting policy on expansion which is poised to negatively effect sensitive desert areas outside of NTC."

Some have suggested that the only negative effect on the Army's activities in the Silurian Valley is on the Peninsular Big Horn Sheep lawsuit. Since 1991, the Army has worked closely with the California Department of Fish & Game to more than double the Big Horn Sheep Population in the Avawatz Mountains. A number of experts say that this herd is the same species as the Peninsular populations.

Our Legal Defense Fund's expert witness' comments at the Chapter meeting regarding Army positive environmental impacts in the Fort Irwin area have not been considered by the proponents of this resolution. Apparently, neither has the deletion of nearly 300,000 acres of critical habitat for the desert tortoise and other species. Nor has the cooperative efforts between the Department of the Interior and the Army to preserve and protect public access to all portions of Death Valley National Park.

Arguments Against:

The NTC should be considered a San Gorgonio Chapter issue and not an RCC issue).

Response to Arguments Against:

An alternative resolution is needed that addresses the real threats to environmental protection. These include proposals now being considered by some members of Congress to abolish Death Valley National Park, repeal the Desert Protection and Endangered Species Acts, and compel the Army to accept a southern alternative through critical habitat for the desert tortoise.

Since the proposed land acquisition project is located wholly within the boundaries of our Chapter, this is a San Gorgonio Chapter issue and not an RCC issue. An alternative resolution that seeks to protect our Chapter's concerns follows the last page of this analysis and commentary.

The expansion is required for the defense of the United States.

The General Accounting Office (GAO) of Congress concurs that a mix of training methods is essential to maintain military readiness. A mix of training opportunities that includes simulations, individual soldier and small unit training, and one location worldwide for intensive unit training appears appropriate. With the end of large-scale training opportunities in Europe and South Korea, the NTC would be the only location where instrumented training of task force size units can occur at the brigade level. For that reason, the Army contends that the NTC must optimize unit training and additional land is required for that effort. Use of land in the Silurian Valley is recognized as the environmentally preferable alternative to meet the Army's needs by scientists, public officials, and legislators at all levels of government.

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PROPOSED INTERIM POLICY ON NATIONAL TRAINING CENTER (NTC)

LAND ACQUISITION PROJECT (FORT IRWIN, CALIFORNIA)

Resolved that the San Gorgonio Chapter of the Sierra Club:

(1) opposes and calls on the Department of Defense (including but not limited to the Commander of the National Training Center, the Secretary of the Army, and the Secretary of Defense) to renounce any and all northerly land acquisition project alternatives that would require deletion of any lands located within the present boundaries of Death Valley National Park;

(2) opposes and calls on the Department of Defense (including but not limited to the Commander of the National Training Center, the Secretary of the Army, and the Secretary of Defense) to renounce any and all southerly land acquisition project alternatives that would require use of lands for which the U. S. Fish and Wildlife Service issued a "Draft Jeopardy" biological opinion in September 1991;

(3) calls on the General Accounting Office of Congress (GAO) to review and analyze the 1993 Land Use Requirements Study (LURS) prepared by the Department of the Army to determine if the NTC's asserted training land shortfall averaging 222,000 acres per training rotation is accurate and realistically addresses the Army's asserted additional land requirement;

(4) calls on the GAO, and/or the Armed Services Committee of the United States Senate to investigate, review, analyze and evaluate the validity of the assertion by the Department of the Navy that mission incompatibility precludes any and all NTC joint use of the approximately 350,000 acres of land on the 550,000 acre Mojave Range B of the China Lake Naval Air Warfare Station (NAWS) that were not designated as critical habitat for the desert tortoise in the "Final Rule" published by the U. S. Fish and Wildlife Service in the Federal Register on February 8, 1994 (Vol. 59, No. 26);

(5) concurs with and supports the position of the City of Los Angeles, Department of Water and Power, that all lands located within the Soda Mountains Wilderness Study Area designated by the California Desert Protection Act should be excluded from any lands transferred by Congress to the Department of the Army for use by the NTC;

(6) concurs with and supports the recommendation of the California Desert Consortium of the California State University system calling for the exclusion of all lands in the Salt Creek Hills Area of Critical Environmental Concern (ACEC) along with a buffer area of not less than one mile to the north, east, and south

of the ACEC (all those lands east of State Highway 127 located in Sections 13, 24, and 25 of Township 18 North, Range 6 East; and Sections 16, 17, 18, 19, 20, 21, 28, 29, 30, 32, and 33 of Township 18 North, Range 7 East) from any lands transferred by Congress to the Department of the Army for use by the NTC.

(7) concurs with the concept of and supports expeditious completion of a comprehensive Memorandum of Understanding now being prepared by the Department of the Army and the Department of the Interior to provide for public safety and to maintain or increase the existing level of public access along the Harry Wade Road to the Owlshead Mountains Wilderness and into the south end of Death Valley National Park;

(8) calls upon Congress to follow the example set in section 108 of the California Desert Protection Act (establishing the Dinosaur Trackway Area of Critical Environmental Concern) and designate appropriately named Areas of Critical Environmental Concern in the Sheep Creek Springs and Mormon Springs riparian habitat areas of the Avawatz Mountains, and on all lands above elevation 4,500 feet in the Avawatz, South Avawatz, and Kingston Mountains Wilderness Study Areas; such lands to be managed by the Department of the Army if included within the perimeter boundaries of lands transferred by Congress to the Department of the Army for use by the National Training Center;

(9) calls upon Congress to direct the protection of and to provide adequate funding for the safeguarding of archaeological, paleontological, cultural resource, and biological sites located within the perimeter boundaries of lands transferred by Congress to the Department of the Army for use by the National Training Center; such protection to be at the standard established by the Department of the Army at the Bitter Springs off-limits area on the existing Fort Irwin; and

(10) opposes any Army training on BLM administered public lands in the Silurian Valley until full compliance with the National Environmental Policy Act (NEPA) has been achieved, including but not limited to: (a) public release of a Draft Environmental Impact Statement (DEIS); (b) holding public hearings on the proposed project following release of the DEIS including at least one hearing in the San Bernardino/Riverside area; and (c) completion of and public release of a Final EIS and associated Record(s) of Decision.

PROPOSED INTERIM POLICY ON THE NATIONAL TRAINING CENTER (NTC) LAND ACQUISITION PROJECT (FORT IRWIN, CALIFORNIA)

Arguments For:

The proposed National Training Center Land Acquisition Project, is located solely within the boundaries of the San Gorgonio Chapter. Therefore, this matter is a Chapter rather than RCC issue. The alternative interim policy resolution suggested on pages 1 and 2 appropriately recognizes and addresses the full range of San Gorgonio Chapter concerns regarding this project, while incorporating bio-diversity and other resource protection and enhancement measures superior to those permitted under wilderness designation. The specificity of the alternative resolution eliminates ambiguities present in and addresses critical and timely environmental issues omitted from the draft submitted by the RCC and Desert Committees for consideration as Item 5 on the Chapter Conservation Committee Agenda for the February 14, 1995 meeting.

Arguments Against:

None Submitted.

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NO

NAWC China Lake 4-13

Sierra Club
San Gorgonio Chapter

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Moreno Valley Group

568 N. Mountain View Ave., Suite 130
San Bernardino, CA 92401
(909) 381-5015

Please Respond to:

930 Crescent Drive
Barstow, California 92311
April 6, 1995

Honorable Alan Dixon, Chairman
Base Realignment and Closure Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

RE: Sierra Club Request for BRACC Review and Possible Realignment of the Naval Air Warfare Station, China Lake, California

Dear Chairman Dixon:

The San Gorgonio Chapter of the Sierra Club requests that your Commission add the China Lake Naval Air Warfare Station (NAWS) to your list of installations to be considered for possible realignment. The formal call for such action is included under item number four (4) of the policy resolution adopted by the Chapter's Executive Committee at its March 25, 1995 meeting.

The basis for the request is discussed at length in the accompanying background reports submitted to the members of the San Gorgonio Chapter's Conservation and Executive Committees. In summary, the San Gorgonio Chapter questions the Navy's repeated assertions of mission incompatibility as the reason that not one square inch of the 1,100,000 acres comprising China Lake NAWS can be made available for joint maneuver training use with the adjacent Army National Training Center (NTC) at Fort Irwin.

The Navy claims that contractor demand for use of test facilities on the Mojave Range B of NAWS on only three days notice precludes coordinated use for up to 14 days monthly by the Army. As a result, the Army now proposes to spend nearly $50,000,000 for acquisition of land east of Fort Irwin to meet a shortfall in training acreage validated by GAO in 1991. Unlike the Army, to the best of the Sierra Club's knowledge, the Navy has never submitted its mission incompatibility assertions to independent review by GAO or appropriate Congressional Committees. Personally, it seems to me that the Navy has surrendered its responsibility for management of its land and ranges if we have a situation in which contractors tell Naval personnel when Department of Defense (DoD) assets will be used. The Navy and DoD need to tell contractors when DoD

resources will be available for contractor use, not the other way around.

We in the Sierra Club do not believe that you should allow to go unchallenged what may be parochial views dating from the 1940's regarding exclusivity and opposition to sharing assets with other military departments when joint use is in the best interests of the nation. Your present round of hearings provides an opportunity to independently confirm or refute the Navy's currently unvalidated claims. Certainly your review of the validity of the Navy's position is appropriate before the Army embarks on a land acquisition program projected to cost the taxpayers nearly $50,000,000. If you independently conclude that the Navy's position is justifiable, so be it. At least the issue will have been finally evaluated and analyzed once and for all by fiduciaries representing the best interests of the taxpayers, not special interests.

Thank you for your consideration.

Respectfully yours,

Lewis W. Trout

Lewis W. Trout, Member
Conservation Committee

cc: (with enclosures)
Mr. Al Cornella
Ms. Rebecca Cox
Mr. J. B. Davis
Mr. S. Lee Kling
Mr. Benjamin F. Montoya
Mr. Josue Robles, Jr.
Ms. Wendi Steele

Sierra Club
San Gorgonio Chapter

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Moreno Valley Group

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INTERIM POLICY ON NATIONAL TRAINING CENTER (NTC)

LAND ACQUISITION PROJECT (FORT IRWIN, CALIFORNIA)

Resolved that the San Gorgonio Chapter of the Sierra Club:

(1) opposes and calls on the Department of Defense (including but not limited to the Commander of the National Training Center, the Secretary of the Army, and the Secretary of Defense) to renounce any and all northerly land acquisition project alternatives that would require deletion of any lands located within the presented boundaries of Death Valley National Park;

(2) opposes and calls on the Department of Defense (including but not limited to the Commander of the National Training Center, the Secretary of the Army, and the Secretary of Defense) to renounce any and all southerly land acquisition project alternatives that would require use of lands for which the U. S. Fish and Wildlife Service issued a "Draft Jeopardy" biological opinion in September 1991;

(3) calls on the General Accounting Office of Congress (GAO) to review and analyze the 1993 Land Use Requirements Study (LURS) prepared by the Department of the Army to determine if the NTC's asserted training land shortfall averaging 222,000 acres per training rotation is accurate and realistically addresses the Army's asserted additional land requirement;

(4) calls on the GAO, Base Realignment and Closure Commission (BRACC), and/or the Armed Services Committee of the United States Senate to investigate, review, analyze and evaluate the validity of the assertion by the Department of the Navy that mission incompatibility precludes any and all NTC joint use of the approximately 350,000 acres of land on the 550,000 acre Mojave Range B of the China Lake Naval Air Warfare Station (NAWS) that were not designated as critical habitat for the desert tortoise in the "Final Rule" published by the U. S. Fish and Wildlife Service in the Federal Register on February 8, 1994 (Vol. 59, No. 26); and

(5) opposes any Army **eastward land acquisition and** training on BLM administered public lands in the Silurian Valley until full compliance with the National Environmental Policy Act (NEPA) has been achieved, including but not limited to:

(a) public release of a Draft Environmental Impact Statement (DEIS) which includes as one of the project alternatives carried forward for full analysis joint use by the NTC of the approximately 350,000 acres of land on the 550,000 acre Mojave Range B of the China Lake Naval Air Warfare Station (NAWS) that were not designated as critical habitat for the desert tortoise in the "Final Rule" published by the U. S. Fish and Wildlife Service in the Federal Register on February 8, 1994 (Vol. 59, No. 26);

(b) holding public hearings on the proposed project following release of the DEIS including at least one hearing in the San Bernardino/Riverside area; and

(c) completion of and public release of a Final EIS and associated Record(s) of Decision.

ADOPTED AS AMENDED BY: SAN GORGONIO CHAPTER EXECUTIVE COMMITTEE (12-2-2), March 25, 1995

Note: The agenda item 4 Executive Committee report regarding the proposed interim policy on the NTC Land Acquisition Project was amended by the Executive Committee. The amending language inserted in line 1 of section 5 (**"eastward land acquisition and"**) was the only change made to the proposal submitted from the Conservation Committee.

No further text below this line.

Document Separator

Roy A. Seabury
6940 N. Wildwood
Chicago, Illinois 60646

MCAC Lic
6.4

June 15, 1995

The Honorable Alan J. Dixon
Chairman, Base Realignment and Closure Commission
1700 N. Moore Street, Ste. 1425
Arlington, Virginia 22209

Dear Senator Dixon:

The recommendations of BRAC-93 included the closure of the Naval Air Station at Glenview, Illinois. Additional recommendations called for the de-commissioning or transfer of attached units.
The recommendation was approved, and almost all units involved have been de-commissioned or transferred.

Marine Air Control Group-48 was directed to transfer to Damn Neck, Virginia. This was logical at the time. However, the village of Glenview has offered the Army Reserve facilities, which includes ample facilities, a secure armory and a secure area for classified material, on a long-term basis for a lease cost of $1.00 per year. The estimated cost of moving the group, renting temporary quarters, and building new facilities is in excess of $24 million! It seems to be sound thinking to rescind the order for MACG-48 to move to Virginia, and accept the exceptional offer of the Village of Glenview. What possible reasons could the Commission have to deny the request of the Marine Corps, Senators Mosley Braun and Simon, Representative Porter, and the citizens of Northern Illinois, that MACG-48 be allowed to stay at the federal enclave at Glenview?

The entire purpose of closing military bases is to save money. There is some serious concern among the American public that the manner in which these bases are closed will not save a single penny, and indeed will cost us millions more! It is quite evident that insisting that MACG-48 be transferred to Virginia at a cost of $24 million, is one prime example of what we are afraid will become a common fact of life.

I sincerely hope that you will lead the commission in a redirect on the transfer of our MACG-48 Marines. Such a decision is the only one which makes any sense, in view of the above.

Sincerely,

Roy A. Seabury

Roy A. Seabury

• Daniel J. Flynn • 9249 Barberry Lane • DesPlaines, Illinois 60016-4206 •

June 14, 1995

MAC G .48
6-19

The Honorable Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Senator Dixon:

This letter is with reference to the directions of BRAC-93, that Marine Air Control Group 48 be transferred to Damn Neck, VA., upon closure of the U.S. Naval Air Station at Glenview, Illinois, in September 1995.

There is no valid reason for the Commission to continue it's insistence that such a transfer be made. I am certain that you are aware of the tremendous cost-savings that would be realized by leaving MACG-48 at Glenview, where the village has offered ideal facilities at a lease price of $1.00 per year. It would make little sense for the American taxpayer to be required to pay millions to transfer MACG-48 to a site where it's recruiting potential would be severely down-graded, and it would lose the experienced manpower it needs to maintain the 25% of the Marine Corps air command and control assets that the group represents.

There are no positive factors in favor of the move to Virginia. There are numerous factors which dictate that retaining MACG-48 at Glenview, in what is referred to as Glenview's "Federal enclave", is the wisest and most prudent redirect decision the Commission can make.

BRAC-93 determined that NAS Glenview should close. Perhaps that was a wise decision, perhaps it was not, but that is history now. Retaining MACG-48 in the greater Chicagoland area does not change the decision to close the base, but reinforces the government's intent to save money by eliminating the costs of relocating the group to an area that has no room for it at present. It would be hard to believe that the generous offer of the Village of Glenview, to retain MACG-48 in this highly desirable area, can be turned down for any valid reason.

I would be grateful if you would favor me with a response, in the event that saving millions of dollars, maintaining a vital unit in an area of exceptional recruiting potential, and the exercise of just plain common sense is somehow overshadowed by a defense consideration that we in Northern Illinois are unaware of. You have served your country well for many years, and have always done what you truly believed was best for the nation. I sincerely hope that you will review this case, and support a redirect for MACG-48 to remain at Glenview.

Respectfully,

Daniel J. Flynn

Daniel J. Flynn

DJF:slf

2354 Vista Drive
Woodridge, Illinois 60517
June 15, 1995

MACG-48
6-14

The Honorable Alan Dixon
Chairman,
Defense Base Realignment & Closure Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

The Glenview Naval Air Station will close in September. I am contacting you to support the members of Congress from the State of Illinois, in attempting to save American taxpayer millions of dollars, by allowing Marine Air Control Group 48 to remain at Glenview, Illinois, when the Air Station closes.

I understand that the Marine Corps believes that the retention of the Marines at Glenview is the best possible decision, and the Village of Glenview wants the Marines to stay, and will lease 'ready-to move-into' facilities to the Marines for $1.00 per year! How can Virginia, which is where MACG-48 has been directed to go, offer more ? Is the greater Chicago area so unimportant in the armed forces recruiting scheme that a high profile unit such as MACG-48 can be moved without a really valid reason?

Highly trained technical personnel are needed to fill the sophisticated positions MACG-48's units require. Replacement personnel cannot be trained in a few months. The Corps will lose the combat capabilities of this unit for several years. The day this unit is moved, it's present members will drop out of the reserve program, and it will have to be removed from the combat-ready roles. Besides the unecessary expenditure of millions instead of the saving of millions that base closure was supposed to realize, can we afford the additional loss in trained combat manpower?

I can see no valid reason for enforcing the original directive that MACG-48 be moved from it's current site. I believe that it is in the best interests of the United States, and in direct support of the widely publicized goals and objectives of the commission, to allow MACG-48 to remain at Glenview.

Sincerely,

Salvatore D. LePore

Salvatore D. LePore

3326 Noll Drive
Park City, IL 60085

MACG 48
6-19

June 14, 1995

The Honorable Alan Dixon
Chairman,
Defense Base Realignment & Closure Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to ask your help, in support of our Chicagoland community and members of Congress from Illinois, to save the unecessary expenditure of millions of American taxpayer dollars, by allowing Marine Air Control Group 48 to remain at Glenview, Illinois, when the Naval Air Station closes in September.

The Village of Glenview, it's neighboring communities and the Marine Corps believes that the retention of the Marines at Glenview would benefit everyone concerned. Glenview will lease ideal facilities to the Marines for $1.00 per year! How can the Damn Neck area, with it's already overcrowded active and reserve military population, offer more in the way of facilities, support and recruiting potential, than the greater Chicagoland area?

Few reservists, if any, will travel long distances at their own expense, to attend drill training sessions. The military specialists required to fill positions in MACG-48 cannot be trained in a few months. The Corps will lose the combat capabilities of this unit for several years. As soon as the unit is moved and it's former members drop out of the program, it will have to be dropped from the roles as a combat-ready organization. Besides the significant unecessary expenditure of millions, can we afford the additional loss in trained combat manpower?

What reason is there for insisting that MACG-48 be moved from it's current site? I sincerely believe that it is in the best interests of the nation, and in direct support of the widely publicized goals and objectives of the commission, to allow MACG-48 to remain at Glenview.

Sincerely,

Walter E. Den

James A. Lutke
5815 N. Navarre
Chicago, Illinois 60631

MACG-48
6-20

June 14, 1995

Senator Alan Dixon
Chairman,
Defense Base Realignment & Closure Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

The Glenview Naval Air Station will close in September. I am contacting you to support the members of Congress from the State of Illinois, in attempting to save American taxpayer millions of dollars, by allowing Marine Air Control Group 48 to remain at Glenview, Illinois, when the Air Station closes.

I understand that the Marine Corps believes that the retention of the Marines at Glenview is the best possible decision. The village of Glenview wants the Marines to stay, and will lease 'ready- to- move- into' facilities to the Marines for $1.00 per year! How can Virginia, which is where MACG-48 has been directed to go, offer more ? Is the greater Chicago area so unimportant in the armed forces recruiting scheme that a high profile unit such as MACG-48 can be moved without a really valid reason?

Highly trained technical personnel are needed to fill the sophisticated positions MACG-48's units require. Replacement personnel cannot be trained in a few months. The Corps will lose the combat capabilities of this unit for several years. The day this unit is moved, it's present members will drop out of the reserve program, and it will have to be removed from the combat-ready roles. Besides the unecessary expenditure of millions <u>instead</u> of the saving of millions that base closure was supposed to realize, can we afford the additional loss in trained combat manpower?

I can see no valid reason for enforcing the original directive that MACG-48 be moved from it's current site. I believe that it is in the best interests of the United States, and in direct support of the widely publicized goals and objectives of the commission, to allow MACG-48 to remain at Glenview.

Sincerely,

James A. Lutke

James A. Lutke

Mrs Clara A San Filippo
1076 Van Buren Ave
Des Plaines, IL 60018-1535

MACG-48
6-15

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

A redirect for MACG-48 is a win-win situation for the taxpayers and the military. Senators Mosley Braun and Simon support the Marines staying. Congressmen Porter supports the Marines staying. The Glenview Village government and the people of the community support the Marines staying. No one contacted at any level has been able to articulate why MACG-48 shouldn't be permitted to accept Glenview's extremely valuable offer.

I very respectfully request your support and assistance in obtaining a BRAC '93 redirect for MACG-48. Finally, I also request the favor of a reply with any ideas or comments you may have on this crucial cause.

Sincerely,

Clara A. San Filippo

CHICAGO
BUILDING SERVICES

MACG 48

June 8, 1995

Senator Alan J. Dixon, Chairman
Defense Base Closure and
Realignment Commission
1700 N. Monroe Street, Suite 1425
Arlington, VA. 22209

Dear Senator:

I seldom write letters to my legislators but as a member of the Chicago Police Marines, Marine Corps League, I am making this exception to express my concern about the relocation of Marine Air Control Group-48 to the east coast. My understanding is as follows:

1. The MACG-48 unit will be effectively destroyed.

2. Estimates range from 5 to 7 years to reach the current level of military readiness.

3. The consolidation of Marines in Virginia is defensively incorrect.

4. A Marine Corps presence in Chicago is eliminated.

5. Overall cost of this relocation is estimated to be $22 million dollars.

What the hell is going on? If these facts are true what idiots are responsible? Is Robert McNamara behind this? I would like to know.

Thanking you for your consideration,

G. McKee Kirkpatrick
President

GMcKK: ah

150 NORTH MICHIGAN AVE ■ CHICAGO, ILLINOIS 60601 ■ 312-641-0800

CHICAGO
BUILDING SERVICES

June 12, 1995

Rear Admiral Benjamin F. Montoya, Commissioner
Defense Base Closure and
Realignment Commission
1700 N. Monroe Street, Suite 1425
Arlington, VA. 22209

Dear Admiral Montoya:

I seldom write letters like this but as a member of the Chicago Police Marines, Marine Corps League, I am making this exception to express my concern about the relocation of Marine Air Control Group-48 to the east coast. My understanding is as follows:

1. The MACG-48 unit will be effectively destroyed.

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G. McKee Kirkpatrick
President

GMcKK: ah

150 NORTH MICHIGAN AVE ■ CHICAGO, ILLINOIS 60601 ■ 312-641-0800

6/13/95

MACG-48

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

A redirect for MACG-48 is a win-win situation for the taxpayers and the military. Senators Mosley Braun and Simon support the Marines staying. Congressmen Porter supports the Marines staying. The Glenview Village government and the people of the community support the Marines staying. No one contacted at any level has been able to articulate why MACG-48 shouldn't be permitted to accept Glenview's extremely valuable offer.

I very respectfully request your support and assistance in obtaining a BRAC '93 redirect for MACG-48. Finally, I also request the favor of a reply with any ideas or comments you may have on this crucial cause.

Sincerely,

Kurt Fritscher
1025 S. Third Ave.
Des Plaines, Ill. 60016

MACG-118

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

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I very respectfully request your support and assistance in obtaining a BRAC '93 redirect for MACG-48. Finally, I also request the favor of a reply with any ideas or comments you may have on this crucial cause.

Sincerely, Edward Conley 6/14-95

420 Pleasant Ln
Des Plaines Ill
60018

Document Separator

Meridian
G 48

5713 Cherokee Road
Meridian, MS 39305
June 13, 1995

Mrs. Rebecca G. Cox, Commissioner
Base Realignment and Closure Committee
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mrs. Cox,

I want to thank you for your vote in 1993 to keep NAS and NTTC, Meridian open. I believe that this base complex is still vitally needed for our nation's defense training needs and will continue to be needed in the future. I do not believe that our defense capability needs have decreased to such a point in the past two years that now we do not need Meridian.

I believe that you were at Birmingham on April 4 when the Navy Meridian team presented the facts as to why Meridian is still essential. While I do try to trust the Navy in their recommendations, in this case I must strongly disagree. In the rush of business, someone misintrepreted or misunderstood data. I believe that our team and the three veteran Navy aviators that testified presented the true facts.

It is my understanding that DOD wants to keep our defenses in such a posture that it could fight two major wars at the same time. I am assuming that a major war is one like Vietnam. During Vietnam, the Navy had Kingsville, Meridian, and Beeville training Navy pilots at capacity. How could the Navy possibly train about double the number of pilots needed for Vietnam at 1/3 of the capacity used for Vietnam? I'm sure we've had some economies in training, but not that much.

Concerning the Naval Technical Training Center (NTTC): this very modern center was built in the mid-1970's and is in outstanding condition. It was built for exactly what it is being used for. The location is convenient to both east and west coasts and to the Recruit Training Center at Great Lakes where most of the trainees come from. It is a 14 hour bus ride or overnight train and 90 minute bus ride from Great Lakes.

The Navy recommends that the NTTC Administration Schools be relocated to Newport, Rhode Island. This recommendation defies logic other than the fact that there is something already at Newport. Why?

- Distance from west coast and Great Lakes. Increased travel time and travel expenses over the years would more than offset any savings by moving to Newport.

- Newport has already identified $28 million in construction costs just to renovate an old Public Works shop as a school building and refurbish some old barracks and build some new barracks for students. That is just for starters, and does not address dining facilities or any other facilities the students would need.

- Instructors for those schools would be E-5 through E-9 ranks, or civilian contractors. Some would surely have to live on the local economy. The cost of housing and utilities in the Newport area far exceeds that of Meridian. Those enlisted personnel would be forced to find housing in an area that caters to the officer ranks. (The Naval War College and Surface Warfare Officers School are located at Newport).

- The students that would be attending school there are mostly E-1 and E-2 paygrades, with a few E-3 and E-4. Some would come there with their families (as they do here). I do not see how they could possibly afford housing.

The Navy further recommends that the NTTC Supply Schools be relocated to Athens, Georgia. At first glance it seems to make sense, but on further study there are flaws in the recommendation. Specifically:

- Athens currently trains some high ranking enlisted and mostly officer ranks. Training of ranks E-1 through E-3 is vastly different. I, and I believe most Navy people would think it is not the best idea to train low ranking enlisted side by side with their future bosses. Because of the size of the Athens facility, they may be forced to do just that.

- Major construction would definitely be needed. Now, all students there live, eat, and socialize in one building. There is no way the Navy would inject low ranking enlisted into that scenario. I have heard that Athens knows major construction would be needed but they have decided not to start on that until after BRAC recommendations.

- There are 56 units of married government quarters. This is not nearly enough for the students and the additional staff. The local economy? The University of Georgia is in Athens with its 28,000 students. Athens frankly states in their brochures that apartments are available but are difficult to obtain at certain times of the year. E-5's and E-6's will be competing with UGA students for housing at inflated prices.

Mrs. Cox, I know that economics are truthfully not going to play a big part in the BRAC recommendations. However, I cannot overstate how the closure of the Meridian complex would be devastating to this community. Meridian is 90 miles from any city of comparable size. It is isolated. The base has provided jobs that pay a fair wage in an area that has many working poor, especially minorities. It has set a good example for this area. Many employees at the base do not have civil service status; therefore no transfers, buyouts, etc. They are simply out the door with nothing.

I hope you will again agree that Meridian is vital to our national defense needs and will vote to keep both NAS and NTTC here for the good of our country and community.

Sincerely,

Robert J. Connor

Robert J. Connor

Document Separator

Gregory E. Berry
P.O. Box 936
Glenview, IL 60025

June 5, 1995

Senator Alan J. Dixon, BRAC Chairman.
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

MACG-48 Glenville 6-15

Dear Senator Dixon:

The attached editorial attempts to focus attention on the potential waste of tens of millions of taxpayers dollars, and it is my sincere hope is that enough concerned citizens write to you and other legislatuers to ensure that this tragic waste of money and needless hardship doesn't come to fruition.

In a nutshell, a BRAC (Base Closure and Realignment, of which you are the Chariman) Commission directive demands that the Marine Corps needlessly spend tens millions of dollars to move a Marine Reserve unit from Glenview, Illinois to Dam Neck, Virginia. As a Reserve unit, the 300 Marines attached to Marine Air Control Group 48 maintain their homes and civilian careers in the Chicago area. A vast majority of these highly skilled Marines would not sacrifice their professional civilian careers to drill monthly on the East Coast, thus the America would lose these highly skilled Marines, detrimentally affecting the Corps' combat readiness. Additionally, the Dam Neck, Virginia area doesn't readily support the move, as there are no facilities in place. The unit would basically start from scratch, recruiting new personnel as well as constructing new buildings needed to house them.

Time is of the essence, though, as NAS Glenview closes on September 1, 1995, and only through a redirect of the BRAC decision to relocate MACG-48 thousands of miles away can this tragedy be averted. The decision to allow the Marines to remain in the Glenview area, where the local government wants them to remain, and where the unit's presence would in no way affect the actual closure of NAS Glenview, is logical in maintaining military combat effectiveness and fiscal responsibility.

I urge you to contact the Marines if you have questions concerning the actual dollar amounts involved, or if you have technical questions concerning the unit's mission and/or history. MACG-48 is commanded by a Marine colonel -- Col Rayfel M. Bachiller -- who can be reached at (708) 657-2131.

I also request a reply as to your intentions on this important issue. I may be reached via electronic mail (geberry@interaccess.com), by letter or by telephone at (708) 657-8906. I await your reply, and sincerely hope that logical, sensible and responsive government carries the day.

Sincerely concerned,

Gregory E. Berry

Gregory E. Berry

Dear Editor:

As the battle over the budget rages on Capitol Hill, citizens increasingly demand the absolute best bang for the buck in all aspects of government, and I am no exception. Consequently, when an opportunity arises for a governmental agency to save money, the decision should be what's commonly termed a "no brainer."

The United States Marine Corps understands this, and an opportunity has arisen to save more than $20 million of the taxpayers' money -- but Congressional forces in the form of a BRAC (Base Closure and Realignment) Commission directive, have demanded that the Corps needlessly spend the money on a project which will, if carried out, detrimentally affect combat readiness at the same time wasting not millions, but tens of millions of dollars.

The no brainer I'm referring to is the forced move of a Marine Reserve force from Naval Air Station Glenview, Illinois to Dam Neck, Virginia. While no one in the Marine Corps disputes the closure of the Naval Air Station in Glenview, thus supposedly saving millions of dollars, the necessity of moving Marine Air Control Group 48 to Dam Neck is ludicrous considering the alternatives readily available. Physical office space has been offered by the City of Glenview, thus limiting the distance that equipment and manpower has to be shifted. The buildings are in place, thus there are no construction costs, and moving expenses are insignificant compared to the cross-country move to Virginia, where new buildings will need to be constructed at a cost of $17 million.

Wake up Congress! This is a no brainer, and the citizens are tired of wasteful practices!! All it will take to save the taxpayers $20 million is for BRAC to issue a redirect to allow the Marines to accept the City of Glenview's offer to lease office space within the City's self-described "Federal Enclave" for the sum of $1 a year. This practice mirrors the City of Chicago's generous lease of facilities to the Marines on Foster Avenue.

As a Marine Corps Reserve unit, MACG-48 is primarily composed of more than 300 Marine Reservists who live in the metropolitan Chicagoland area, a vast majority of whom reside within a 50-mile radius of Glenview. The move to Dam Neck would necessitate those Reservists to either travel to Virginia monthly, or end their military reserve careers. These highly skilled Marines are the same ones who seemlessly augmented the Marine Corps active duty forces during Desert Shield and Desert Storm. To replace these talented Marines, young men and women in the Dam Neck, Virginia area would have to be recruited and trained, a process which would limited the unit's combat capabilities for up to seven years.

The Marines' desire to remain in Glenview is not a "smoke and mirrors" attempt to keep NAS Glenview from closing, as the closure is progressing normally. However, Glenview's plans for the base property have, from the outset, included an area for MACG-48 to remain. The main points I want taxpayers to keep in mind are: More than $20 million will be saved by permitting the Marines to stay in Glenview; there is a military value in the Marines staying; readiness and recruiting do not support MACG-48 moving to Dam Neck, Virginia; and community interests in Glenview support the Marines staying.

The choice seems clear. Change the law that forces the Marines to waste tax payers' money, and allow the Marines to stay in Glenview, Illinois, where local officials -- including the mayor, and city government, state and federal representatives, and the majority of average citizens -- want them to stay.

Concerned citizens should write to their elected officials, including Senator Alan J. Dixon, BRAC Chairman. His address is:

Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Demand a reply. I am.

Sincerely,

Gregory E. Berry
P.O. Box 936
Glenview, IL 60025
(708) 657-8906

geberry@interaccess.com

Document Separator

MACG-48
D-13

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

A redirect for MACG-48 is a win-win situation for the taxpayers and the military. Senators Mosley Braun and Simon support the Marines staying. Congressmen Porter supports the Marines staying. The Glenview Village government and the people of the community support the Marines staying. No one contacted at any level has been able to articulate why MACG-48 shouldn't be permitted to accept Glenview's extremely valuable offer.

I very respectfully request your support and assistance in obtaining a BRAC '93 redirect for MACG-48. Finally, I also request the favor of a reply with any ideas or comments you may have on this crucial cause.

Sincerely,

Peter Mayer
9230 Osden Drive
Des Plaines, Il 60016

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

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Sincerely,

Marlene Mayer
9230 Aspen Dr
Des Plaines, IL
60016

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Mary 6-13

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Sincerely,

Jeanne F. Pladey
(Mrs. Robert)

100 Deborah Ln. 33A
Wheeling, Il. 60090-3052

MACG - 48

June 9, 1995

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

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I very respectfully request your support and assistance in obtaining a BRAC '93 redirect for MACG-48. Finally, I also request the favor of a reply with any ideas or comments you may have on this crucial cause.

Sincerely, Dawn D. Christiansen

1715 Linden St.
Des. Plaines, Il 60018

6-9-95

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

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Sincerely,

1715 Linden St.
Des Plaines IL 60018

6/9/95

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Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

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Sincerely,

Danny L Sheffield
1468 Ashland Ave #2
Des Plaines, Ill
60016

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

6-9-95

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

A redirect for MACG-48 is a win-win situation for the taxpayers and the military. Senators Mosley Braun and Simon support the Marines staying. Congressmen Porter supports the Marines staying. The Glenview Village government and the people of the community support the Marines staying. No one contacted at any level has been able to articulate why MACG-48 shouldn't be permitted to accept Glenview's extremely valuable offer.

I very respectfully request your support and assistance in obtaining a BRAC '93 redirect for MACG-48. Finally, I also request the favor of a reply with any ideas or comments you may have on this crucial cause.

Sincerely,

Holli Ashfield
1468 ASHLAND AVE 60016
DES PLAINES IL

1 JUN 1995

MACG 1/8

Sunday, May 29, 1995

Senator Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 2209

Dear Senator Dixon:

This is a plea by a former member of the United States Marine Corps living in the Chicago metropolitan area that you consider retaining a Marine Corps presence at the Glenview Naval Air Station by keeping Marine Air Control Group-48 (MACG-48) on the base.

When the base closure commission acted to close both the military side of O'hare airport and move MACG-48 to Dam Neck, Virginia I was stunned, but silent.

As I now understand the current situation,.the Defense Base Closure and Realignment Commission can overturn the previous decision to completely remove the Marines from the Glenview Naval Air Station, and that as of Dec. 7, 1994 (an interesting date), facilities were offered to the Marines for a rental of one dollar per year. It would appear foolish not to take advantage of this golden opportunity since so many former Marines and Marine reservists live in this area!

It will cost about Twenty Million dollars to lease quarters after 30 Sept. 1995 and build new facilities to house MACG-48 at Dam Neck Virginia. This does not make economic sense in view of Glenview's generous offer and the fact that facilities to serve this unit already exist on the base in what the Village of Glenview refers to as the Federal Enclave.

I would appreciate it if you would honor me with a reply to this letter.

Sincerely:

M. Joseph Arrigo

M. Joseph Arrigo
3611 Linneman St.
Glenview, IL. 60025

06 JUN 1995

1 JUNE 1995
more 4

Senator Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing to urge you to take action that will permit Marine Air Control Group-48 (MACG-48) to accept the Village of Glenview, Illinois offer to move to their Federal Enclave. In the Glenview and Chicagoland area there is significant and growing support for MACG-48 being allowed to stay. Taxpayers will save well over $20 million in avoiding having to pay for temporary and permanent quarters elsewhere. Since the vast majority of MACG-48's Marines will not have the resources to travel to a distant base every month, the unit will be decimated. Estimates range from 5 to 7 years for the time it will take to recruit and train new Marines to bring MACG-48 up to its current level of military readiness. Recent events in Oklahoma City and around the world point up that the future appears to hold the prospect of a greater threat of proliferation of highly destructive weapons. The proven military concept of dispersion would mandate that our forces not be concentrated in one location. With an excellent alternative available, consolidating the Marines at the Virginia base as directed by BRAC '93, is unsound.

A redirect for MACG-48 is a win-win situation for the taxpayers and the military. Senators Mosley Braun and Simon support the Marines staying. Congressmen Porter supports the Marines staying. The Glenview Village government and the people of the community support the Marines staying. No one contacted at any level has been able to articulate why MACG-48 shouldn't be permitted to accept Glenview's extremely valuable offer.

I very respectfully request your support and assistance in obtaining a BRAC '93 redirect for MACG-48. Finally, I also request the favor of a reply with any ideas or comments you may have on this crucial cause.

Sincerely,

Charles L. Huestis

CHARLES L. HUESTIS
1474 ASHLAND AVE.
DES PLAINES,
IL 60016-6602
(708) 824-2968

Mar 48

May 25, 1995

05 JUN 1995

Dear Senator Dixon,

I am writing as the wife of a former active duty Marine (Vietnam era) and present reservist, and the mother of a 20 year-old active duty Marine. My husband was called to active duty during Desert Storm and has been away on subsequent various assignments, most recently a 3-month deployment. I have supported him, and thus the Marine Corps, in each endeavor for I feel his dedication and competence are invaluable to his unit. My son spent 12 months in Okinawa during the height of the potential Korean conflict in 1994. I am no stranger to sacrifice for a bigger cause than myself. I have spent many days and nights in prayer for my husband and son and the safety of all our troops.

This letter concerns the closing of Glenview Naval Air Station of Glenview, Illinois. For the most part, every branch of the service that once occupied this base has left except the Marine detachment. Currently they have a September 1995 vacating date. However, the Glenview community and Village Manager strongly support the Marines remaining and have offered one of the on-site buildings to them at no cost. This unit has been an active force in the town from participating in Little League ceremonies to generating monies for local business. Because there would be no housing or "chow hall", Glenview will benefit monetarily from this aspect also. In addition, in an age of gangs and crime the Marine presence is an asset to any community.

Waste in government is and will remain a hot issue. Moving the Marines to Dam Neck, Virginia as planned will cost approximately 20 million dollars. Leaving the unit in its present area will cost nothing.

In the 10 years my husband has been involved with the Glenview Marine Air Control Group-48 I have met some extraordinary people. The command has been professional and sensitive to the needs of the families. There has never been a time when I did not feel appreciated and necessary to the outcome of their success. The general attitude of this group can be sensed in any of the ranks. Their unrivaled commitment to this country and to their duties as Marines is something most Americans are not able to witness, but has left an impression on me. This is a resourceful unit, especially by reserve standards. They have broken new ground numerous times and are well-known and respected throughout the Corps. It has taken time to build such a highly-skilled, cohesive group, a group that could not function in the same way if moved. Many of the younger Marines could not afford to drill so far away one weekend a month, their jobs would make it highly unfeasible. There is no other Marine Corps base in the area, so they would have to be let go before they could honor their legal and personal commitment. Breaking them up would weaken this group's

ability and they would no longer be combat-ready. With an already shrinking military force, this would seem to be quite undesirable.

I have gone into the above details because I believe in this unit staying intact and at Glenview. The military, both reserve and active duty, has had to make numerous adjustments due to budget cuts. At best, their life is constantly changing with deployments and moves every few years. They now have to do more with much less, and somehow they do it. Why with so much taken away is this group, at a cost of $20 million, having to relocate? The town wants them to stay at no cost to the government and they want to stay and remain effective. I urge you to reconsider this move and allow the Marines to carry out their mission in the Glenview area.

Your reply would be appreciated.

Sincerely,

Pam Rasmussen

Pam Rasmussen
111 S. DuBois Ave.
Elgin, IL 60123

1 JUN 1995

MACG-48

Sunday, May 29, 1995

Ms. Rebecca G. Cox, Commissioner
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 2209

Dear Ms. Cox:

This is a plea by a former member of the United States Marine Corps living in the Chicago metropolitan area that you consider retaining a Marine Corps presence at the Glenview Naval Air Station by keeping Marine Air Control Group-48 (MACG-48) on the base.

When the base closure commission acted to close both the military side of O'hare airport and move MACG-48 to Dam Neck, Virginia I was stunned, but silent.

As I now understand the current situation,.the Defense Base Closure and Realignment Commission can overturn the previous decision to completely remove the Marines from the Glenview Naval Air Station, and that as of Dec. 7, 1994 (an interesting date), facilities were offered to the Marines for a rental of one dollar per year. It would appear foolish not to take advantage of this golden opportunity since so many former Marines and Marine reservists live in this area!

It will cost about Twenty Million dollars to lease quarters after 30 Sept. 1995 and build new facilities to house MACG-48 at Dam Neck Virginia. This does not make economic sense in view of Glenview's generous offer and the fact that facilities to serve this unit already exist on the base in what the Village of Glenview refers to as the Federal Enclave.

I would appreciate it if you would honor me with a reply to this letter.

Sincerely:

David N. Rasmussen

David N. Rasmussen
3642 Glenview Rd.
Glenview IL. 60025

Document Separator

Ronald G. Schwenkler
2949 Lake Placid Lane
Northbrook, IL 60062
(708) 564-1846

NAS Glenview
5.30

May 23, 1995

Mr. Al Cornella, Commissioner
Defense Base Closure & Realignment Comm.
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Commissioner Cornella:

Most of us are interested in balancing the federal budget. If you are as interested as I am please consider the following matter, and act upon it as soon as possible.

As a result of the Base Relocation And Closure 1993 (BRAC '93) process, the U.S. Naval Air Station Glenview, Illinois is going to close during September, 1995. BRAC '93 notwithstanding, the village of Glenview has offered Marine Air Control Group 48 (MACG-48) an opportunity to move to Glenview's federal enclave at a cost of $1.00 per year on an open end lease. Instead, the U.S. Navy, U.S. Marine Corps, and the Department of Defense have decided to move this Marine Corps unit to Dam Neck, Virginia at an estimated cost of $20.6 million. It is also expected that this move will cost an attrition of personnel which will take a minimum of 5 years to recoup, as well as to retrain MACG-48 up to its current level of military readiness.

Glenview wants a U.S. Marine Corps presence in their village. It is my understanding that Senators Mosley-Braun and Simon, as well as Congressman John Porter support the Marines staying. The Chicagoland area is a tremendous recruiting center for the U.S. Marine Corps. Recent events in Oklahoma City prove that the military concept of dispersion mandate that our force not be centered in one location such as Dam Neck. There are significant identifiable dollar savings in MACG-48 staying in Glenview.

I urge and request you to convince the Pentagon to make a language change to BRAC '93 that would permit MACG-48 to accept the Village of Glenview's offer in the best interest of our nation.

Finally, I request a written reply to this letter explaining your decision, as well as any comments which you may have on this critical issue.

Sincerely,

Ronald G. Schwenkler

Ronald G. Schwenkler
2949 Lake Placid Lane
Northbrook, IL 60062
(708) 564-1846

NAS
Glenview
5-26

May 23, 1995

RAdm. Genjamin F. Montoya, Commissioner
Defense Base Closure & Realignment Comm.
1700 N. Moore Street, Suite 1425
Arlington, Va. 22209

Dear Commissioner Montoya:

Most of us are interested in balancing the federal budget. If you are as interested as I am please consider the following matter, and act upon it as soon as possible.

As a result of the Base Relocation And Closure 1993 (BRAC '93) process, the U.S. Naval Air Station Glenview, Illinois is going to close during September, 1995. BRAC '93 notwithstanding, the village of Glenview has offered Marine Air Control Group 48 (MACG-48) an opportunity to move to Glenview's federal enclave at a cost of $1.00 per year on an open end lease. Instead, the U.S. Navy, U.S. Marine Corps, and the Department of Defense have decided to move this Marine Corps unit to Dam Neck, Virginia at an estimated cost of $20.6 million. It is also expected that this move will cost an attrition of personnel which will take a minimum of 5 years to recoup, as well as to retrain MACG-48 up to its current level of military readiness.

Glenview wants a U.S. Marine Corps presence in their village. It is my understanding that Senators Mosley-Braun and Simon, as well as Congressman John Porter support the Marines staying. The Chicagoland area is a tremendous recruiting center for the U.S. Marine Corps. Recent events in Oklahoma City prove that the military concept of dispersion mandate that our force not be centered in one location such as Dam Neck. There are significant identifiable dollar savings in MACG-48 staying in Glenview.

I urge and request you to convince the Pentagon to make a language change to BRAC '93 that would permit MACG-48 to accept the Village of Glenview's offer in the best interest of our nation.

Finally, I request a written reply to this letter explaining your decision, as well as any comments which you may have on this critical issue.

Sincerely,

Ronald G. Schwenkler

Document Separator

NAS Glenview 3-16

March 12, 1995

The Honorable Senator Alan Dixon
Base Relocation and Closure Committee
1700 N. Moore
Suite 1425
Arlington, Virginia 22209

Dear Senator Dixon,

I have recently heard of the decision to relocate MACG-48 from NAS Glenview as part of the BRAC. I do believe a close look is needed in this case. The remaining Marine reserve components of MACG-48 are the only units which do not require air assets. We are the communicators of the group.

MACG-48 has been the recipient of several generations of Marines, which have consistently drawn on the strong resources from the Chicago area. I do not believe the relocation to Dam Neck, Virginia will produce a viable force for at least five years. The Dam Neck location does not have the facilities nor the demographics to support the needs of the group.

The cost of relocating and bringing the group back to its current level of expertise have been estimated to be between seven and fifteen million dollars. I believe we can find better things for our defense dollars to do. The present location in Illinois has the facilities and the cohesiveness to continue in producing a unit whose abilities are known throughout the Marine Corp. NAS Glenview's remaining federal land would make an excellent Reserve Training Center. The Glenview Village Manager supports the Marines in staying here, even indicating the cost of one dollar per year to lease the land. The cost alone is significant enough to warrant a closer look, let alone the fact that the new digital communications network training recently begun would not be set back several years.

Half of our unit was activated during the Desert Shield/Desert Storm operation, proving that we have the abilities to move quickly and decisively. The relocation would destroy these abilities with which the Reserve program is based on. With the world in its constant state of change, one never knows when we will be called upon to perform our mission.

There is community interest and support in keeping the Marines at Glenview. We have been active in charity runs, and always active in the Toys for Tots program which in 1994 donated over forty thousand toys to less fortunate children.

I feel it is most important that this issue be given proper consideration because of the ramifications of its outcome. Thank you for your time and consideration on this matter.

Very truly yours,

John E. Urban

MSgt. John E. Urban
USMCR

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 16, 1995

MSgt. John E. Urban, USMCR
2355 Trowbridge Way
Lisle, IL 60532

Dear MSgt. Urban:

Thank you for providing Senator Dixon with information pertinent to the present round of base closure and realignment recommendations. I appreciate your interest in the future of NAS Glenview and MACG-48.

You may be certain that the Commission will thoroughly review the information used by the Defense Department in making its recommendations. I can assure you that the information you have provided will also be used in the Commission's review and analysis process.

I appreciate your interest in the work of the Defense Base Closure and Realignment Commission.

Sincerely,

David S. Lyles
Staff Director

Document Separator

As part of the Base Relocation And Closure (BRAC) process, active duty Marines from MACG-48 successfully worked with the Village of Glenview to convince them that Marines should be invited to stay in the new Federal Enclave. MACG-48 has been offered the buildings and facilities formerly occupied by the Army Reserve. The Army's former facilities are spacious and in good condition, have self-contained power and heat and an indoor pistol range. The terms are a $1/year open-end lease. An important distinction is that our efforts are in no way an attempt to keep NAS Glenview from closing. We are asking for *a language change to the BRAC '93 order* to permit MACG-48 to accept the Village of Glenview's offer instead of moving to Dam Neck, Virginia.

The Marines who have been stationed at Dam Neck for years are currently fighting for funding to try and improve their existing cramped and nearly condemned spaces. Moving the Squadrons and Group from Glenview to Dam Neck would entail significant new expenditures to build facilities and rent temporary quarters. This expense is currently estimated at $15.1 million for construction and $5.5 million for facilities rental. In addition, MACG-48 estimates that it would take a minimum of 5 years of recruiting and training at Dam Neck before the ex-Glenview units would be up to their current manpower and proficiency strength.

In short, Glenview wants the Marines to stay and they have offered excellent quarters for a dollar a year. If the Glenview Marines move, it will cost the taxpayers millions on new facilities, the combat capability of the affected units would certainly be diminished for years and the Chicago area loses any operational presence of Marine Air.

NAS Glenview
2-27-95
WPS

JOHN F. SHINE
2101 LARKDALE DRIVE
GLENVIEW, ILLINOIS 60025
708-724-0217

Dear Senator Dixon
Washington, D.C.

Feb 25, 1995

Re Marine Air Control Group
MACG 48 Glenview

I fully support MACG 48 staying at Glenview tho NAS Glenview is closing. Why can't they stay? It's cheaper than a forced move to Dam Neck, Va which is not equipped to support them now — without millions of new expenditures. Such a move also would lose over half their members unable to make such a long journey. National Defense would suffer.

Pentagon certainly must make any BRAC '93 language change that allows MACG 48 to stay in Glenview.

Hope you will support our position which makes sense in many ways.

How do you stand on this — May I hear from you soon? Thanks —

Sincerely,

John F. Shine

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 27, 1995

Mr. John F. Shine
2101 Larkdale Drive
Glenview, IL 60025

Dear Mr. Shine:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS Glenview
MACG-48

A. BODDIE, Attorney at Law
420 East 45th Street P.O. Box 53230 Chicago, Illinois 60653-0230 (312) 536-8469

February 13, 1995

The Honorable Senator Alan Dixon
Base Relocation And Closure Committee
1700 N. Moore, Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am writing you (as a concerned citizen, who has served over 23 years in the U.S. Marine Corps Reserve, the last 7 as a member of MACG-48, NAS, Glenview, Illinois) to express my whole-hearted support for the retention of MACG-48 in Glenview.

The Base Relocation And Closure 1993 Order (BRAC '93) provides that MACG-48 is to move from Glenview to Dam Neck, Virginia in the **very near future**.

The Village of Glenview has indicated a very strong interest in retaining the MACG-48 Marines as a part of their future "Federal Enclave". As a demonstration of their interest, the Village of Glemview has offered to lease MACG-48 the facilities fomerly occupied by the Army Reserve for $1/year open-end lease. The facilities are spacious, in good condition, and is equipped with self-contained power and heat as well as an indoor pistol range.

The **ONLY** way that MACG-48 can be assured of remaining in Glenview is that a language change be made to the BRAC '93 Order permitting MACG-48 to accept the offered lease terms. This langauge change is strongly supported by the local community and Glenview Village Manager due to the civic, cultural and economic benefit derived from our presence.

In short, Glenview wants the Marines to stay and they offering excellent facilities to accommodate the Marines' presence. Contrarily, moving the Glenview Marines will cost millions in tax dollars, adversely impact the combat readiness of the unit for years, and the Chicago area will lose the significant Marine Air presence.

Your written reply is greatly appreciated.

Very respectfully yours,

A. Boddie

cc. President, Conti Chapter
Marine Corps Reserve Officers Association

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 17, 1995

Mr. A. Boddie
420 East 45th Street, P.O. Box 53230
Chicago, IL 60653-0230

Dear Mr. Boddie:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

MA CG-48
WNS
2-17

Dear Senator Dixon :

I am writing to voice my support for Marine Air Control Group 48 staying at Glenview Illinois.
Knowing how valuable your time is, I would like you to consider the following brief points.

1. There is community interest and support in keeping Marines at Glenview.
2. The Glenview Village Manager supports the Marines staying.
3. There are significant identifiable dollar savings in the Marines staying at Glenview.
4. There is a military value in the Marines staying at Glenview.
5. Demographics do not support MACG48 at Dam Neck VA for the foreseeable future.

Your interest and support will be greatly appreciated in this matter.

Respectfully

John W Willmot

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 17, 1995

Mr. John W. Willmot
613 Parkshore Drive
Shorewood, IL 60435

Dear Mr. Willmot:

Thank you for sending information concerning MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS Glenview
WNS 2-71

James A. Homan
555 Tiffany Drive
Waukegan, Illinois 60085
(H) 708 623-8258
(W) 708 762-5730

February 14, 1995

Senator Alan Dixon
Base Relocation And Closure Committee
1700 N. Moore
Suite 1425
Arlington, Virginia 22209

Dear Senator Dixon:

I am writing to you to enlist your support in retaining Marine Air Control Group 48 at NAS Glenview, Illinois. I am both Manager of International Operations for Motorola Network Ventures Division and also a Colonel in the United States Marine Corps Reserve. I served in MACG 48 from 1975 - 1981. It was the availability of this unit that brought me back to the military after leaving in 1971 from Vietnam. Retaining MACG 48 at NAS Glenview is also good for the community and the Military.

• The City of Glenview and its citizens have approved a Land Use Plan that includes this unit as a integral part for no additional investment.

• It will cost over $20 Million to move MACG 48 to Dam neck Virginia. This is tax dollars that could help balance the Budget.

• There is a large cadre of aviation experience in the Chicago area that will be lost to the citizen military with move.

Senator Dixon, HML 776 would not have lasted to provide a vital reserve contribution to Operation Desert Storm without your help. I hope you will again support our efforts to keep MACG 48 at NAS Glenview.

Sincerely

Jim Homan
Col USMCR

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 21, 1995

Col. James A. Homan, USMC (Ret)
555 Tiffany Drive
Waukegan, IL 60085

Dear Col. Homan:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS GlenView WNS 2-16

Kevin A. Garvey
558 Elm Street
Deerfield, Illinois 60015-4240

February 12, 1995

Senator Alan Dixon
Base Relocation And Closure Committee
1700 N. Moore
Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I am extremely concerned that the offer by the Village of Glenview, Illinois to U.S. Marine Corps units stationed at Glenview Naval Air Station has been ignored or turned down by Pentagon officials. I understand that as a part of the Air Station's being closed, the Village of Glenview approved a reuse plan that includes inviting the Marines, Coast Guard, Seabees and FBI to stay on a new "Federal Enclave" Glenview has set aside for the purpose. The Marines have been offered a $1/year open-ended lease for facilities as good or better than they now use.

I am told that if the Marines must leave Glenview, the move will cost up to $20 million dollars in Federal Funds. It is estimated that the moved units will not be militarily capable for years because the vast majority of the unit's people won't be able to travel to the new location.

This entire situation is ridiculous and harmful to the United States in fiscal and military terms. How is letting this happen a good thing? What is gained?

- There is significant community interest and Glenview Village government support in keeping the Marines at Glenview

- Twenty million dollars are meaningful identifiable savings for DOD to be ignoring and walking away from

- There is military value in the Marines staying in the Glenview location

- Demographics (recruiting and training replacement service men and women) do not support the Marines at the Dam Neck Virginia location they are scheduled to move to

The Village of Glenview's offer to the Marines is clearly a prime example of how local government and Federal institutions can work together in the best interests of the Nation. It is exceptionally upsetting to see this win-win offer be ignored by the Department of Defense for no logical reason.

Senator Dixon, I respectfully request that you use the power of your office to get Pentagon officials to accept the Village of Glenview's offer to the Marines.

I also respectfully request a reply to this letter so that I might know that appropriate action is being taken on this urgent situation.

Respectfully yours,

Kevin A. Garvey

Kevin A. Garvey

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 16, 1995

Mr. Kevin A. Garvey
558 Elm Street
Deerfield, IL 60015-4240

Dear Mr. Garvey:

Thank you for sending information concerning Marine Corp units stationed at NAS Glenview to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

El Toro
WNS
2-17

George B. Parker
Professor Emeritus, University of Southern California
3407 Seabreeze Lane
Corona del Mar, California 92625-1644
(714) 644-0318

11 February 1995

The Honorable Alan J. Dixon
Defense Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Sir:

As chairman of the Defense Base Realignment and Closure Commission, you are in a position to greatly influence the posture of the national defense of the United States and the free world. You will also have an opportunity to right a terrible wrong imposed upon the U. S. Marine Corps (and, perhaps, preclude a future "60 Minutes" television expose'?).

It was my privilege to serve as a Marine Corps fighter pilot in two wars. I am proud that my service included considerable combat--I have experienced first hand the sacrifices of my fellow marines. It is, therefore, of great concern to me and other marines that the readiness of the Marine Corps will be adversely effected by the nonsensical closing of Marine Corps Air Station, El Toro. An illogical decision substantially harming the Marine Corps by the loss of its critical West Coast home base.

No one, except a few local developers, can profit from closing of this base. The rest of us lose big. El Toro, for 52 years the home of West Coast Marine Corps aviation, is the only major USMC air station east of Japan. It is necessarily located in close proximity to Camp Pendleton to effect required coordination of tactical air and ground support. This closure will cost billions, in funds not available, to execute the move (Congressman Cox estimates it will cost $1.7 billion to move the Marines to NAS Mirimar and $1.6 billion to move the Navy out). The $3.3 billion to make this move is a total, irretrievable waste, especially, considering that MCAS El Toro is the cheapest of all West Coast air stations to operate.

The Marine Corps, our most efficient military service, the first to fight and die, deserves better. The USMC tradition, of taking care of its enlisted men first, is being trampled by the closing MCAS El Toro. It took the marines 25 years and $500 million to build 3,000 housing units and important operational facilities. The move to NAS Mirimar will punish USMC enlisted men the most, as Mirimar has less than 300 housing units and inadequate barracks space. Equally serious is the loss of operational/training requirements.

The closing of MCAS El Toro will penalize our national defense, the Marine Corps, its enlisted men, and the U.S. taxpayers. It was a serious mistake by the Base Closure Realignment Commission that must be reversed. Your cooperation to right this wrong is respectfully requested.

Very truly yours,

G. B. Parker, Lt. Col., USMC (disab. ret.)

cc: Senators: Feinstein, Boxer. Congressmen:. Cox, Dornan,Kim, Packard, Rohrabacher

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 17, 1995

Lt. Col. George B. Parker, USMC (Ret.)
Professor Emeritus
University of Southern California
3407 Seabreeze Lane
Corona del Mar, CA 92625-1644

Dear Col. Parker:

Thank you for sending information concerning MCAS El Toro to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

Marine Air Group-48
WWS -
2-13

613 Carriage Hill Court
Island Lake, IL 60042

February 7, 1995

Senator Alan Dixon
Base Relocation and Closure Committee
1700 N. Moore
Suite 1425
Arlington, VA 22209

Re: Marine Reserve Air Control Group-48, Glenview, IL

Dear Senator Dixon:

I am writing to ask your assistance in a matter of concern to me as both a Marine Corps Reservist and a tax payer. I am a Marine Reserve Staff Sergeant with Marine Air Control Group-48 (MACG-48) presently located at Naval Air Station, Glenview, IL. MACG-48 has a history of a good relationship with the Glenview community and of service excellence in our field of communications.

I was therefore surprised when I was informed that MACG-48 was to be relocated to Dam Neck, VA. I believe the following points regarding the presence of MACG-48 at Glenview bear consideration:

- There is community interest and support in keeping the Marines at Glenview.
- The Glenview Village Manager supports MACG-48 staying in Glenview.
- There are significant identifiable dollar savings in MACG-48 remaining at Glenview.
- There is military value in MACG-48 remaining at Glenview.
- Demographics do not support MACG-48 at Dam Neck, VA for the foreseeable future.

It does not make financial sense, nor does it ensure continued service excellence, to relocate MACG-48 from Glenview, IL.

I hope that you will consider this matter with care and do what you can toward ensuring good use of the taxpayers' dollars by retaining MACG-48 at Glenview. Your consideration of this matter is greatly appreciated.

Sincerely,

TR Tremblay

Staff Sergeant Thomas R. Tremblay
United States Marine Corps Reserve
Glenview Naval Air Station

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 13, 1995

Staff Sergeant Thomas R. Tremblay
613 Carriage Hill Court
Island Lake, IL 60042

Dear SSgt. Tremblay:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAG Glenview
MWCS-48
WWS-2-14-95

508 E. Douglas #2
Bloomington, Il 60701

February 5, 1995

The Honorable Alan Dixon
Base Relocation And Closure Committee
1700 N. Moore
Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

My home is in Mundelein, I am a student at Illinois State University in Normal, Il, also a corporal in the Marine Corps stationed at Glenview Naval Air Station with MWCS 48. I know that the base closing committee has recommended closing Glenview Naval Air Station, I support that decision to a point. As of now the plans for my unit are to move to Dam Neck VA. It would cost approximately 50 million dollars to move the unit and to refurbish the barracks at Dam Neck VA. Even more disturbing to me is the estimate that it would take about five years to train the personnel and make the unit combat ready after the move.

An alternate proposal would be to leave the reserves at Glenview. The reason why I say this is, the city of Glenview wants us to stay and they will rent us the facilities the Army reserves are occupying now. The fee for this rental will be 1 dollar a year unlimited. Most importantly many tax payers dollars will be saved, the unit will remain combat ready, and many reservists will be happy.

Please consider this as an alternative to moving MWCS 48 to Dam Neck VA. I would like to remain with the unit at Glenview and I think keeping the unit here would be better public policy.

Sincerely,

Karla A. Weinbrenner

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 14, 1995

Ms. Karla A. Weinbrenner
508 East Douglas #2
Bloomington, IL 60701

Dear Ms. Weinbrenner:

Thank you for sending information concerning NAS Glenview and MWCS-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS Glenview
WRS
2-14

THE NORTHERN TRUST COMPANY

FIFTY SOUTH LA SALLE STREET

CHICAGO, ILLINOIS 60675

TELEPHONE (312) 630-6000

DAVID W. FOX
CHAIRMAN
AND
CHIEF EXECUTIVE OFFICER

February 9, 1995

Senator Alan Dixon
Base Relocation and Closure Committee
1700 N. Moore
Suite 1425
Arlington, Virginia 22209

Dear Senator Dixon:

I am writing to you about an important issue involving the United States Marines currently stationed at NAS, Glenview, Illinois.

As part of the Base Relocation and Closure (BRAC) process, NAS Glenview is one of the stations affected, and my purpose in writing is not an attempt to keep it from closing. Rather, it is to call to your attention a unique opportunity to keep the Marines at Glenview and save our government a substantial sum of money in the process.

The Village of Glenview has invited the Marines from Marine Air Control Group 48 (MACG-48) to stay in the new Federal Enclave at Glenview. The Village has offered the Marines the building formerly occupied by the Army Reserve at an open-end annual lease cost of $1.00 per year.

I am, therefore, requesting that a language change to the BRAC '93 order be made by the Pentagon to permit MACG-48 to accept the Village of Glenview offer, rather than moving the Marines to Dam Neck, Virginia, which is the current plan.

My understanding is that Marines at Dam Neck are already operating from cramped and nearly condemned spaces. Moving the squadrons and group from Glenview to Dam Neck would involve facilities construction and rental expenditures estimated at over $20 million. In addition, movement of the units would involve loss of manpower that would take years to rebuild.

In short, it seems to me the case is a compelling one:

1. Glenview wants the Marines to stay and has offered them excellent quarters for $1.00 per year.
2. There are significant identifiable dollar savings in keeping the Marines at Glenview.
3. There is military value in terms of unit readiness by the Marines staying at Glenview.

I strongly urge you to favorably consider this request. It is consistent with Federal budget constraints and appears to be in the best interests of our armed services. I speak from some experience in these matters, as following my release from active duty in 1955, I served in the active Marine Reserve at Glenview for 17 years and commanded two Marine units there, including MACG-48.

A reply to my letter is requested and would be greatly appreciated. Thank you for your consideration.

Sincerely,

David W. Fox
Lieutenant Colonel USMCR (Retired)

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 14, 1995

Mr. David W. Fox
Chairman
The Northern Trust Company
Fifty South LaSalle Street
Chicago, IL 60675

Dear Mr. Fox:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS Glenview
WNS 2-13

6 Feb 1995

Peter J. Carzoli
6N406 Baker St.
Itasca, Il 60143

Senator Alan Dixon
BRAC
1700 N. Moore, Suite 1425
Arlington, VA 22209

Dear Senator Dixon,

I write this letter not only out of self interest, but also as a taxpayer and patriot. I am sure that you are aware of the scheduled closing of Naval Air Station Glenview, in Glenview, Illinois. As an overburdened taxpayer, I support cuts in defense spending that are well conceived and consistent with national security interests. Furthermore, It is important to me that reductions in spending are well thought out and not imposed in an irresponsible manner.

As a Selected Marine Corps Reservist, presently serving at the Air Station, I have become knowledgeable about the situation of a specific military unit based in Glenview. This unit is Marine Air Control Group 48. When all the facts regarding moving this unit from Glenview are considered, it is clear that the most responsible decision, in terms of fiscal responsibility and national security, is to allow Marine Air Control Group 48 to remain at their present location. Reasons for keeping Marines at Glenview include:

* There are significant, identifiable dollar savings to staying put.

* There are significant, identifiable costs incurred on taxpayers by moving.

* The unit will sacrifice military readiness for at least five years.

* The community and local government support Marines staying at Glenview.

* Keeping the unit at Glenview will have minimal impact on base reutilization.

These facts are readily available, and I trust that you will investigate this opportunity to save tax dollars, maintain military preparedness, and practice intelligient government. It is my understanding that the legislation which closed the base is written in such a manner that exceptions, even though consistent with the intent of reducing military expenditure are not allowed. I hope that you find it in your constituents best interest to amend this legislation.

Peter J. Carzoli

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 13, 1995

Mr. Peter J. Carzoli
6N406 Baker Street
Itasca, IL 60143

Dear Mr. Carzoli:

Thank you for sending information concerning NAS Glenview to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS Glenview WNS - 2#14

February 12, 1994

Senator Alan Dixon
Base Relocation and Closure Commission
1700 N. Moore
Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

I would like to bring to your attention an urgent matter which, if left uncorrected, will result in the waste of millions of tax dollars and will significantly reduce the effectiveness of the Marine Corps Reserve. As you know, much of the Naval Air Station at Glenview, IL will close this fiscal year. An oversight in the BRAC legislation inadvertently directed the Marine units at Glenview to relocate to Dam Neck, VA.

As a tax payer and as a Reservist, I believe this portion of the BRAC Plan is flawed. Here are the pertinent facts which frame my opinion:

- The Marine units at Glenview have already been allocated space on the remaining federal property. The Village of Glenview will charge the Marines $1. annually to remain. *Costs for moving and reestablishing the units in Virginia range between five and eighteen million dollars.*

- The military skills needed within these units are highly technical and require three to seven years to develop. If the Marines are forced to relocate, combat readiness will certainly deteriorate during the time it takes to reconstitute these command , control and communications skills.

- **Significantly, there are no facilities or space available for additional units at Dam Neck, Va.** Consequently, the Department of Defense will be faced with the unenviable task of further redirecting the units to a base which has space or, worse yet, spending significant sums of limited dollars building new facilities. That is -- quite simply -- a tremendous waste I would not want to explain to an impatient public.

- Finally, the citizens of the community have aggressively solicited the Marines to remain. The Village Manager has, as a matter of record, repeatedly announced his support for their continued presence.

My request of you is simple: Please hasten this letter, along with the good influence of your office, to the appropriate individuals who can allow this aspect of the BRAC 1994 Plan to be redirected. Recognizing that time is of the essence, I also request a reply to this letter at your earliest convenience, advising me of what other steps I may take to help avert this needless mistake.

Sincerely,

Patrick J. Meehan

Patrick J. Meehan
678 Marston Avenue
Glen Ellyn IL 60137

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 14, 1995

Mr. Patrick J. Meehan
678 Marston Avenue
Glen Ellyn, IL 60137

Dear Mr. Meehan:

Thank you for sending information concerning NAS Glenview to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS Glenview
WNS
2-14-95

Senator Alan Dixon
Base Relocation And Closure Committee
1700 N. Moore
Suite 1425
Arlington, VA. 22209

Feb. 10, 1995

Dear Senator Dixon:

As part of the Base Relocation and Closure '93, NAS Glenview, Ill., is scheduled for closure and Marine Air Control Group-48 is ordered to Dam Neck, Virginia.
The Village of Glenview has extended an offer to MACG-48 to stay at Glenview in the new Federal Enclave carved out of the Air Station which is closing. The facilities offered are the buildings and facilities formerly occupied by the Army Reserve. They are spacious and in good condition with self-contained power and heat. The terms are $1/year open-end lease.
The Marines who have been stationed at Dam Neck for years are existing in cramped and nearly condemned spaces. Moving the Group from Glenview to Dam Neck would entail significant expenditures to build facilities and rent temporary quarters. This expense is currently estimated at over $20million. In addition, MACG-48 estimates that it would take a minimum of 5 years of recruiting and training at Dam Neck before the ex-Glenview units would be up to their current manpower and proficiency strength.
The Village of Glenview wants the Marines to stay and they have offered excellent quarters for a dollar a year. If the Glenview Marines move, it will cost the taxpayers millions on new facilities, the combat capability of the affected units would certainly be diminished for years and the Chicago area loses any operational presence of Marine Air.
The purpose of this letter is not an appeal to keep NAS Glenview operational. I am requesting that your office influence the Pentagon to make a language change to BRAC '93 that would permit MACG-48 to accept the Village of Glenview's offer in the best interests of the Nation.

Sincerely,

Please Reply

John C. Riley

John C. Riley
0N600 Jacob Dr.
Winfield, Illinois 60190

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 14, 1995

Mr. John C. Riley
0N600 Jacob Drive
Winfield, IL 60190

Dear Mr. Riley:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

NAS Glenview
MACG-48
WNS
2-16-95

February 13, 1995

Senator Alan Dixon
Base Relication And Closure Committee
1700 N. Moore, Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

Subj: Retention of Marine Air Control Group-48 (MACG-48) in the "Federal Enclave" at the soon to be closed NAS Glenview.

As part of the Base Relocation And Closure (BRAC) process, active duty Marines from MACG-48 successfully worked with the Village of Glenview to convince them that Marines should be invited to stay in the new Federal Enclave. MACG-48 has been offered the buildings and facilities formerly occupied by the Army Reserve. The Army's former facilities are spacious and in good condition, have self-contained power and heat and sufficient class room space. The terms are $1.00/year open-end lease. An important distinction is that this is in no way an attempt to keep NAS Glenview from closing. I am asking for *a language change to the BRAC '93 order* to permit MACG-48 to accept the Village of Glenview and the village manager's offer instead of moving to Dam Neck, Virginia.

The Marines who have been stationed at Dam Neck for years are currently fighting for funding to try and improve their existing cramped and nearly condemned spaces. Moving the Squadrons and Group from Glenview to Dam Neck would entail significant new expenditures to build facilities and rent temporary quarters. This expense is currently estimated at $15.1 million for construction and $5.5 million for facilities rental. In addition, MACG-48 estimates that it would take a minimum of 5 years of recruiting and training at Dam Neck before the ex-Glenview units would be up to their currant manpower and proficiency strength.

In short, Glenview wants the Marines to stay and they have offered excellent quarters for a dollar a year. If the Glenview Marines move, it will cost the taxpayers millions on new facilities and the combat capability of the affected units would certainly be diminished, because of non-supportive demographics, for years.

I urge you to get the Pentagon to make a language change to BRAC'93 that would permit MACG-48 to accept Glenview's offer in the best interests of the Nation. It would be greatly appreciated if you would let me know your position on this urgent matter.

Sincerely,

2045 Brandon Road
Glenview, Il 60025-1911

Allen M. Andreasen
Colonel, U. S. Marine Corp, Ret.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 16, 1995

Colonel Allen M. Andreasen, USMC (Ret)
2045 Brandon Road
Glenview, IL 60025-1911

Dear Colonel Andreasen:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

CHICAGO SUN-TIMES FEATURES, INC.

NAS Glenv. ill
MACG-48
WNS
2.16

ANDREW B. DAVIS
PRESIDENT

February 13, 1995

The Honorable Alan Dixon
Base Relocation and Closure Commission
1700 N. Moore
Suite 1425
Arlington, VA 22209

Dear Senator Dixon,

I am writing to you out of concern that the Marine Corps Reserve air control units will not be allowed to remain in facilities at NAS Glenview, IL. As a colonel in the Marine Corps Reserve, member of the Secretary of the Navy's Marine Reserve Policy Board, former commanding officer of one of the affected squadrons at Glenview, and resident of the Chicago North Shore within 15 minutes of Glenview, I believe I have a credible personal perspective to offer.

As you know, BRAC '93 ordered the closing of NAS Glenview, a closure supported by the community. Since then, the Marine Reserve flying squadrons have departed for Atlanta and Dallas, leaving Marine Air Control Group 48, comprising a headquarters, communications squadron and tactical air control center. The Glenview community has worked diligently to structure a plan for the transition of the air station to civilian use. A plan, heralded as a model for such reversion, has been drafted. In that plan, a portion of the base is set aside for federal use, overflow housing for Great Lakes Naval Training Center included. The plan supports the retention of MACG 48 at NAS Glenview, and that support has been echoed by Glenview municipal officials. The community wants the Marines to stay!

Moreover, the retention of the Marine Reserve Control Group at Glenview makes fiscal sense. The Chicago area demographics support the recruitment and retention of Marine Reservists whose military occupational specialties are considered high-tech. (It requires three years of training to develop a skilled communications maintenance technician.) The demographic studies indicate that the proposed destination of MACG 48 at Dam Neck, VA, does NOT similarly support development of sufficient hard-skill MOS Marines to man the control group. Estimates show it will require five years of recruiting and training to rebuild the group's manpower structure.

There is no comparison either between the adequate facilities existing at Glenview and those at Dam Neck. In the Glenview plan, the village will lease to the Marines sufficient space at $1/year, open-ended. Space at Dam Neck is old, deteriorated, and cramped. It is estimated that it will require $15 million to construct equivalent facilities to

NAS Glenview letter
Page 2

those currently in place at Glenview, and that facilities rental will cost taxpayers an additional $5 million.

Glenview has a proud tradition of service to the nation going back to World War II. Its Marines have served honorably in three wars since those days. The trained Marines who currently constitute MACG 48 are a local and national asset. Their skills have transferable value to the local economy (Chicago is the nation's transportation hub and is home to employers such as Motorola who rely on such a skilled manpower pool.) It serves neither the nation nor the community to relocate this unit. And, it is wasteful to needlessly assume great expense to the American taxpayer when that expense can be avoided.

I ask you to urge the Pentagon to amend BRAC '93 language to permit MACG 48 to accept the Village of Glenview's offer to stay in a federal enclave at Glenview. And, I would appreciate receiving your response to this letter.

Thank you,

Sincerely,

Andrew B. Davis
Colonel, U.S. Marine Corps Reserve

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

February 16, 1995

Mr. Andrew B. Davis
President
Chicago Sun-Times Features Inc.
401 North Wabash Avenue
Chicago, IL 60611

Dear Mr. Davis:

Thank you for sending information concerning NAS Glenview and MACG-48 to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense.

Thank you for providing this information to the Commission.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

Indy 5/15

Steve Nickels
13810 Driftwood Drive
Carmel, IN 46033

May 9, 1995

Honorable Alan Dixon
Chairman, Base Realignment and
Closure Commission
1700 North Moore Street
Suite # 1425
Arlington, VA 22209

Dear Chairman Dixon:

I am writing to express a concern as a citizen for he erosion of our military capabilities with the last round of base closures. The closure of technical centers, such as the Naval Air Warfare Center, is disturbing. While the intention of Navy representatives appears to sacrifice needless operations in order to maintain and fund future enhancements, our continued reductions to meet budget constraints may cause a loss of the very technology and readiness we must rely on.

A strong Midwest Navy presence in Indiana is sound judgement for a strong defense. While the Mayor Goldsmith partnership plan supports closure- it does so with a view towards retention of vital resources to preserve expertise used for our defense. Funding concerns? A recent report by a reputable Washington think -tank , has advised a number of farm subsidies be discontinued and agencies be discontinued, including Department of Energy, Department of Education, Department of Agriculture and half a dozen others. However, it did recommend defense budgets be *increased* each year by at least the rate of inflation. Unwarranted closures will not force dual-income families to relocate-resulting in a undefined loss in technical skillbase.

National and local threat levels have escalated since the World Trade Center bombing in 1993. I would like to underscore a concern for our defense. On April 19, we have seen the bombing of a government building in Oklahoma City, and a series of terrorist gas attacks overseas. Certainly, downsizing has its merits, however, I have to wonder (as many Americans) what message we have been sending (in downsizing) to domestic and international groups who prey on the public fear. In Jane's Defense Weekly recently, it reported 31 simultaneous areas of tension, 27 military conflicts and 12 flash points around the world..More than 15 nations have ballistic missiles and many of these are seeking to acquire or already have, weapons of mass destruction. Many third world nations are buying the latest in missiles, warheads, artillery, armor, satellite communications, sensors and computers, and are developing or attempting to acquire chemical, biological and nuclear weapons. Further, Secretary of State, Warren Christopher, has recently stated that Iran is the chief sponsor of terrorism in the world today. This problem is a current real concern by Pentagon officials. Iran is spending $4 billion a year on military equipment; it has bought two Russian attack submarines and is buying another, and has been in

maneuvers in the sea corridor used for almost half the world's oil shipments. In seeking to be the next Middle East power, this is more than a defense posture by Iran, . Also, China is challenging its neighbors for the *trillion dollar* oil and mineral resources off the coast of South Vietnam, and the result is a impasse to growing South Vietnam's economy and the western oil market. North Korea has not truly given up nuclear power.

The key to future military success is to maintain the technological edge that was so clearly demonstrated in Operation Desert Storm. General Schwarzkopf (ret.) was asked about downsizing and dwindling forces in today's world, at a recent luncheon I attended, and if he had concerns ? He responded, he *did* have concerns. Since he left the service in 1991, we have reduced forces from 740,000 to 550,000 troops. The fact that defense budgets continue to be mined and reduced each year, reveals that the initial longterm (20 year) defense analysis was not realistic, and therefore of little value. The General also said that a reduction of one division of soldiers is possible in one year. *However*, to replace the experience and skill level attained by that division- would take **7 years**. It is easy to go down, but a long way back when the need arises. Additionally, a longtime local radio commentator , and WWII veteran, Mr. Fred Heckman, cited troop demands of a high operating tempo as relentless - from -Haiti, Somalia and humanitarian relief missions in Africa. Yet- *the United States Army is now about the same size as it was before the 1941 attack on Pearl Harbor. By the end of this year, America's Army is projected to be only the 9th largest in the world.* The key to future military success is to maintain the technological edge that was so clearly demonstrated in operation Desert Storm. Jack Merritt, now retired and president of the Association of the U.S. Army says the Army's budget request of $59.9 billion for fiscal year 1996 is marginally enough to meet near-term readiness issues. But, it is clearly inadequate to meet the Army's much needed m modernization program. Technology does not stand still, yet funding to ensure that kind of edge into the next century is not adequately reflected in this budget request. The Navy also suffers from constraints.

The Naval Air Warfare Center, Indianapolis contributes to our military technology successes. In a May 1 award ceremony at the Pentagon, the Hammer Award was presented by Secretary of Defense, Dr. William Perry, to the AN/SQS-53 EC-16 Project Team for pioneering Commercial off-the-shelf (COTS) technology insertion into existing military systems. The Hammer Award is official recognition of new ways of doing business, that realize substantial savings for the winners' respective agencies and the taxpayers. It was reported, "The $16 million pre-production effort is targeted for 17 cruisers and destroyers with future production for Fleet-wide usage. Navy sponsors have indicated that this project has been executed at least three years quicker and at a cost savings of over $100 million dollars. NAWC Indianapolis reformed the acquisition process to upgrade antiquated systems and was based on digital design work and rapid-prototyping experience of NAWC Indianapolis for Naval Sea Systems Command. The engineering upgrade for improved shallow water anti-submarine warfare and mine avoidance took only 28 months for sea trials aboard the USS Scott. This success demonstrates that by integrating modern commercial technology into existing systems, modest investments can yield substantial gains in not only reduced life-cycle costs, but also in warfighting capability." A closure here will likely cause a loss of more than 50% of this resource base.

In view of the current events and our blind march to downsizing- let us ask, "What is wrong with the picture?

While we are not the "world police force", nonsensical Navy reductions do undermine our commitment to defense. This is even contrary to our notion for strong domestic law enforcement . I ask your consideration of the real cost in lost defense technical resources.

Sincerely,

Steve Nickels

cc Honorable William J. Perry

Document Separator

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

NAWC Indy

Mr. S. Lee Kling, Commissioner
Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner and Staff Members:

As an American, taxpayer, and Navy Civil Servant manager, I am in full support of our Government's initiatives to downsize and streamline the Government. It is time we cash in on the "peace dividends". The BRAC process is not an easy assignment to be undertaken.

I would like to share with you why I believe Mayor Stephen Goldsmith's Government/Privatization Plan for Naval Air Warfare Center, Aircraft Division Indianapolis (NAWC ADI) is an excellent means to save more money than that proposed by the BRAC Plan. I strongly endorse the Mayor's Plan as a "win-win" solution. All my acquaintances at work (non-union and union) are also in full support of the Mayor's Plan. I believe Government entities need to become more fiscally responsible by being renumerated through value added products and/or services paid by customers. NAWC ADI is a DBOF (defense based operating fund) activity and receives no appropriated (level funded) funds. I believe NAWC ADI is an excellent role model for "government re-invention", where the paying customer determines the value of produces and/or services provided by NAWC ADI.

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Sincerely,

John R. Klotz

John R. Klotz
NAWC ADI Environmental Assessment Branch Head
Business phone 317-353-7443

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

Mr. James B. Davis, Commissioner
Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner and Staff Members:

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John R. Klotz

John R. Klotz
NAWC ADI Environmental Assessment Branch Head
Business phone 317-353-7443

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

Ms. Rebecca G. Cox, Commissioner
Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner and Staff Members:

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Business phone 317-353-7443

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

Mr. Josue Robles, Jr., Commissioner
Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner and Staff Members:

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John R. Klotz

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NAWC ADT Environmental Assessment Branch Head
Business phone 317-353-7443

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

Mr. Alan J. Dixon, Chairman
Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

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Business phone 317-353-7443

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

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Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

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I wanted to share the above with you to somehow impart what I believe could have a devastating impact on supporting our men and women in the Navy Fleet. Their lives depend on our support and, in turn, freedom around the world depends on their efforts.

Because of the employment uncertainty brought upon by being on the BRAC closure list, NAWC ADI is losing through resignation approximately three fine and knowledgeable employees per week. I strongly encourage the BRAC Commission to endorse Mayor Goldsmith's Government Privatization Plan so that current employees will not leave and can continue to focus on providing the best service and products to the men and women of the Armed Services.

Sincerely,

John R. Klotz

John R. Klotz
NAWC ADI Environmental Assessment Branch Head
Business phone 317-353-7443

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

Mr. Al Cornella, Commissioner
Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner and Staff Members:

As an American, taxpayer, and Navy Civil Servant manager, I am in full support of our Government's initiatives to downsize and streamline the Government. It is time we cash in on the "peace dividends". The BRAC process is not an easy assignment to be undertaken.

I would like to share with you why I believe Mayor Stephen Goldsmith's Government/Privatization Plan for Naval Air Warfare Center, Aircraft Division Indianapolis (NAWC ADI) is an excellent means to save more money than that proposed by the BRAC Plan. I strongly endorse the Mayor's Plan as a "win-win" solution. All my acquaintances at work (non-union and union) are also in full support of the Mayor's Plan. I believe Government entities need to become more fiscally responsible by being renumerated through value added products and/or services paid by customers. NAWC ADI is a DBOF (defense based operating fund) activity and receives no appropriated (level funded) funds. I believe NAWC ADI is an excellent role model for "government re-invention", where the paying customer determines the value of produces and/or services provided by NAWC ADI.

NAWC ADI also provides an excellent conduit of technology and collaboration between government and private industry. During my 22 years at NAWC ADI, I have worked very closely with private sector companies such as McDonald-Douglas, General Electric, Litton, and many small businesses. When visiting NAWC ADI they have all been very impressed by our employees' capabilities and technical knowledge. We have gained respect from our customers because we have on-hands experience in dealing with the same day-to-day manufacturing processes as private industry. Because of this respect and knowledge we are able to keep private industry acquisition contracts equitable, as well as provide technical solutions to their engineering and manufacturing problems. The employees in my branch have assisted many companies both large and small in overcoming design and process deficiencies which in turn, keep the government's defense costs down.

Because NAWC ADI has many varied customers (e.g. Navy, Air Force, Army, other government agencies (FAA and NASA, etc.), other nations and private industry with such a variety of products and/or services, it requires the telling of many stories for one to understand our value and merit. This short letter does not permit me to detail the many successful stories, other than to ask you to listen to Commissioner King's observations of his NAWC ADI site visit. NAWC ADI took many years to evolve into an organization that was being replicated throughout all the other NAWC sites, because of its new business and managerial initiatives.

My biggest fear is that NAWC ADI will lose most of it's employees which will dramatically reduce our nation's Naval Aviation capabilities. My concern is such I wanted to briefly share with you the magnitude of the problem. I attended a workload review meeting at Warminster, PA (a sister NAWC site which is closing because of the 1991 BRAC) a couple weeks ago. The status of many programs were presented. One representative program covered the Presidential Helicopter Avionics Support Program at Warminster. This is a yearly $15

million effort comprised of approximately 25 federal and 45 private sector employees (many have worked there 20-30 years). Only about 7 of the current 25 government employees and a handful of private sector employees will make the move to NAWC Patuxent River, MD. Please note this is in reference to the current employees. Warminster has already lost quite a few employees from that program over the last couple years.

I have read several news articles that have stated on a national average only 10-25% of a center's workforce moves to a new geographic site due to BRAC. It is estimated that 15% of the Warminster engineers will move to Patuxent River. This extreme loss of experienced personnel will be devastating to many important programs. Especially since most of those that have left are the best and most qualified of the workforce and it would be very difficult to hire comparable replacements (see reasons below). Hiring new employees will also be hampered by further government downsizing initiatives as well as Congressional legislation to reduce government pensions.

Several newspaper articles explain why federal employees are not moving from Warminster, PA, to Patuxent River, MD, which is a four hour drive. Most of the reasons pertain to urban and rural issues, which I feel will also apply in an Indianapolis-to-Crane scenario. Reasons listed for not moving are:

A. Spousal employment and the lack of jobs in the rural area
B. Little cultural and shopping opportunities
C. Schools which may lack the diverse curriculum of urban schools
D. Lack of available housing in the rural area and the probable need to construct a home
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NAWC ADI Environmental Assessment Branch Head
Business phone 317-353-7443

6460 Derwyn Ct.
Indianapolis, IN 46256
2 May 1995

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Base Realignment and Closure Committee
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

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Sincerely,

John R. Klotz

John R. Klotz
NAWC ADT Environmental Assessment Branch Head
Business phone 317-353-7443

Document Separator

NAWC

Indy

175 S. German Church Road
Indianapolis, Indiana 46229
April 26, 1995

Mr. Josue Robles
Commissioner, Base Closure and Realignment Commission
1700 N. Moore St.
Suite 1425
Arlington, Virginia 22209

Dear Commissioner Robles,

I urge you to vote to accept Mayor Steven Goldsmith's plan to retain the Naval Air Warfare Center, Aircraft Division, Indianapolis (NAWCADI). I believe that the Navy and the Country would be best served by this action.

Although the Navy has recommended closure of the facility, it is obvious that the recommendation was made with an eye toward saving Patuxent River, Maryland and China Lake, California from similar consideration. I believe for this reason that the Navy's recommendation to close NAWCADI cannot be interpreted to mean that they believe that the closure is a good thing, only that it is, for them, the least of several evils.

In fact, it would be a blow to the Navy's future capabilities. NAWCADI has a unique manufacturing center that routinely performs tasks that industry labels as impossible. For reasons of cost and potential profit, industry did not want to get involved in the design and manufacture of a Maverick Interface Box (MIB) that was highly desirable to be added to the S3-B aircraft prior to the gulf war. The S3-B had no armaments prior to the gulf war with which to defend itself. NAWCADI not only accomplished this, but did it in 7 months, while the remainder of the avionics industry stood by and reiterated the impossibility of the feat.

The design and engineering expertise that allows such impossible feats exists not in the facility at NAWCADI, but in the personnel. For that reason, the Navy will lose this capability, because very many of these people are not willing to move to the 3 rural acceptor sites designated to receive them. China Lake, California is 180 miles from the nearest large population center, Los Angeles. Crane is about 80 miles from Indianapolis. Pax River, Maryland is 60 miles from Washington, DC. Moving to such outlying regions and buying property hangs one's entire future on the stability of the DOD facility at that site. Should it too close, nothing would be ahead for those people but financial ruin as real estate prices would fall through the bottom of the market. I myself will move anywhere, temporarily, to avoid losing my government job, but will campaign long after that to be hired by another government facility that is in or very close to a large population center.

Closing this site would be detrimental to all concerned. Accepting Mayor Steven Goldsmith's plan would begin making the Navy real money in no more than 3 years, as opposed to the 39 years projected for the closure to break even, and save the technical capability that would otherwise be lost. The correct course of action could not be clearer. Please do the right thing. Please vote to accept Mayor Steven Goldsmith's plan to save the Naval Air Warfare Center, Aircraft Division, Indianapolis and it's capabilities.

Sincerely yours,

David P. Head

David P. Head

175 S. German Church Road
Indianapolis, Indiana 46229
April 26, 1995

Mr. Benjamin Montoya
Commissioner, Base Closure and Realignment Commission
1700 N. Moore St.
Suite 1425
Arlington, Virginia 22209

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Sincerely yours,

David P. Head

David P. Head

175 S. German Church Road
Indianapolis, Indiana 46229
April 26, 1995

Mr S. Lee Kling
Commissioner, Base Closure and Realignment Commission
1700 N. Moore St.
Suite 1425
Arlington, Virginia 22209
Dear Commissioner Kling,

I urge you to vote to accept Mayor Steven Goldsmith's plan to retain the Naval Air Warfare Center, Aircraft Division, Indianapolis (NAWCADI). I believe that the Navy and the Country would be best served by this action.

Although the Navy has recommended closure of the facility, it is obvious that the recommendation was made with an eye toward saving Patuxent River, Maryland and China Lake, California from similar consideration. I believe for this reason that the Navy's recommendation to close NAWCADI cannot be interpreted to mean that they believe that the closure is a good thing, only that it is, for them, the least of several evils.

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Sincerely yours,

David P. Head

David P. Head

175 S. German Church Road
Indianapolis, Indiana 46229
April 26, 1995

Ms. Wendi Steele
Commissioner, Base Closure and Realignment Commission
1700 N. Moore St.
Suite 1425
Arlington, Virginia 22209
Dear Commissioner Steele,

I urge you to vote to accept Mayor Steven Goldsmith's plan to retain the Naval Air Warfare Center, Aircraft Division, Indianapolis (NAWCADI). I believe that the Navy and the Country would be best served by this action.

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Sincerely yours,

David P. Head

David P. Head

175 S. German Church Road
Indianapolis, Indiana 46229
April 26, 1995

Mr. Alan Dixon
Chairman, Base Closure and Realignment Commission
1700 N. Moore St.
Suite 1425
Arlington, Virginia 22209
Dear Chairman Dixon,

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175 S. German Church Road
Indianapolis, Indiana 46229
April 26, 1995

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Commisioner, Base Closure and Realignment Commission
1700 N. Moore St.
Suite 1425
Arlington, Virginia 22209
Dear Commisioner Davis,

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David P. Head

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Document Separator

4/20 (1) JAC NAWC Indianapolis

April 16, 1995

George W. Hill
13509 Bellsville Pike
Columbus, IN 47201

Commissioner Alan J. Dixon
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner Dixon,

I am an engineering manager employed at the Naval Air Warfare Center, Indianapolis, Indiana. Let me say firstly that it does not appear that I am in danger of losing my job nor does the prospect of moving to the Naval Surface Warfare Center, Crane, Indiana bother me at all. Crane is closer to my home than Indianapolis. I am writing you today to support Indianapolis' Mayor Stephen Goldsmith's plan to privatize NAWC Indianapolis. I hope that in knowing my job seems fairly secure, you will read my letter as that of a business professional rather than a hysterical employee who is about to lose his job.

My work assignment for the past three years has been as an operations manager responsible for workload and resources at NAWC Indianapolis. As such I have been intimately involved in the business planning and management of the overall site. I would like to make several key points to you about NAWC Indianapolis:

1. We are a Defense Business Operations Fund activity which means we operate very much as a business. We get funding only from the projects which our customers fund us to do. All of our expenses and salaries are reflected in the rates we charge our customers. We are not a financial burden which is carried in the Navy's appropriated budget.

2. We have the lowest, non-subsidized labor rates in the NAWC. We have reduced our overhead 28% over the past two years. In fact, the NAWC has held our rates artificially high this year in order to reduce the rates at other NAWC sites.

3. We are not a Navy base. We are essentially one large building on a 160 acre site. We have no airstrip, no range of any kind, and no extensive physical infrastructure which requires upkeep. We operate very inexpensively. Our facility and equipment have been well-maintained over the years and are in excellent condition. We have kept equipment current by a well-managed capital purchase program.

4. We re-organized three years ago into a competency aligned organization which is designed to support integrated project teams which satisfy our customers. This organization parallels best practices in industry and allows us to better focus on satisfying our customers in a more efficient manner. In making this organization work, we have continually received higher customer satisfaction ratings each year in addition to our greater efficiency. In recognition of our innovative approaches, NAWC Indianapolis was designated as a Reinvention Laboratory which will allow us to go even further in focusing on our customers and our efficiency. Also, the entire Naval Air Systems Command is trying to adopt our organizational concept.

5. During the Defense Department's downsizing, our workload has actually increased both in FY93 and FY94, and is on pace for another record or near-record year in FY95. Our customers with the Navy, DoD, and Government are wanting innovative solutions to their problems in the most cost effective manner they can get. NAWC Indianapolis has a history of doing this for our customers. Our innovative re-organization and customer focus allow us to be even more attractive to our customers. As a businessman, I would say that we align very well with the needs of our customers. In fact, more and more customers (non-DoD) are wanting to come to us. If we were allowed to operate truly as a business, we would be expanding and hiring, not in threat of closure.

6. NAWC Indianapolis' unique strength is our ability to support our diverse customer base over a broad range of their requirements. We can provide support over the entire life cycle of their needs, from concept development, to

design, to prototyping and/or production, to acquisition, to operational testing and deployment, and to operational support. We can do this because our personnel operate in close proximity to each other at the site, employing the newest technologies and production techniques, and "cross-pollinating" projects with ideas and experiences. Our turnover has been relatively low over the years which means we have a tremendous knowledge and experience build-up in our people and leadership. With the closure recommendation all this is in jeopardy when the Navy most needs it. Many of the people who are offered jobs will choose instead to leave Federal Service and stay in Indianapolis. As has happened at the Naval Air Warfare Center, Warminster, PA, and the Naval Air Warfare Center, Trenton, NJ, the Navy will lose a significant portion of its technical know-how, which cannot be replaced and is simply gone. The Navy and Federal Government needs this know-how now more than ever to re-invent itself to operate more inexpensively but with the same high quality (in military terms, maintain readiness). Our customers *choose* to come to us for innovative, quick, and relatively inexpensive solutions to their problems which they cannot get elsewhere.

7. The goals, as I understand them, for this year's BRAC recommendations are to reduce infrastructure and capacity. As a business professional, I know this means unneeded infrastructure and excess capacity. NAWC Indianapolis is having record workload years as measured by funding receipts and we are projecting essentially equivalent demand for our services based on customer projections which take into account downsizing. Our business capabilities align very well with projected future defense needs. If we were truly allowed to operate as a business, we would be hiring and expanding. The changes proposed in the DoD recommendation for NAWC Indianapolis cut *needed* infrastructure and *needed* capacity. Our customers will be forced to go elsewhere and spend more money to get their requirements satisfied since other sites and contractors do not have our capability. Readiness will suffer since other sites and contractors cannot react as quickly as we can and do. The most confounding fact will be that the same amount of excess DoD infrastructure and unneeded capacity will exist after NAWC Indianapolis closes.

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The benefits by the BRAC action must truly be extraordinary to justify a closure action as the one being proposed. Military and other Government customers are being hurt. Families are being hurt. Communities are being hurt. The Federal Government will spend approximately $200 million on the NAWC Indianapolis closure in BRAC and DBOF costs (DBOF pays for work disruption and re-training costs as I understand it). To what real end? I can see no business benefit. There are no savings if our customers have to go elsewhere which will result in more expense to them. There are no real savings if all costs at Indianapolis are borne by the rates charged to our customers. Stated simply, I have looked as objectively as I can at the closure recommendation as a business professional and I can see no business justification for it. In fact, it seems to me it will have only negative, cost-increasing, readiness-reducing effects on the Navy and Federal Government.

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Sincerely,

George W. Hill

April 16, 1995

George W. Hill
13509 Bellsville Pike
Columbus, IN 47201

Commissioner Al Cornella
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner Cornella,

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Sincerely,

George W. Hill

April 16, 1995

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13509 Bellsville Pike
Columbus, IN 47201

Commissioner Rebecca G. Cox
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner Cox,

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Sincerely,

George Wittell

April 16, 1995

George W. Hill
13509 Bellsville Pike
Columbus, IN 47201

Commissioner James B. Davis
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner Davis,

I am an engineering manager employed at the Naval Air Warfare Center, Indianapolis, Indiana. Let me say firstly that it does not appear that I am in danger of losing my job nor does the prospect of moving to the Naval Surface Warfare Center, Crane, Indiana bother me at all. Crane is closer to my home than Indianapolis. I am writing you today to support Indianapolis' Mayor Stephen Goldsmith's plan to privatize NAWC Indianapolis. I hope that in knowing my job seems fairly secure, you will read my letter as that of a business professional rather than a hysterical employee who is about to lose his job.

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13509 Bellsville Pike
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Commissioner S. Lee Kling
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

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Sincerely,

George W. Hill

Document Separator

April 16, 1995

George W. Hill
13509 Bellsville Pike
Columbus, IN 47201

Commissioner Benjamin F. Montoya
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner Montoya,

I am an engineering manager employed at the Naval Air Warfare Center, Indianapolis, Indiana. Let me say firstly that it does not appear that I am in danger of losing my job nor does the prospect of moving to the Naval Surface Warfare Center, Crane, Indiana bother me at all. Crane is closer to my home than Indianapolis. I am writing you today to support Indianapolis' Mayor Stephen Goldsmith's plan to privatize NAWC Indianapolis. I hope that in knowing my job seems fairly secure, you will read my letter as that of a business professional rather than a hysterical employee who is about to lose his job.

My work assignment for the past three years has been as an operations manager responsible for workload and resources at NAWC Indianapolis. As such I have been intimately involved in the business planning and management of the overall site. I would like to make several key points to you about NAWC Indianapolis:

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2. We have the lowest, non-subsidized labor rates in the NAWC. We have reduced our overhead 28% over the past two years. In fact, the NAWC has held our rates artificially high this year in order to reduce the rates at other NAWC sites.

3. We are not a Navy base. We are essentially one large building on a 160 acre site. We have no airstrip, no range of any kind, and no extensive physical infrastructure which requires upkeep. We operate very inexpensively. Our facility and equipment have been well-maintained over the years and are in excellent condition. We have kept equipment current by a well-managed capital purchase program.

4. We re-organized three years ago into a competency aligned organization which is designed to support integrated project teams which satisfy our customers. This organization parallels best practices in industry and allows us to better focus on satisfying our customers in a more efficient manner. In making this organization work, we have continually received higher customer satisfaction ratings each year in addition to our greater efficiency. In recognition of our innovative approaches, NAWC Indianapolis was designated as a Reinvention Laboratory which will allow us to go even further in focusing on our customers and our efficiency. Also, the entire Naval Air Systems Command is trying to adopt our organizational concept.

5. During the Defense Department's downsizing, our workload has actually increased both in FY93 and FY94, and is on pace for another record or near-record year in FY95. Our customers with the Navy, DoD, and Government are wanting innovative solutions to their problems in the most cost effective manner they can get. NAWC Indianapolis has a history of doing this for our customers. Our innovative re-organization and customer focus allow us to be even more attractive to our customers. As a businessman, I would say that we align very well with the needs of our customers. In fact, more and more customers (non-DoD) are wanting to come to us. If we were allowed to operate truly as a business, we would be expanding and hiring, not in threat of closure.

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design, to prototyping and/or production, to acquisition, to operational testing and deployment, and to operational support. We can do this because our personnel operate in close proximity to each other at the site, employing the newest technologies and production techniques, and "cross-pollinating" projects with ideas and experiences. Our turnover has been relatively low over the years which means we have a tremendous knowledge and experience build-up in our people and leadership. With the closure recommendation all this is in jeopardy when the Navy most needs it. Many of the people who are offered jobs will choose instead to leave Federal Service and stay in Indianapolis. As has happened at the Naval Air Warfare Center, Warminster, PA, and the Naval Air Warfare Center, Trenton, NJ, the Navy will lose a significant portion of its technical know-how, which cannot be replaced and is simply gone. The Navy and Federal Government needs this know-how now more than ever to re-invent itself to operate more inexpensively but with the same high quality (in military terms, maintain readiness). Our customers *choose* to come to us for innovative, quick, and relatively inexpensive solutions to their problems which they cannot get elsewhere.

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George W. Hill

Document Separator

April 16, 1995

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13509 Bellsville Pike
Columbus, IN 47201

Commissioner Josue (Joe) Robles, Jr.
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Commissioner Robles,

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Sincerely,

George W. Hill

April 16, 1995

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Columbus, IN 47201

Commissioner Wendi L. Steele
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

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Document Separator

York® Marine Systems

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NSWC Annapolis ① JAC 4/20

Defense Base Realignment and
Closure Commission
1700 N. Moore Street
Suite 1425
Arlington, VA 22209

18 April 1995

Attn: Mr. Dave Epstein

Subject: Closure of Carderock Division
Naval Surface Warfare Center
Annapolis Detachment

Dear Mr. Epstein:

It was with some trepidation that we found the subject group on the most recent Base Closure List. We would like to officially voice our strong concern about the effect this would have on the very important work being done there on elimination of ozone depleting refrigerants from the U.S. Navy's fleet.

As a world leader in the air conditioning and refrigeration industry, we have worked closely with Mechanical Systems Branch on the CFC Elimination R&D Program. This talented group of people have made significant advances in determining methods of replacing the refrigerants currently being used in the fleet. Unfortunately, much work remains to be done.

Even though an acceptable refrigerant has been identified, its application into existing fleet equipment must be planned so that there is minimal interruption with fleet's critical mission. Any disruption in the current process, such as this closure/relocation, will severely hamper efforts for a timely changeout of the ozone depleting refrigerants. Our current estimate is that a 4 to 5 year delay would occur. This is clearly unacceptable in light of current legislation and the Montreal Protocol.

We strongly recommend, that Carderock Division Naval Surface Warfare Center, Annapolis Detachment be allowed to continue its meaningful work in its present location with existing personnel.

We thank you for your consideration.

Sincerely,

James A. Bledsoe
V.P. & General Manager
York Marine Systems

P.O. Box 1592, York, Pennsylvania USA 17405-1592 • Telephone (717)771-7890 • Telex 4764012

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NAWC
Indianapolis
4-13

Robert L. Lowery
4540 Earlham Dr.
Indianapolis, IN 46227

April 9, 1995

Commissioner Wendi L. Steele
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

Dear Commissioner Steele:

I am writing to you as an employee of the Naval Air Warfare Center, Aircraft Division Indianapolis, Indiana (NAWCADI), which has been targeted for BRAC closure. I would like to present some facts and ideas which might not otherwise be a part of the data made available to the commission.

Two years ago, NAWCADI was directed by its command, Naval Air Systems Command (NAVAIR) to increase its efficiency, as measured by the ratio of overhead to direct funded hours expended by its employees. In response, NAWCADI increased its marketing efforts to bring in more work. This effort has been so successful that NAWCADI has had two record years in terms of efficiency and funding received. Additionally, we now serve customers at other agencies, including NASA and FAA. In fact, NAWCADI is operating near its capacity, indicating a continuing need for our function to be performed.

As NAWCADI receives all of its funding directly from its customers, it is clear its mission must be performed. If our customers were not satisfied, they would not return, and there would be no need for a BRAC-type closure; we would simply have no work to perform and would succumb on our own. As previously stated, this is not the case.

Having established our customers' need for NAWCADI to remain a viable entity, I question the economic justification for this facility's capabilities to be relocated. In order to relocate NAWCADI's capabilities to another facility, construction would be required and personnel relocated with the attending costs.

NAWCADI's COBRA analysis included financial information from the Louisville Detachment, Naval Surface Warfare Center (NSWC) Crane Indiana. NAWCADI has no relationship to this entity. In fact this facility is not even part of the same command. I believe the analysis was performed in this manner to distract from the financial robustness of NAWCADI. I urge the commission to undertake an **independent analysis** of the financial viability of NAWCADI.

A scenario has been developed in which NAWCADI would physically remain at its current location and be realigned under the Naval Sea Systems Command (NAVSEA), becoming a sister facility to NSWC Crane Indiana. Here is a scenario which has economic promise. The combined entity would provide a larger assortment of specialized functions while retaining critical services our customers have come to expect.

Closure of NAWCADI would bring further economic hardship to the surrounding community. This community has only recently begun to recover from the loss of two major manufacturing employers, Western Electric and Chrysler, resulting in the loss of several thousand jobs.

As a taxpayer, I would urge you to examine for possible closure or realignment the Naval Air Test Facility, Patuxent River, Maryland and the Naval Air Warfare Center Weapons Division, China Lake, California. I find it incomprehensible that the Navy must continue to operate these huge costly facilities when the Air Force operates duplicate test facilities at Edwards Air Force Base, California and Eglin Air Force Base, Florida. Additionally, the Patuxent River facility occupies valuable airspace along the busy eastern corridor which could be better utilized by commercial airline concerns.

Thank you for your consideration. I urge you to listen to the voice of NAWCADI's customers and not suggest closure of this vital facility.

Sincerely,

Robert L. Lowery

Electronics Engineer, NAWCADI

Robert L. Lowery
4540 Earlham Dr.
Indianapolis, IN 46227

April 9, 1995

Commissioner James B. Davis
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

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Closure of NAWCADI would bring further economic hardship to the surrounding community. This community has only recently begun to recover from the loss of two major manufacturing employers, Western Electric and Chrysler, resulting in the loss of several thousand jobs.

As a taxpayer, I would urge you to examine for possible closure or realignment the Naval Air Test Facility, Patuxent River, Maryland and the Naval Air Warfare Center Weapons Division, China Lake, California. I find it incomprehensible that the Navy must continue to operate these huge costly facilities when the Air Force operates duplicate test facilities at Edwards Air Force Base, California and Eglin Air Force Base, Florida. Additionally, the Patuxent River facility occupies valuable airspace along the busy eastern corridor which could be better utilized by commercial airline concerns.

Thank you for your consideration. I urge you to listen to the voice of NAWCADI's customers and not suggest closure of this vital facility.

Sincerely,

Robert L. Lowery

Robert L. Lowery

Electronics Engineer, NAWCADI

Robert L. Lowery
4540 Earlham Dr.
Indianapolis, IN 46227

April 9, 1995

Commissioner Alan J. Dixon
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

Dear Commissioner Dixon:

I am writing to you as an employee of the Naval Air Warfare Center, Aircraft Division Indianapolis, Indiana (NAWCADI), which has been targeted for BRAC closure. I would like to present some facts and ideas which might not otherwise be a part of the data made available to the commission.

Two years ago, NAWCADI was directed by its command, Naval Air Systems Command (NAVAIR) to increase its efficiency, as measured by the ratio of overhead to direct funded hours expended by its employees. In response, NAWCADI increased its marketing efforts to bring in more work. This effort has been so successful that NAWCADI has had two record years in terms of efficiency and funding received. Additionally, we now serve customers at other agencies, including NASA and FAA. In fact, NAWCADI is operating near its capacity, indicating a continuing need for our function to be performed.

As NAWCADI receives all of its funding directly from its customers, it is clear its mission must be performed. If our customers were not satisfied, they would not return, and there would be no need for a BRAC-type closure; we would simply have no work to perform and would succumb on our own. As previously stated, this is not the case.

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Robert L. Lowery
4540 Earlham Dr.
Indianapolis, IN 46227

April 9, 1995

Commissioner Josue Robles, Jr.
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

Dear Commissioner Robles:

I am writing to you as an employee of the Naval Air Warfare Center, Aircraft Division Indianapolis, Indiana (NAWCADI), which has been targeted for BRAC closure. I would like to present some facts and ideas which might not otherwise be a part of the data made available to the commission.

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Robert L. Lowery
4540 Earlham Dr.
Indianapolis, IN 46227

April 9, 1995

Commissioner Rebecca G. Cox
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

Dear Commissioner Cox:

I am writing to you as an employee of the Naval Air Warfare Center, Aircraft Division Indianapolis, Indiana (NAWCADI), which has been targeted for BRAC closure. I would like to present some facts and ideas which might not otherwise be a part of the data made available to the commission.

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April 9, 1995

Commissioner Al Cornella
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

Dear Commissioner Cornella:

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Electronics Engineer, NAWCADI

Robert L. Lowery
4540 Earlham Dr.
Indianapolis, IN 46227

April 9, 1995

Commissioner S. Lee Kling
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

Dear Commissioner Kling:

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4540 Earlham Dr.
Indianapolis, IN 46227

April 9, 1995

Commissioner Benjamin F. Montoya
Suite 1425
1700 N. Moore St.
Arlington, VA 22209

Dear Commissioner Montoya:

I am writing to you as an employee of the Naval Air Warfare Center, Aircraft Division Indianapolis, Indiana (NAWCADI), which has been targeted for BRAC closure. I would like to present some facts and ideas which might not otherwise be a part of the data made available to the commission.

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Electronics Engineer, NAWCADI

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April 10, 1995 NA in C

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Chairman Alan J. Dixon
Base Closure and Realignment Commission
1700 N. Moore Street
Suite 1425
Arlington, VA 22209

Dear Chairman Dixon,

I am writing in regard to the possible closure of the Naval Air Warfare Center Aircraft Division (NAWCAD), Indianapolis, under consideration by the Base Closure and Realignment Commission (BCRC). I have been employed by NAWCAD, Indianapolis for 35 years as an electronic engineer.

I recently participated in design of a large sonar system which BCRC Commissioner Kling viewed when visting our facility today. This system replaces an obsolete sonar system, and will save in excess of $100 million during its expected lifetime. We designed this system to cost about one-tenth of what the Navy had been spending on similar equipment. We used the latest technology and some very clever design methods to accomplish this. Private defense contractors could not, or would not, design a system like this because of their profit motives.

We could not have designed this system without the years of experience we have had in designing sonar systems. I have spent 25 years in sonar design, and most of the other personnel involved have had in excess of 10 years experience in sonar. A similar experience base is found many other areas of our facility. If NAWCAD, Indianapolis is closed, much of this experience will be lost, because many of us do not want to relocate, not even to southern Indiana at the Crane facility. The Crane facility is out of commuting range of any metropolitan area and is not a desirable location.

If the Department of Defense has determined that many of our personnel need to be retained, the only thing that makes sense is to to keep them here in Indianapolis. This would save the taxpayers millions in terms of relocation expenses and additional facilities expenses at Crane and other bases, expenses which would exceed our base-keeping costs for many years. This would avoid needless disruption in the lives of affected employees. This would preserve our experience base which is essential in developing cost-effective systems.

I realize that a primary goal of the BCRC is to make sense of DOD downsizing, and I am sure that you will agree that it makes very good sense to keep NAWCAD, Indianapolis open, with the understanding that some realignment or resizing may be required to accomplish our essential missions.

Sincerely,

Donald C. Weiss
1943 Hibiscus Drive
Indianapolis, IN 46219

April 10, 1995

Commissioner S. Lee Kling
Base Closure and Realignment Commission
1700 N. Moore Street
Suite 1425
Arlington, VA 22209

Dear Commissioner Kling,

I am writing in regard to the possible closure of the Naval Air Warfare Center Aircraft Division (NAWCAD), Indianapolis, under consideration by the Base Closure and Realignment Commission (BCRC). I have been employed by NAWCAD, Indianapolis for 35 years as an electronic engineer.

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Document Separator

NAWC
1/21/95 Indy

Commissioner Kling
1700 N. Moore Street
Suit 1425
Arlington, VA 22209

Commissioner:

As an employee of the Naval Air Warfare Center (NAWC) Indianapolis I wanted to thank you for visiting our facility and to voice my support for Mayor Goldsmith's plan which was presented to the commission at the hearings in Chicago. I believe that the Mayor's proposal is a sound one and provides a fair approach to meeting the governments objectives in lieu of base closure.

Sincerely,

Carl Hitzemann

Carl Hitzemann
7539 Linden Ct.
Fishers, IN 46038
(317) 849-4913 (Home)

Document Separator

400 Surf Avenue
Beachwood, NJ 08722
May 30, 1995

Lakehurst 6-23

S. Lee Kling, Commissioner
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Kling:

Aircraft carriers and the planes that fly from them remain our most useful, potent, flexible and cost-effective method of projecting military power around the world. Navy Lakehurst with its over 3,000 employees has proven to be indispensable to successful carrier aviation and the projection and presentation of U.S. military might.

The world is more volatile, more uncertain and more dangerous by the day. Only the most naive onlooker could conclude that peace is at hand. Much of the world today is a cauldron of ethnic animosity, resurgent communism, and religious extremism. Numerous post-Cold War democracies are at risk or in serious turmoil.

The genocide in Bosnia, the slaughter in Chechnya and Rwanda, pervasive unsteadfastness in the Middle East, Iran and Iraq's tenacious quest to procure weapons of mass destruction and delivery vehicles, and escalating threats disguised by North Korea and the People's Republic of China, underscore the significant post-Cold War threats to U.S. security, regional stability and peace.

Since 1945, aircraft carriers, which today number 12 with 13 airwings, with a replacement price tag of $82 billion, have been deployed to crisis spots more than 200 times.

It is my analysis that the prospect is exceedingly great - a near certainty - that U.S. naval airpower will again be summoned to avert, mitigate or solve a crisis somewhere in the world. It's not a matter of if, but when and where.

The Pentagon's recommendation to radically realign the missions of Lakehurst Naval Air Warfare Center puts carrier aviation at risk, especially in the short term, and will cost two to three times more than the Pentagon suggests.

Navy Lakehurst is a unique, one-of-its-kind, world-class facility whose primary function is to ensure that aircraft safely launch and recover from the deck of a carrier or other platform, and that support equipment assist in the service of planes, parts and ordinance at sea.

The long and distinguished record of Navy Lakehurst in technology development, engineering, developmental evaluation and verification, systems engineering, prototype, and manufacturing of Air Launch and Recovery Equipment (ALRE) and Support Equipment (SE)

is nothing short of breathtaking.

The collocation of the method of development, manufacturing and testing of aircraft carrier catapult and arresting gear and support equipment works extremely good! Why break it up?

In almost every instance at sea, our planes launch as advertised. Our aircraft are recovered without incident. If a glitch is found in design of a flight required item, who does the Fleet call? Navy Lakehurst. There, at Lakehurst, the requisite problem solvers are immediately functional and in close proximity to one another to design it without delay -- to manufacture it without delay -- to repair it without delay -- whatever "it" turns out to be.

The DoD scenario says relocate the prototype manufacturing of ALRE to the Navy Depot in Jacksonville, Florida, and the SE to Patuxent River, Maryland. Separating the testing and evaluation capabilities--the big catapults and arresting gear--from the prototype manufacturing function defies logic. It's unnatural. In a crisis situation, costly delays would put a mission in jeopardy.

Delays, whether measured in hours or days, during a crisis, could quickly put the lives of our pilots, crews and sailors at risk. Any delays would degrade mission competence and safety. And I defy anyone to make the case that flight readiness and safety are IMPROVED or even remain the same when design and manufacture of flight required prototyped items are separated from the test and evaluation function.

Can breaking up a textbook case of concurrent engineering that has proven itself, over and over, be justified to save some money? I think not. But incredibly, the DoD scenario doesn't save money, and it will actually cost taxpayers more for many decades.

With all due respect, the DoD declared cost savings are ungenuine. The actual cost of realignment is two to three times higher than what the DoD said. That's not a minor miscalculation but a striking error. If someone working for me costed out a program or scenario so shoddily, I'd fire him .

Thankfully, GAO, too, has apprehensiveness about the numbers and specifically asked the Commissioners to "more thoroughly examine the basis for the cost exclusions associated with scenarios in the technical centers..." Lakehurst is singled out by name.

Simply put, the DoD recommendation estimates the one-time cost of realignment at just under $97 million. The certified data from Admiral William Bowes, Commander of Naval Air Systems Command, put the cost at $162 million. The SAVE Lakehurst Committee data

calculates the cost at $218 million. And, a fourth set of figures by the Lakehurst Naval Air Warfare Center puts the price tag to implement the scenario at between $269 and $289 million. The costs are spiralling upward, and not in the direction of savings.

Thus, the return on investment isn't three years as the DoD says, but more like half a century.

I hope that the Defense Base Closure and Realignment Commission will reverse the decision made by the Secretary of Defense that put Navy Lakehurst on the list for realignment or closure.

Please present this information that I have provided as part of the official record at the Commission, as the Commission carries out its responsibilities to review the recommendations of the Secretary of Defense.

Sincerely,

Arthur Aikin

Arthur Aikin

Document Separator

400 Surf Avenue
Beachwood, NJ 08722
May 30, 1995

Lakehurst
6.21

Major General Joshua Robles, Jr., USA (RET), Commissioner
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Robles:

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The long and distinguished record of Navy Lakehurst in technology development, engineering, developmental evaluation and verification, systems engineering, prototype, and manufacturing of Air Launch and Recovery Equipment (ALRE) and Support Equipment (SE)

is nothing short of breathtaking.

The collocation of the method of development, manufacturing and testing of aircraft carrier catapult and arresting gear and support equipment works extremely good! Why break it up?

In almost every instance at sea, our planes launch as advertised. Our aircraft are recovered without incident. If a glitch is found in design of a flight required item, who does the Fleet call? Navy Lakehurst. There, at Lakehurst, the requisite problem solvers are immediately functional and in close proximity to one another to design it without delay -- to manufacture it without delay -- to repair it without delay -- whatever "it" turns out to be.

The DoD scenario says relocate the prototype manufacturing of ALRE to the Navy Depot in Jacksonville, Florida, and the SE to Patuxent River, Maryland. Separating the testing and evaluation capabilities--the big catapults and arresting gear--from the prototype manufacturing function defies logic. It's unnatural. In a crisis situation, costly delays would put a mission in jeopardy.

Delays, whether measured in hours or days, during a crisis, could quickly put the lives of our pilots, crews and sailors at risk. Any delays would degrade mission competence and safety. And I defy anyone to make the case that flight readiness and safety are IMPROVED or even remain the same when design and manufacture of flight required prototyped items are separated from the test and evaluation function.

Can breaking up a textbook case of concurrent engineering that has proven itself, over and over, be justified to save some money? I think not. But incredibly, the DoD scenario doesn't save money, and it will actually cost taxpayers more for many decades.

With all due respect, the DoD declared cost savings are ungenuine. The actual cost of realignment is two to three times higher than what the DoD said. That's not a minor miscalculation but a striking error. If someone working for me costed out a program or scenario so shoddily, I'd fire him .

Thankfully, GAO, too, has apprehensiveness about the numbers and specifically asked the Commissioners to "more thoroughly examine the basis for the cost exclusions associated with scenarios in the technical centers..." Lakehurst is singled out by name.

Simply put, the DoD recommendation estimates the one-time cost of realignment at just under $97 million. The certified data from Admiral William Bowes, Commander of Naval Air Systems Command, put the cost at $162 million. The SAVE Lakehurst Committee data

calculates the cost at $218 million. And, a fourth set of figures by the Lakehurst Naval Air Warfare Center puts the price tag to implement the scenario at between $269 and $289 million. The costs are spiralling upward, and not in the direction of savings.

Thus, the return on investment isn't three years as the DoD says, but more like half a century.

I hope that the Defense Base Closure and Realignment Commission will reverse the decision made by the Secretary of Defense that put Navy Lakehurst on the list for realignment or closure.

Please present this information that I have provided as part of the official record at the Commission, as the Commission carries out its responsibilities to review the recommendations of the Secretary of Defense.

Sincerely,

Arthur Aikin

Arthur Aikin

Document Separator

Arthur Aikin
Master of Engineering
400 Surf Avenue
Beachwood, New Jersey 08722

908-244-1480

Lake Hurst
6-23

FAX COVER SHEET

TO: DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

FROM: ARTHUR AIKIN

DATE: 6-15-95

RE: Information for Commissioners Robles and Kling

This fax transmission consists of this cover page and 6 additional pages.

If you do not receive all pages, or if there is a problem with the transmission, please contact me at (908)-244-1480.

400 Surf Avenue
Beachwood, NJ 08722
June 15, 1995

Major General Josue Robles, Jr., USA (RET), Commissioner
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Robles:

Aircraft carriers and the planes that fly from them remain our most useful, potent, flexible and cost-effective method of projecting military power around the world. Navy Lakehurst with its over 3,000 employees has proven to be indispensable to successful carrier aviation and the projection and presentation of U.S. military might.

The world is more volatile, more uncertain and more dangerous by the day. Only the most naive onlooker could conclude that peace is at hand. Much of the world today is a cauldron of ethnic animosity, resurgent communism, and religious extremism. Numerous post-Cold War democracies are at risk or in serious turmoil.

The genocide in Bosnia, the slaughter in Chechnya and Rwanda, pervasive unsteadfastness in the Middle East, Iran and Iraq's tenacious quest to procure weapons of mass destruction and delivery vehicles, and escalating threats disguised by North Korea and the People's Republic of China, underscore the significant post-Cold War threats to U.S. security, regional stability and peace.

Since 1945, aircraft carriers, which today number 12 with 13 airwings, with a replacement price tag of $82 billion, have been deployed to crisis spots more than 200 times.

It is my analysis that the prospect is exceedingly great - a near certainty - that U.S. naval airpower will again be summoned to avert, mitigate or solve a crisis somewhere in the world. It's not a matter of if, but when and where.

The Pentagon's recommendation to radically realign the missions of Lakehurst Naval Air Warfare Center puts carrier aviation at risk, especially in the short term, and will cost two to three times more than the Pentagon suggests.

Navy Lakehurst is a unique, one-of-its-kind, world-class facility whose primary function is to ensure that aircraft safely launch and recover from the deck of a carrier or other platform, and that support equipment assist in the service of planes, parts and ordinance at sea.

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Sincerely,

Arthur Aikin

Arthur Aikin

Document Separator

Thomas Conway Sr
173 Lilac Drive
Toms River, NJ 08753
(908)286-1470
18 June 1995

Lakehurst
6-20

BRAC Commission
1700 North Morre Street
Arlington VA 22209

Dear Commisioners,

I am writing this letter to share my thoughts and feelings with you concerning the upcoming deliberations and subsequent vote on the DOD's BRAC 95 recommendations, specifically those involving the realignment of the Naval Air Engineering Station, Lakehurst NJ. I am very motivated in writing this letter since my career and my family's future have been and will be seriously impacted by this process and your decision. In putting my thoughts on paper, I tried to suppress my emotions and just write about the facts. Before going further, regulations and protocol force me to add the disclaimer that the opinions and views noted are mine and mine alone and do not represent, in any way, those of the Department of Defense on the Navy.

First, I'ld like to tell you a little about myself. I'm thirty six years old and have worked for the Naval Air Warfare Center, Aircraft Division Lakehurst for fourteen years. I have Bachelors and Masters degrees in Mechanical Engineering from the New Jersey Institute of Technology. I haved a beautiful wife, Anna Marie, and three wonderful sons, Thomas Jr 7, Matthew 5, and Peter 2. In my fourteen years, I have held various positions in the organization including: entry level engineer, Project Leader, Electro-Optics Technologist, Systems Engineer, Optical/Mechanical Design Section Supervisor, Program Manager and Technology Team Leader. I've been involved with numerous types of systems including: Visual Landing Aids, Aircraft Launch and Recovery Systems, Training Systems and Aircraft Diagnostic Equipment. My most recent position has been as Program Manager for the Electromagnetic Aircraft Launch System (EMALS). EMALS is an R&D project whose ultimate goal is to replace the existing steam powered catapult with an electric system on all aircraft carriers. EMALS will be smaller, lighter, more powerful, more controllable and more efficient than the steam catapults of today.

Naval Aviation is a critical part of our National Defense. It enables the United States to project power and strength "Forward From the Sea". When a conflict breaks out anywhere in the world, the President always asks "Where are the Aircraft Carriers?" Naval Aviation can not exist without aircraft launch, recovery and support equipment and processes. The finest warships and most advanced aircraft will do absolutely no good unless they can effectively interface and operate together. The majority of equipment and processes used today are very unique and specialized with some having been in the Fleet for forty or more years. This equipment represent tremendous pieces of engineering and workmanship. The individuals responsible for the subject equipment and processes are non-glorified **"experts"** in a truly specialized field. Their knowledge has been acquired over many years of working with the equipment itself and also by working closely with the people who design, build, test, install and operate it. Oh, by the way, each and everyone of these **"experts"** reside at the Naval Air Engineering Station Lakehurst. We are truly a National Resource. The Navy recommendation in BRAC 95 calls for a realignment of the Naval Air Engineering Station, shifting facilities and personnel to other sites in Maryland and Florida. This realignment would effectively rupture the efficient operations which have been successful for many years. If the realignment is

approved and executed as noted, the reality is that facilities will move but the people **may not**. When the **"experts"** don't move, seabased aircraft launch, recovery and support will degrade which means that the Naval Aviation Mission will suffer which in turn means that National Defense will be weakened. The intellectual loss will be devastating, taking years to recover, if it ever does. This is a loss that the country cannot afford.

As an anology, let's look at the field of Accounting. If a large Accounting Firm decided to relocate and the majority of it's personnel declined to move, it wouldn't be a big problem. The Firm would simply advertise for new accountants. After all, an accountant is an accountant, is an accountant. Clearly, the **"experts"** at the Naval Air Engineering Station Lakehurst are not accountants. They are engineers, technicians, artisans and logisticians who are one-of-a-kind authorities in a uniquely specialized area. It is inconceivable that the Navy would be successful in trying an hire professionals with ten to fifteen years of experience in something like aircraft catapult water brakes. The impact to the Fleet would be immediate and almost certainly catastrophic. Unlike Naval Aviation Depots, of which there are currently three, there is only one group in the world that can do this job. Not even the Air Force wants to touch this mission area and they have been going after everything else, including anything involving aircraft (i.e. propulsion, avionics, structures, etc) and aviation depots.

I am extremely concerned about the health of Naval Aviation. When the Navy transferred the Naval Air Propulsion Group from Trenton NJ to Patuxent River Maryland, as part of BRAC 93, less than forty percent of the personnel relocated. As a matter of fact, I recently read a published listing of position vacancies for the Propulsion Group at Patuxent River. The list was over two pages long! Obviously, the Navy is having a difficult time filling those vacant positions. Currently, the Navy is executing the move of the Naval Air Development Center from Warminster Pa to Patuxent River. It appears that less than thirty percent of those personnel are going to relocate as a result of this BRAC 91 action. In BRAC 95, the Navy is trying to move major groups of personnel from the Naval Avionics Center in Indianapolis as well as Lakehurst. I fear that Naval Aviation will never recover from these moves and the subsequent loss of personnel. I the Lakehurst case, I'm sure that the Navy will eventually attempt to hire new people but there won't be any **"experts"** left to train them and besides, the equipment on which they are suppose to become **"experts"** on is a minimum of four hundred miles away in NJ.

Finally, I work with a great many dedicated individuals who have a non-glamorous job. They regularly accomplish incredible feats involving some truly remarkable pieces of equipment. They have a dirty, thankless, yet critical job to do and they get it done everytime, without question. I also wanted to go on record saying that I believe in the BRAC Process and criteria utilized. If the realignment of the Naval Air Engineering Station Lakehurst is good for National Defense then it should be done, however I fail to see the good that will come of this. Technically it makes no sense and financially it won't save a dime. What I see is initially, Fleet response will suffer followed by a critical void in the knowledge base and finally, the loss of Naval Aviation capability. I hope that I have illustrated the following two points. Why the country can't afford to lose the "experts" at the Naval Air Engineering Station Lakehurst and why we need to stay colocated with the critical equipment. I want to thank you for your time and for the sacrifice you have all made in accepting this difficult assignment on behalf of the United States.

Sincerely,

Thomas Conway

Thomas Conway

N A E S Lakehurst

Douglas Wester
4 Bugle Court
Howell, NJ 07731
June 8, 1995

Base Realignment and Closure Commission
1700 North Morre Street
Arlington, VA 22209

Dear Commissioners,

By now you have undoubtedly been inundated with correspondence regarding the Naval Air Engineering Station (NAES) in Lakehurst, N.J. As an employee at the base I am, of course, very concerned with the recommendation by the Secretary of Defense to essentially close NAES Lakehurst. I understand the purpose, and need for, the BRAC process but only when it makes sense. When bases are put on the list just so there will be something on that list, then I feel we have taken things too far. Fortunately, there is your commission to oversee and ensure that the process is used to close bases that are no longer needed and realign others so they may serve our country more effectively. Those facilities that are essential to this nation's security and will not save money by closing, should not be on the list. I believe that Lakehurst is such a facility.

At the BRAC hearing in New York City on May 5, 1995, you were saturated with factual information from numerous supporters of NAES Lakehurst. There is no need for me to reiterate all of that here. I feel that the information presented at the hearing painted an accurate picture of the value of the mission performed at NAES Lakehurst. Of at least equal value are the men and women who make up the workforce at the base. Their experience and professionalism over the years have enabled Lakehurst to win many awards including the highly valued Quality Improvement Prototype Award. This is the type of facility that the Department of Defense should be striving for, not trying to close.

I would like to address a few items that were not really touched on at the hearing. There was much testimony regarding how breaking apart Lakehurst's mission would impact military readiness and would not save any money. Let me go a step further. Tearing apart Lakehurst will cost money and cost lives. My section specializes in aircraft systems safety. Many of us are safety program managers for major aircraft programs. None of us have any desire to be relocated. Loss of our expertise will have a direct impact on the safety of the Navy's aircraft. A deficiency in safety will lead to accidents, which will cost millions of dollars in assets alone. The cost in human lives is, of course, priceless.

The scenario that I presented for my section could be duplicated in sections throughout the base. These costs have not been factored into any COBRA model. That does not make them any less real. Can the United States really afford these costs?

I appreciate the hard work the commission has done to date in trying to come up with a list that truly reflects what is best for our country. I thank you in advance for addressing my concerns and the effort you still have yet to do in the few remaining weeks.

Sincerely,

Douglas W. Wester

Douglas Wester

Lakehurst 5/15

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

4/18/95

To the Committee Chairperson:

As an employee of the Naval Air Warfare Center, Aircraft Division, Lakehurst, N.J., I am writing to voice my concerns over the latest round of base closing decisions. The conditions under which Lakehurst was put on the closure list is very disturbing indeed. It has come to everyone's attention here that all of our data which was requested by the BRAC commission and submitted by Lakehurst, had been altered by senior Navy officials to make us a better candidate for closure.

I also find it disturbing, and difficult to understand, why Lakehurst was the only base (considered for closure) who was not asked to conduct studies and provide data to support becoming a receiving activity. Lakehurst is uniquely positioned adjacent to McGuire AFB and Fort Dix. That positioning, along with an excellent infrastructure of hangars and runways makes Lakehurst a prime candidate to receive other activities.

In addition, it makes no sense to transfer half the base personnel to other activities, which is the current plan. Leaving a few hundred employees to support our aircraft launch and recovery mission would still require the base to remain open. Transferring half of the employees away would only lessen our effectiveness to support the fleet, cause irreparable damage to the economy of Ocean county, and not save the government a penny.

The decision to close this facility seems to be purely a personal one. The manipulation of data and obvious lack of cost savings proves this. It would benefit the BRAC process and the military as a whole to keep all the personnel here and make Lakehurst a receiving activity instead of blatantly wasting the Center's capabilities and assets. These actions would hold merit and truly save the government money.

It would be greatly appreciated if the BRAC committee would seriously address these issues and concerns which I believe to be true. Thank you very much for your cooperation, professionalism, and support.

Sincerely,

Scott E. Kearney

Scott E. Kearney
307 Daisy Ct.
Jackson, NJ 08527

NAWC Lakehurst 5.15

19 New Castle Court
Jackson NJ 08527-2617
May 9, 1995

Base Realignment and Closure Commission
1700 North Morre Street
Arlington VA 22209

Dear Commissioners,

I am writing to voice my concern over the potential closing of the Naval Air Warfare Center (NAWC) in Lakehurst NJ. Besides the fact that it is well known that the cost figures currently proposed by the BSEC are suspect, my primary concern is the proposed break-up of the concurrent engineering synergy that NAWC Lakehurst currently practices.

You have heard our case while on the USS Intrepid on 05 May 1995. A point that I'd like to add, and which I request that you please keep in mind during your deliberations, is this:

> *The break-up of the concurrent engineering synergy that NAWC Lakehurst currently employs will inevitably lead to the loss of naval aircraft and valuable personnel. Therefore, please realize that for every aircraft lost due to the break-up of Lakehurst's synergy, you can add approximately $40 million to the cost estimates for closing Lakehurst. Please note that this figure does not include funds spent in the training of any pilots lost in such mishaps, nor does it take into account the psychological effect that such a loss would have on the fleet's confidence in the equipment that they use and rely on.*

Finally, the potential closing of NAWC Lakehurst would be easier to swallow if the proposed savings were credible. Without the <u>total</u> closing of the base (which will not occur due to the excessive costs associated with moving the catapult & arresting gear test facilities), I find it hard to believe that any savings will be realized. If the BSEC's proposed savings are based on the elimination of jobs scheduled to occur during the move, then why not draw down the number of personnel at Lakehurst without closing the base? This would yield an equivalent savings while maintaining Lakehurst's synergy.

I trust that you will be fair and thorough in your evaluation of the facts. Thank you very much.

Sincerely,

Donald L. Zrebiec

Donald L. Zrebiec

Document Separator

Lakehurst 5-10

May 4, 1995

Mr. Al Cornella
1700 North Moore Street
Suite 1425
Arlington, VA 22206

Dear Mr. Cornella,

I am very concerned about what I've been reading in the papers relative to the Base Realignment and Closure process. Although I agree that the process is necessary, and painful for many people, I've come to the conclusion that the process has deteriorated significantly to a less than objective process, and perhaps that's why the task has become so difficult.

I am very concerned with the methods used by the Navy to collect, selectively change, or outright omit cost data submitted by the targeted bases. If the Navy cannot trust the original data submitters, why are they asking for it? Isn't the original data audited and certified? Where does the Navy get the authority to override or delete auditted, confirmed costs?

Also, I'm very concerned about a letter[1] written last March. There's a trend here that I find somewhat incredulous. Apparently, the letter calls out many inaccuracies in the Navy's data submittals to your commission. But it also describes instances where the Navy virtually ignored earlier requests for investigations of that data. GAO has also raise doubts about the data. Does it give you a secure feeling knowing that the Navy thumbs its nose at Congress? Are you looking the other way while the Navy ignores official processes in order to arrive at their own "predetermined objectives". Does the Navy have to answer to you?...to anyone? And, if so, can you make the Navy conform to proper procedures? If you can't then who can?

It has come to my attention that the Navy was told to move a small activity to NAES, Lakehurst in the 1991 BRAC, but the Navy ignored the order from that BRAC. What good is this BRAC process if the Navy can selectively ignore certain portions of the final decisions?

Who's running the store? I'm not familiar with the extent of your authority, but please make every effort to insure that this trend does not continue within your BRAC process. Every base should be considered for closure (and/or expansion) based on their own merit. Perhaps the Navy is hiding some real cost savings in Maryland and Jacksonville by moving missions to those bases. Has the BRAC considered who or what the Navy is trying to protect at those bases? If you haven't then you are not being truly objective. And that's probably why your job is so difficult. Please consider all of this during deliberations.

Sincerely,

Gregory J. Fisher

[1] Letter from New Jersey Representatives and Senators to Navy Secretary Dalton, dated March 15, 1995.

May 4, 1995

Ms. Rebecca Cox
700 North Moore Street
Suite 1425
Arlington, VA 22206

Dear Ms. Cox,

I am very concerned about what I've been reading in the papers relative to the Base Realignment and Closure process. Although I agree that the process is necessary, and painful for many people, I've come to the conclusion that the process has deteriorated significantly to a less than objective process, and perhaps that's why the task has become so difficult.

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Gregory J. Fisher

[1] Letter from New Jersey Representatives and Senators to Navy Secretary Dalton, dated March 15, 1995.

NAWC
Lakehurst

Mr. John Vail, Jr.
26 Kenmore Road
Freehold, New Jersey 07728

April 25, 1995

Mr. Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

I am writing to you to ask that you give appropriate attention to the arguments made by the Save The Lakehurst Base Committee regarding Secretary Perry's recommendation to close the Naval Air Engineering Station and Naval Air Warfare Center in Lakehurst, New Jersey. As a veteran of over 45 years of public service, you have the background and experience necessary to look at the information provided by the Navy, the General Accounting Office, and the Save The Lakehurst Base Committee and see that the Secretary's recommendations regarding Lakehurst don't measure up to the published selection criteria of military value, return on investment, and economic and environmental impacts.

I can see by the biography provided by the Commission that full disclosure of your campaign contributions and personal financial assets and liabilities has been an important part of your public service. A review of the information available on Lakehurst will quickly review that the Navy has decided not to disclose the actual costs and savings associated with the recommendation. In fact, significant costs for military construction and relocation were omitted from the analysis. Your commission has the responsibility to ensure that these recommendations are reviewed with the true cost to the taxpayer in mind.

I thank you in advance for your dedication to this difficult task. As Chairman, you have the additional responsibility of bringing the talents of the rest of the commissioners together to be an equally important part of the BRAC process. A careful review of the information on Lakehurst is critical to ensure the fairness of the process that is required by the public law.

Sincerely,

John Vail, Jr.

1115 Princeton Avenue
Philadelphia, Pa. 19111
April 24, 1995

NAWC Lakehurst 4.25

Base Realignment and Closure Committee
1700 North Morre Street
Arlington, Virginia 22209

To the Committee Chairperson:

As an employee of the Naval Air Warfare Center, Aircraft Division, Lakehurst, N.J., I am writing to voice my concern over the latest round of base closing decisions. The conditions under which Lakehurst was put on the closure list is very disturbing indeed. It has come to everyone's attention here that all of our data which was requested by the BRAC commission and submitted by Lakehurst, had been altered by senior Navy officials to make us a better candidate for closure.

I also find it disturbing, and difficult to understand, why Lakehurst was the only base (considered for closure) who was not asked to conduct studies and provide data to support becoming a receiving activity. Lakehurst is uniquely positioned and adjacent to McGuire AFB and Fort Dix. That positioning, along with an excellent infrastructure of hangars and runways makes Lakehurst a prime candidate to receive other activities.

In addition, it makes no sense to transfer half the base personnel to other activities, which is the current plan. Leaving a few hundred employees to support our aircraft launch and recovery mission would still require the base to remain open. Transferring half of the employees away would only lessen our effectiveness to support the fleet, cause irreparable damage to the economy of Ocean county, and not save the government a penny.

The decision to close this facility seems to be purely a personal one. The manipulation of data and obvious lack of cost savings proves this. It would benefit the BRAC process and the military as a whole to keep all the personnel here and make Lakehurst a receiving activity instead of blatantly wasting the Center's capabilities and assets. These actions would hold merit and truly save the government money.

It would be greatly appreciated if the BRAC committee would seriously address these issues and concerns which I believe to be true. Thank you very much for your cooperation, professionalism, and support.

Sincerely,

Stephen L. Schurr

Stephen L. Schurr

Document Separator

Lakehurst
5/22

Gerry Wagner
1104 Aspen Drive
Toms River, NJ 08753
Ph: 908-349-6070

BRAC Commission
1700 N. Moore St. Suite 1425
Arlington, VA 22209

18 May 1995

Dear Sirs:

Thank you for allowing us to present the Navy Lakehurst case on 5 May on board the Intrepid. We trust that you are indeed trying to gain insight into your upcoming decision and not, as one person I know suggested, "Just going through the motions." We know you realize that your decisions will not only have major impact on thousands of individuals, but will indeed affect our future defense position and national security. I would not want to be in your shoes with that kind of responsibility on my shoulders. In many ways it will be more far reaching than some of our President's decisions.

I know you were bombarded with a lot of facts and figures the other Friday, and I cannot blame you if your heads were spinning after all the testimony. In the case of the NAWC at Lakehurst, I guess the one figure that stuck in my mind was that $50,000,000 price tag on a F-14 airplane. The savings we are suppose to garner by the breakup of our facilities seem out of proportion to the cost of a few planes over the next 10 to 20 years; not to mention the loss of trained flight personnel.

My military time was in the Ordinance Corp of the Army. I have been working for the Navy since 1970 having moved here to Lakehurst in 1974 with NAEC from Philadelphia. Although my personal stake in your decision is not that great for in 1998 I will have my 30 years in, I still am concerned.

The modern Navy's carrier force is one of the best and most versatile deterrents to combat future conflicts in an unknown theatre. In fact that is what the cessation of the cold war should make us realize: **It is not that mankind is getting better and for the first time in the history of the world, national defense is not necessary**. Don't you believe it!

Whereas 20 years ago we pretty much knew where the threat was located, today we do not even know what group or country might be the next problem. **It seems to me that the carrier-based Navy is the best equipped to deal with this uncertainty**. We should be strengthening it, not reducing its capability.

Errors are part of the imperfect world in which we live. We both know we cannot keep them from happening and should not make the case that anything we do will allow us to reach zero defects. Yet we have done well in the past and if anything should be trying to improve. **I don't think tearing us apart will help in this; how about you?**

Respectfully submitted,

Gerry Wagner

Gerry Wagner, Engineer

Document Separator

NAWC
Lakehurst
C1-14

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

To the Committee Chairperson:

As an employee of the Naval Air Warfare Center, Aircraft Division, Lakehurst, N.J., I am writing to voice my concerns over the latest round of base closing decisions. The conditions under which Lakehurst was put on the closure list is very disturbing indeed. It has come to everyone's attention here that all of our data which was requested by the BRAC commission and submitted by Lakehurst, had been altered by senior Navy officials to make us a better candidate for closure.

I also find it disturbing, and difficult to understand, why Lakehurst was the only base (considered for closure) who was not asked to conduct studies and provide data to support becoming a receiving activity. Lakehurst is uniquely positioned adjacent to McGuire AFB and Fort Dix. That positioning, along with an excellent infrastructure of hangars and runways makes Lakehurst a prime candidate to receive other activities.

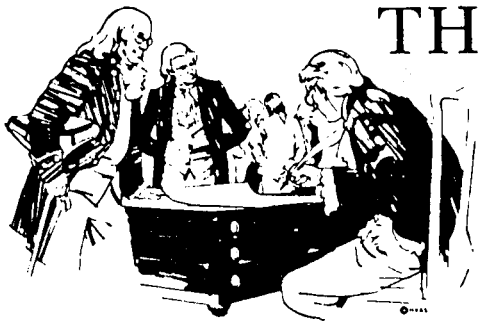
In addition, it makes no sense to transfer half the base personnel to other activities, which is the current plan. Leaving a few hundred employees to support our aircraft launch and recovery mission would still require the base to remain open. Transferring half of the employees away would only lessen our effectiveness to support the fleet, cause irreparable damage to the economy of Ocean county, and not save the government a penny.

The decision to close this facility seems to be purely a personal one. The manipulation of data and obvious lack of cost savings proves this. It would benefit the BRAC process and the military as a whole to keep all the personnel here and make Lakehurst a receiving activity instead of blatantly wasting the Center's capabilities and assets. These actions would hold merit and truly save the government money.

It would be greatly appreciated if the BRAC committee would seriously address these issues and concerns which I believe to be true. Thank you very much for your cooperation, professionalism, and support.

Sincerely,

THE PRICE THEY PAID



Have you ever wondered what happened to those men who signed the Declaration of Independence?

Five signers were captured by the British as traitors, and tortured before they died. Twelve had their homes ransacked and burned. Two lost their sons in the Revolutionary Army, another had two sons captured. Nine of the 56 fought and died from wounds or the hardships of the Revolutionary War.

What kind of men were they? Twenty-four were lawyers and jurists. Eleven were merchants, nine were farmers and large plantation owners, men of means, well educated. But they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

They signed and they pledged their lives, their fortunes, and their sacred honor.

Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British navy. He sold his home and properties to pay his debts, and died in rags.

Thomas McKean was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers or both, looted the properties of Ellery, Clymer, Hall, Walton, Gwinnett, Heyward, Rutledge, and Middleton.

At the Battle of Yorktown, Thomas Nelson Jr., noted that the British General Cornwallis, had taken over the Nelson home for his headquarters. The owner quietly urged General George Washington to open fire, which was done. The home was destroyed, and Nelson died bankrupt.

Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.

John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his grist mill were laid waste. For more than a year he lived in forests and caves, returning home after the war to find his wife dead, his children vanished. A few weeks later he died from exhaustion and a broken heart.

Norris and Livingston suffered similar fates.

Such were the stories and sacrifices of the American Revolution. These were not wild-eyed, rabble-rousing ruffians. They were soft-spoken men of means and education. They had security, but they valued liberty more. Standing tall, straight, and unwavering, they pledged: "For the support of this declaration, with a firm reliance on the protection of the Divine Providence, we mutually pledge to each other, our lives, our fortunes, and our sacred honor."

They gave us an independent America. Can we keep it?

Document Separator

NAWC
Lakehurst
4-11

Charles Goins, Representative
234 Almira Avenue
Atco, NJ 08004
April 10, 1995

Mr. Alton Cornella
c/o Base Realignment and Closure Commission
1700 North Moore St.
Suite 1425
Arlington, VA 22209

Dear Mr. Cornella,

As a group of Vietnam era veterans and employees at Naval Air Warfare Center, Lakehurst, NJ, we are deeply concerned with the recent BRAC proposal to consolidate the Prototyping and Manufacturing department (P & M) at NAWC, Lakehurst, NJ with the Navy Depot in Jacksonville, FL. These two activities have tremendous differences in function, business operations and military purpose. Implementing this proposal will gravely impact military readiness and the ability of the Navy to react to fleet emergencies.

The purpose of the P & M department at Lakehurst is to provide prototype manufacturing support of flight critical aircraft launch and recovery equipment (ALRE). Basically, this category of equipment is associated with aircraft carriers. We are able to effectively provide this support because we are collocated with the ALRE engineering and testing departments.

The ALRE community is a relatively small group. Our P & M department consists of only 214 artisans and engineers. We work on integrated teams with engineers and test specialists to resolve problems quickly and efficiently. Being collocated allows us to rapidly update changes to equipment under development and put into service equipment with mature designs and proven abilities. Moving the P & M department approximately 1000 miles away to a Navy production oriented Depot in Jacksonville, Fla. will, in effect, void a process that works.

We also have an even greater concern. Dislocating the prototyping department from the engineering and testing departments will remove the ability of the Navy to react to fleet emergencies when they arise. We take great pride in our team's ability to engineer and manufacture alternative equipment quickly and satisfy fleet needs. There's not a month that goes by without someone from the fleet thanking us for responding to emergency situations. This military capability would disappear if you break up the team.

Mr. Alton Cornella
April 10, 1995

When you investigate the work we do in the P & M department you will find we also correct defective equipment delivered by government contractors. Often times this situation is the result of a government procurement policy to increase the number of small businesses doing business with the government. While overall this policy has been good, it has had some failures. When these occur, and they do, we are usually called in to collect work in progress and complete the job. In effect, the P & M department has provided the Navy a safety net for unfortunate by-products resulting from past acquisition reform initiatives.

As veterans of the military, like yourself, we know first hand the importance of having properly working equipment and a great supply system. We know how important it is to be able to depend on your equipment, and conversely, the cost of equipment that fails. We know our military value at Lakehurst is unsurpassed in keeping the carriers operating at 100% capability.

You have a great responsibility to fairly determine base closures and realignments. Please thoroughly and completely consider the proposal to move the P & M department. We are confident, when all the facts are evaluated, that the proposal to separate P & M from engineering and test and relocate to Jacksonville, Fla. is not militarily or economically sound.

Thank you for taking the time to read this letter and consider our concerns. Please extend to us the opportunity to meet with you when you visit NAWC, Lakehurst, New Jersey, in May. My telephone number is 908-323-2955. As veterans, we may be able to offer you a more "hands-on" prospective of the military value of Lakehurst.

Sincerely,

Charles Goins, USMC, Vietnam

Richard Wheeler, USA, Vietnam

Richard Sidote, USN, Vietnam

Pete Schoerner, USA, Vietnam

Vince Favale, USAF, Vietnam

Tony Wisniewski, USA, Vietnam

James A. Moore, Jr., USA, Vietnam

William E. Cole, USA, Vietnam

Mr. Alton Cornella
April 10, 1995

Gerard R. Healy, USMC, Vietnam

Frederick K. Eppinger, USAF, Vietnam

William T. Wiles, USN, Vietnam

John H. McIlhenny, USMC, Vietnam

Thomas Reidy, USMC, Vietnam

Emil M. Swomiak, USN, Vietnam

Al Fagerlund, USA, Vietnam

Michael Hughes, USA, Vietnam

Gary Pound, USA, Vietnam

Ron Leyda, USN, Vietnam

John Stelljes, USN, Vietnam

John Mills, USAF, Vietnam

Dennis Boryszewski, USA, Vietnam

John Serechia, USN

Ed Leyenaar, USN

John Oliver, USN

Mona Thomas Hudson, USAF

Ted Kuhn, U.S. Coastguard

Art Thomas, USMC

Bob Thompson, USN

Vincent Batzel, USMC

Richard Larsen, USAF

Albert E. Palmieri, Jr., USMC

James Cressen, USN

Leroy Horwedel, USN

Bruce Alessi, USN

Vincent Cacciatore, USN

Matthew A. Gogojewicz, USAF

Mr. Alton Cornella
April 10, 1995

Bob Girard, USA, Vietnam

Lenny VanHouten, USN, Vietnam

Dennis Murphy, USA

Dave Brown, USA

Pat Reilly, USAF

Tom Cali, USN

Bill Gallagher, USA

John Meyer, USN, Vietnam

Dennis Rhodes, USA

George Seip, USAF, Vietnam

Dwight Hershberger, USN, Vietnam

Ronald Lipsi, USA

Joe Perry, USN

John Ward, USAF, Vietnam

Doug Arrants, USN

Brad Septor, USAF

Ross Johnson, USN

Larry Young, USN, Vietman

Jim Makely, USAF, Vietnam

Willie Green, USA

Fred Schlick, USMC, Vietnam

John Grosser, USN, Vietnam

Document Separator

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

Lakehurst
4/21/95

To the Committee Chairperson:

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Sincerely,

Gabrielle Karosa

NAWC Lakehurst ① JAC 4/20

400 Surf Avenue
Beachwood, NJ 08722
April 18, 1995

A. Dixon, Chairman
BRAC Commission
1700 North Morre Street
Arlington, VA 22209

Dear Mr. Dixon:

I would like to actively underscore the MILITARY VALUE of the Naval Air Warfare Center Aircraft Division Lakehurst and the Naval Engineering Station in Lakehurst, NJ. There would be an OVERWHELMING IMPACT on the CAPABILITY of the total defense force if the BRAC recommendation to realign Navy Lakehurst was accomplished. Navy Lakehurst plays a VITAL and UNIQUE role in Naval Aviation. If it wasn't for the Lakehurst effort and the INCOMPARABLE EXPERTISE and devotion of the Lakehurst employees who perform that effort, fighter and attack aircraft would not be able to operate from carriers, or anti-submarine helicopters from frigates and destroyers. The marines would not be able to operate their Harriers from remote airfields. The MILITARY CAPABILITY of our country would be SEVERELY DEGRADED. The BRAC recommendation would relocate many Lakehurst employees while others would be separated, THEIR CAPABILITY LOST. This loss of expertise and of years of specialized experience would be SEVERELY DETRIMENTAL to Naval aviation.

The Public Law for Base Realignment calls for an IMPARTIAL DECISION based on an effective analysis of the facts. I believe that the cost analysis performed on Navy Lakehurst by the Navy's Base Structure Evaluation Committee was a preordered conclusion and was not based on facts. The data was manipulated to reach predetermined numbers with a complete disregard for the facts. Navy Lakehurst is the cornerstone of the U.S. Navy fleet. Your immediate attention should be given to the shoddy math on the Military value, initial costs, and return on investment in the realignment and closure scenarios, which are based on INCORRECT assumptions and ERRONEOUS information. Realignment or closure of Navy Lakehurst would also have a SEVERE environmental impact, as the land is regulated by the Pinelands Commission. Navy Lakehurst is so specialized, that it cannot be replaced. It is the only facility in the world with this specialized experience. The Navy GREATLY UNDERESTIMATED the cost to realign or close this base.

I hope that the BRAC Commission will reverse the decision made by the Secretary of Defense that put Navy Lakehurst on the list for realignment or closure.

Sincerely,

Arthur Aikin

Arthur Aikin

Document Separator

Long Beach 4/17

Lakehurst

Gerry Wagner
1104 Aspen Drive
Toms River, NJ 08753
Ph: 908-349-6070

BRAC Commission
1700 N. Moore St. Suite 1425
Arlington, VA 22209

Dear Sirs:

Thank you for allowing me to express my opinion on the BRAC process and in particular the plans for the Naval Air Warfare Center at Lakehurst, NJ where I have worked since moving here with NAEC in 1974 from Philadelphia. I would like to share a thought with perhaps a different perspective:

But first let me preface my comments by saying that I am trying to be as objective as one whose job is possibly about to be terminated can be. I recognize we cannot live in the past and that *change* is all around us and can't be eliminated. In fact I have written many letters to my congressmen urging them to be brave and be willing to consider *change* by using their common sense - not their political sense. So in good faith I cannot say that the BRAC Recommendations before us are all bad and should be scraped, even though they affect me adversely. Some installations do need restructuring because of the changes that have taken place in their worlds.

So what then is my point you ask? It is just this - You cannot make an informed decision about Lakehurst (or any installation) until you talk to our customers. You can come on base as you plan to and look at the facility so you get an idea of where it is you are talking about. You can hold hearings in NYC, as you plan to, to get a myriad of opinions from political officials, workers, etc. This too may be of some value. After all in the stroke of a pen you are influencing the lives of thousands of people who have a right to be heard.

But gentlemen, your real decision about Lakehurst's future can only be made on board our carriers. In my recent assignment I have done computer work on most of the Navy's 12 active carriers. My chest still swells with pride when I come on board one of these marvels of engineering and work with the officers and crew in the ALRE (Arresting, Launch, Recovery Equipment) Maintenance area where I have business.

Although I have never had the privilege of being on board a carrier while underway, I think I can imagine somewhat what it is like. But you, Mr. Commission Member, have a responsibility to take a cruise with one of these carriers. At the very least I would urge you to visit Norfolk, Jacksonville, San Diego, Alameda, or Bremerton and get a feeling of the activities on one of these ships. And when you do, ask everyone you come in contact what they think of the role of NAWC-AD Lakehurst.- particularly in the ALRE area where our mission lies. Get a feeling for our worth to the Naval Air community by repetitively asking this question, "What does Lakehurst do for you?" Start with the Skipper and go all the way down to the lowest Seaman.

It is true that the cessation of the "cold war" has allowed many to point their fingers at the military and say, "Who needs them?" Perhaps requirements are less but I would think the Navy's portable strike force that can easily go anywhere they are needed, would be the last to be eliminated. If all is quiet in Europe, perhaps we should close some bases there. If the Pacific poses little threat, maybe we can cut back in this area. **But let's not cut back on the force that can move their entire base of operations to the next, now unknown, hot spot in a short matter of time, our Navy**.

I honestly cannot see how you can make an informed decision on Lakehurst's future role in the Navy unless you take the time and spend the effort "come on board". In fact if you could do just one thing, I'd recommend this before any of the others.

Respectfully submitted,

Gerry Wagner

Gerry Wagner, Engineer

Document Separator

Lakehurst 4/19

13 APRIL 1995

Richard J. Abanto
112 Schoolhouse Lane
Mt. Laurel, NJ 08054

1 of 2

Mr. Al Cornella
Commissioner, BRAC
1700 North Moore Street
Arlington, VA 22209

Re: Navy Lakehurst

Dear Mr. Cornella:

I am concerned about the proposal to close the Navy Lakehurst facility. Not only is there military value, specifically, Navy value, at Lakehurst, but the Army's night vision program tests their equipment at Lakehurst. One doesn't realize how appropriate Lakehurst is for night vision testing until you are out jogging on a winter moonless night, and the Hangar One beacon is turned off. Boy, is it dark here!

We all know the importance of night vision... Desert Storm. If Lakehurst closes, the Army has to find a new test area, and the Navy loses the rental income. Since the Army's night vision program is headquartered right up the road at Ft. Monmouth, Lakehurst is an ideal location for them.

Then too there must be overriding Navy value if the plan is to close Lakehurst yet retain (481) almost as many as are proposed for transfer (538).

Lakehurst should be retained "as is" with more tenant activities both civilian and military being pursued. The BRAC should note the success of the latest tenant, Ocean County's Vocational School, now being housed in Lakehurst's historic Hangar One. There is plenty of room for more tenants or Navy activities.

After weighing all the facts, we're hoping that the proposal to close Lakehurst will be withdrawn.

Regards,
Dick Abanto
Navy Lakehurst employee

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Lakehurst ① JAC 4/10

NATIONAL ASSOCIATION OF RETIRED FEDERAL EMPLOYEES

Greater Lakehurst, N.J.
Chapter 1619

1047-B Buckingham Dr.
Lakehurst, N.J. 08733

March 20, 1995

The Honorable William J. Perry
Secretary of Defense
Room 3E - 880
1000 Defense Pentagon
Washington, D.C. 20301-1000

Dear Secretary Perry:

I am writing in behalf of the local Chapter of the National Association of Retired Federal Employees, Chapter #1619, Greater Lakehurst, to convey our concern over a potential situation that needs assurance that the recommendations made makes sense overall; a situation which will have a deleterious affect on the potential loss of experienced personnel and on the community at large.

The potential situation is that the Naval Air Warfare Center Aircraft Division, Lakehurst, N.J., might be directed to reduce in size and scope as part of an on going effort to cut defense costs.

The Lakehurst Base performs critical functions and is an integral part of our military operations. The base provides important support and equipment to naval aircraft and aircraft carriers. Lakehurst builds equipment for the Navy's aircraft carrier fleet -- most critically -- components for steam-powered catapults used to launch jets at sea, and the arresting cables that catch aircraft as they land on deck. The installation, a research and testing center specializing in aircraft carriers take-off and landing systems, has important research and development capability. It seems the base should be left intact considering the high costs of moving manufacturing operations to other bases. It seems that it doesn't make sense to build equipment at one site and test it at another when the functions are already at the same site -- Lakehurst, NJ. Moving base operations would seem to be too costly and yield no military benefit. Does the recommendation of downsizing make overall sense!

Older, experienced engineers and other experienced personnel may leave the job rather than move - creating a potential loss of vital personnel.

The Lakehurst Naval Base is the largest employer of Ocean County. It is considered an important source of jobs and income in the region. A drastic cutback could have a serious impact on the local economy.

Lakehurst is widely known as the site of the 1937 crash of the Hindenburg, a German Airship. Hangar I built in 1919 for the construction of airships is a national Historic monument.

Transferring functions destroys the continuity, loses the historical base, loses the experienced manpower and creates the spector of duplication of time, materials and equipment and is less efficient and more costly.

The Naval Air Warfare Center Aircraft Division, Lakehurst, N.J., with its experience and established in-house capability, is there for you and our Nation.

Sincerely yours,

Daniel C. Kaplan

Daniel C. Kaplan
President

cc: Mr. John M. Deutch
Deputy Secretary of Defense

Mr. Paul Kaminsky
Under Secretary of Defense

Mr. Joshua Gotbaum
Assistant Secretary of Defense

Congressman Christopher H. Smith
4th District, New Jersey

A. Dixon
Commission Chairman
Arlington, Virginia

Mr. Daniel C. Kaplan, President
NARFE, Chapter #1619

File

Document Separator

Lakehurst ① JAC 4/10

5 April 1995

Mr. A. Dixon
Commission Chairman
1700 N. Moore Street
Arlington, VA 22209

Dear Mr. Dixon:

I am writing as a private citizen and do not represent Navy Lakehurst. I will be one of the employees who will be attending the BRAC committee meetings on May 5th in New York City. I just want to express my opinion, and that is that when the committee makes a judgment on whether to close Lakehurst or keep it open, that you base your decision solely on the facts and figures.

Major corporations do not make important or drastic decisions on just one set of figures, they reevaluate the figures over and over again until they have an accurate assessment of what needs to be done before they commit themselves to any type of policy change. The same format should be implemented at these hearings. If the figures don't substantiate the initial findings that the base should be closed, and unless the figures can prove that Navy Lakehurst has no real value, and that if they close it at this time, and the cost savings do not exceed the cost of letting it remain open, then in good consciousness, the base should be taken off the closure list.

Thank you for taking the time to read this letter.

Sincerely,

Maria Franchino

MARIA FRANCHINO

NAWC Lakehurst ① JAC 4/10

07 April 1995
15 Maine Trail
Medford, NJ 08055

Base Realignment and Closure Commission
1700 North Moore Street
Arlington, VA 22209

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The decision to close this facility seems to be purely a personal one. The manipulation of data and obvious lack of cost savings proves this. It would benefit the BRAC process and the military as a whole to keep all the personnel here and make Lakehurst a receiving activity instead of blatantly wasting the Center's capabilities and assets. These actions would hold merit and truly save the government money.

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James P Deffler

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Document Separator

NAWC
Lakehurst
4-4

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

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Sincerely,

Eric Mead

Eric Nicolls
484 Prospect St, Apt 4
Lakewood NJ 08701

Old Glory
USA G
For U.S. addresses only

Base Realignment and Closure Commission
1700 North Moore St.
Arlington VA 22209

Document Separator

NSWC Lakehurst 4-7

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

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Sincerely,

Gayle Iverio

RICHARD AND MARIANNE YACHINSKI
443 HALLIARD AVENUE
BEACHWOOD, NJ 08733-5000

Lakehurst
4-4

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

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Sincerely,

Document Separator

Lakehurst 4/3

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

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It would be greatly appreciated if the BRAC committee would seriously address these issues and concerns which I believe to be true. Thank you very much for your cooperation, professionalism, and support.

Sincerely,

Cynthia A. Kovacs

ALUMNI
Mrs. Cynthia Barrett Kovacs
20 Brandywine Way
Trenton NJ 08690-3104

TRENTON, NJ
PM
31 MAR
1995

Base Realignment and Closure Commission
1700 North Moore St.
Arlington, VA
22209

Document Separator

Lakehurst 4/3

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

To the Committee Chairperson:

As an employee of the Naval Air Warfare Center, Aircraft Division, Lakehurst, N.J., I am writing to voice my concerns over the latest round of base closing decisions. The conditions under which Lakehurst was put on the closure list is very disturbing indeed. It has come to everyone's attention here that all of our data which was requested by the BRAC commission and submitted by Lakehurst, had been altered by senior Navy officials to make us a better candidate for closure.

I also find it disturbing, and difficult to understand, why Lakehurst was the only base (considered for closure) who was not asked to conduct studies and provide data to support becoming a receiving activity. Lakehurst is uniquely positioned adjacent to McGuire AFB and Fort Dix. That positioning, along with an excellent infrastructure of hangars and runways makes Lakehurst a prime candidate to receive other activities.

In addition, it makes no sense to transfer half the base personnel to other activities, which is the current plan. Leaving a few hundred employees to support our aircraft launch and recovery mission would still require the base to remain open. Transferring half of the employees away would only lessen our effectiveness to support the fleet, cause irreparable damage to the economy of Ocean county, and not save the government a penny.

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Sincerely,

Vladimir Rubenchik

Document Separator

Lakehurst 43 3/30/95

Dear Sir,
In regard to the Defence Departments decision to close the Naval Air Engineering Station at Lakehurst, N.J.
I started work at the base in 1947. I worked my way up till I was a third step aircraft combination welder.
I worked on blimps and helicopters till 1961 when both were phased out.
I then worked in public Works as a maintenance welder.
Many of my co-workers worked on the aircraft launch and arresting gear.
I was proud to be part

3/ cost many times ...
claim would be saved
the many dedicated
workers would lose their
jobs. The area is
economically poor now.
Many lives would be
disrupted
Lakehurst to me is not
just a place I worked but,
a tradition of the past
and; of the future.
I am near 80 now and;
I have seen much ruined
that the future generations
could see.
Thank you for listening
sir. I tried to give you
the overall picture that
is often hidden by
bureaucrats who are so
positions where they are in

Document Separator

Lakehurst 4/3

March 30, 1995

Gregory J. Fisher
1104 Berkeley Avenue
Ocean, NJ 07712

Chairman A. Dixon
1700 N. Morre St.
Arlington, VA 22209

Dear Sir,

I am very concerned about the proposed "realignment" of the NAWCAD facilities at Lakehurst, NJ. The principals and philosophies used to arrive at this decision are not BRAC philosophies. That is, the Navy is not proposing this realignment because they feel it will save money. More specifically, I am convinced that the proposal to move the Prototyping and Manufacturing to Jacksonville, FL will be a costly mistake. Even the report from the Navy BSEC to the DoD recommends moving work to the Depots in efforts to save the Depots...not to save money, nor does it claim to make the work done at Lakehurst more efficient.

The entire american industry has been evolving. Everyone recognizes the benefits to having Engineering, Test, Prototyping and Manufacturing all located at the same site. You'll hear buzzwords like Concurrent Engineering, Co-location, and the like. If you've every been involved with a production process you know that what I say is true. There are many intangible benefits that are realized by simply allowing all pertinent personnel work, side by side, in efforts to solve problems. Industry is evolving to the Lakehurst configuration.

Also it's very important that you realize everyone's intentions and agendas. The receiving bases are just as apt to "bend" their figures to make the proposal more attractive. A good example of the accuracy of the claims made is the following:

In the 1993 BRAC, NAWCAD Trenton was "closed". The Air Force made claims that they would be able to do all engine testing for both the Navy and Air Force in Tennessee, without the need for any new facilities or cells. Trenton told the BRAC that Tennessee could not handle their workload, but to no avail. Today you'll notice that the Navy is estimating that they'll need nearly $50 million to build new cells. Suddenly the Air Force cannot accommodate as they originally proposed. Do you want to be remembered for similar blunders?

I guess this entire letter is looking to provide a simple message: Although the targeted bases might be tempted to "stretch" their numbers, the actual targeted base being closed is the only source that <u>knows</u> the closing costs of their own facilities. Please listen to them...they know. Please do not take the words of Patuxent River and Jacksonville over the word of Lakehurst on the impacts of this proposal. This would be an injustice to Lakehurst, and you will not see the cost savings that the others are claiming. Better yet, don't even take Lakehurst's word on this, ask the Fleet. Ask the boys out on the carriers if we should be tampering with this already temperamental process.

Gregory J. Fisher

Lakehurst 4/3

February 28, 1995

Base Realignment and Closing Commission
1700 North Morre Street
Suite 1425
Arlington, VA 22209

Dear Sirs:

This brief letter is written for the purpose of raising the issue regarding the opportunity that the location of the Naval Air Warfare Center, Aircraft Division in Lakehurst New Jersey provides the government in the interest of recruitment and retention of capable scientific and technical personnel and to mention a potential opportunity for long term cost savings by way of tri-service cooperative effort. Lakehurst, New Jersey is located in the vicinity of numerous and highly credited engineering colleges and universities, namely, Princeton University, Rutger's University, Stevens Institute of Technology, Drexel University, New Jersey Institute of Technology, Penn State University, and many more. Additionally, New Jersey is an industrialized state populated with a high percentage of highly trained and educated people in the private sector. New Jersey is therefore rich in potential candidates for future recruitment of scientific and technical positions. It is evidently in the long term interest of the government to maintain the facilities and personnel at the Naval Air Warfare Center in Lakehurst, New Jersey and not transfer its functions and current personnel to a remote and rural location in Maryland.

The final issue this letter raises is the potential long term cost savings which a tri-service cooperative effort provides. McGuire Air Force Base, Fort Dix, and the Naval Air Warfare Center, Lakehurst are neighbors located on protected land owned by the government. Tri-service cooperative efforts bring about the largest cost savings for the government in the long run due to the elimination of duplicate efforts. This location in New Jersey provides the infrastructure for such efforts. Inceed, both the Air Force and the Army have utilized facilities at Navy Lakehurst. The BRAC commission should recommend expanded tri-service cooperation at these locations in which military aviation technology would be sharec.

In conclusion, it is recommended that the BRAC commission focus on long term issues and long term cost savings. Short term cost savings motivated by artificial yearly budget requirements will cost more in the long term and may bring about regret in the future. Thank you for your patience in reading this letter.

Sincerely,

John M. Schulte
134 Edgewood Drive

Document Separator

NAWC

Farhad H. Choudhury
10 Mizzen Drive
Barnegat, New Jersey 08005-1449

Lakehurst
3.27

27 March, 1995

Base Realignment and Closure Commission
1700 North Morre St.
Arlington, VA. 22209

To the Committee Chairperson:

As an employee of the Naval Air Warfare Center, Aircraft Division, Lakehurst, N.J., I am writing to voice my concerns over the latest round of base closing decisions. The conditions under which Lakehurst was put on the closure list is very disturbing indeed. It has come to everyone's attention here that all of our data which was requested by the BRAC commission and submitted by Lakehurst, had been altered by senior Navy officials to make us a better candidate for closure.

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It would be greatly appreciated if the BRAC committee would seriously address these issues and concerns which I believe to be true. Thank you very much for your cooperation, professionalism, and support.

Sincerely,

Farhad H. Choudhury

NAWC Lakehurst
3.13

March 9, 1995

Dear Sirs:

I am writing this letter to you to express my deep personal concerns about the possible closure of the Naval Air Warfare Center Aircraft Division located in Lakehurst, New Jersey. I have been employed at this facility for the past 17 years and take great pride in the fact that the work accomplished by our brilliant technical personnel is unique only to our command. The support that we provide to the Naval aircraft carrier fleet is a much needed service that at the present time no other facility nationwide provides.

I encourage you during your visits and work for the BRAC Commission to not be swayed by previous numbers and data provided. "Reality" tells any intelligent person that a Naval Captain or Vice Admiral is not going to disobey or report anything derogatory about their boss who is a Rear Admiral. It is not fair to the 1,974 employees who currently work at this facility that the management did not allow the numbers input to be the "real" numbers. This is not how this system should work. As parents, we try to raise our children to be honest and truthful so it is hard to accept the fact that upper levels of our management could be so dishonest when they are playing with the lives of some many people.

I hope that your Commission will take a long, hard look at discrepancies reported from Lakehurst and consider that the costs and work could not be duplicated in other locations for the cost savings that have been shown. I also hope that since your Commission will take this entire process with an unbiased attitude the "right" action is taken at that end of your process.

Yours truly,

Patricia Lowman

Patricia Lowman
30 Double Trouble Road
S. Toms River, NJ 08757

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 13, 1995

Ms. Patricia Lowman
30 Double Trouble Road
S. Toms River, NJ 08757

Dear Ms. Lowman:

Thank you for providing the Defense Base Closure and Realignment Commission with information pertinent to the present round of base closure and realignment recommendations. I appreciate your interest in the future of NAWC Lakehurst.

You may be certain that the Commission will thoroughly review the information used by the Defense Department in making its recommendations. I can assure you that the information you have provided will also be used in the Commission's review and analysis process.

I appreciate your interest in the work of the Defense Base Closure and Realignment Commission.

Sincerely,

David S. Lyles
Staff Director

Document Separator

①

NAWC Lakehurst, N.J
WNS 1-3

28 December 1994

Chairman,
Base Closure Commission
1700 N. Moore Street
Suite 1425
Arlington, VA 22209

Dear Sir:

I am just a low-level Federal employee at the Naval Air Warfare Center, Lakehurst, N.J. "Thank God" this organization is Government and not private industry. You do not have to be a rocket scientist to understand that if it was a commercial enterprise, it would have collapsed years ago, and I and many of my colleagues would not have cushy jobs that allow many people to do nothing but sit in a cubby hole and play computer games all day. Sadly the system rewards management if they support a large inefficient bureaucratic structure. Unfortunately, the Civil Service Union rules require Federal managers to reorganize and retain ineffective and inept personnel. This approach does not work in the real world of the competitive marketplace. In 210 B.C., Petronius Arbiter, said it all regarding our latest attempt at continuous reorganization. He said, "We trained hard....But it seemed that every time we were beginning to form up into teams we would be reorganized. I was to learn later in life that we tend to meet any new situation by reorganization; and a wonderful method it can be creating the illusion of progress while producing confusion, inefficiency, and demoralization.

The bloated Soviet bureaucracy finally went insolvent and failed, and eventually so will ours, if we don't reform. Gentlemen, do the right thing, relocate or close this unnecessary facility. Disregard the arguments about the Test tracks, the Navy owns the land, etc.. They are puffery and responsible executives know it. Do not continue paying for bureaucratic welfare. The hard pressed taxpayers really deserve better.

Sincerely,

An honest bureaucrat

Document Separator

BOB CLARK
RR 6 BOX 416
Summerland Key, FL 33042-4104
Phone / FAX 305/745-3431
4/5/95

Naval Air Station Key West
4/17

Honorable Alan Dixon, Chairman, BRACC
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Sir,

You may have been given some incorrect information regarding the Naval Air Station in Key West — whether intentionally or not, I can't say. However, the economic value of NASKW may have been doubly inflated.

The actual number of civilians employed at NASKW is 458 (not 1000), as reported in the *Miami Herald,* (source: Capt. J. Munninghoff, our Naval Commander here). NASKW appears to have no other mission than that of a Rest and Recuperation / Vacation Facility for present and retired military personnel and dependents.

VAQ33 and UF45 fighter training units have been removed, as have the Hydrofoil Squadron, EOD (Explosive Ordinance Disposal) and other tactical units. At last count the NASKW training facility had students only 12 times per year.

The proposed realignment of NASKW as a Naval Air Facility, dodges the question of whether it is really a necessary base. This is particularly true if decisions were made using inaccurate information. Key West would be better off if the base were either built up again or completely closed.

25% of Key West land area is Navy property and much of that has remained unused since the base was closed in 1974. Downsizing NASKW to a Naval Air Facility perpetuates this inefficiency.

The brother of former Secretary of the Navy, Lehmen was hired by Monroe County as a lobbyist to keep NASKW off the BRAAC list. Even though Monroe County paid $200,000 for such services, it is possible that the above facts were not presented. I hope this information is useful as your committee reviews the facts of NAS Key West.

Sincerely,

R Clark

Robert A. Clark

cc Al Cornella
Rebecca Cox
James B. Davis
F. Lee Kling
Benjamin Montoya
Joshe Robles Jr.
Wendi L. Steele

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R. Clark

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Wendi L. Steele

CB 6.23

Commissioner Rebecca Cox

I am a taxpayer who is concerned about the threat of closing the Long Beach Naval Shipyard and the effect this would have on our country's military readiness.

I can't help but reminisce to the days just prior to World War II when I was a young army soldier stationed at Camp Edwards on Cape Cod.

I recall my training with dummy rifles made of wood. Logs served as artillery pieces and trucks as tanks and shortages of supplies were the order of the day . This was 1941 and the politicians said that no threat existed to America and calls for a strong army fell on deaf ears in Washington. Funding was scarce and cuts in the military were to be used for other purposes. We all know how wrong that thinking turned out to be. When war came America was unprepared.

After being shipped to the South Pacific on a converted cruise ship because there were no naval transports available, I recall being placed on red alert for a pending Japanese invasion while on New Caledonia in early 1942. Each man given one bullet because there was a shortage of ammunition. Thankfully the invasion never came. Later in the battle for Guadalcanal I remember the lack of supplies due a shortage of surface transport ships. Many of the available ships were older and frequently needed repair. This shortsightedness caused a lot of unnecessary deaths and hardship to the men. Let's not repeat this mistake. Surface ships were the life line we had to the outside world and repair and maintenance of the ships were critical to keeping this open. This still holds true in today's world.

The Long Beach Naval Shipyard has been in operation since World War II and I can say the soldiers of my generation are very grateful for the effort the people have put forward for our country in the repair and maintenance of our naval ships. I understand that the navy has ranked Long Beach above the Portsmouth Shipyard in military value. Your committee found the actual dollars saved in the closure of Long Beach to be actually much less than the Navy had stated. The work must be done somewhere so no savings is gained by closing Long Beach.

Let me say that before you decide to close any base consider what impact on future military activities would have. A shipyard is not easily replaced. Do not let the young men and women of our armed forces go through what my generation had to by letting our guard down. America needs the Long Beach Shipyard to remain open.

James McGregor

James McGregor
8 Lawndale Ave
Saugus, MA 01906

CB 6-23

June 19, 1995

Base Realignment and Closure Commission

I am a taxpayer who is extremely concerned that the Long Beach Naval Shipyard was placed on the BRAC95 base closure list and the threat of closure posed to the Navy's most efficient public shipyard.

The decisions to be made by the BRAC95 commission directly impact our nation's security interests. The possible closure of additional public shipyards may eliminate the margin of safety our Navy needs in today's troubled world. Even with military downsizing, our Navy will still have ships in need of regular maintenance and emergency repairs.

The Long Beach Naval Shipyard was ranked above Portsmouth by the Navy in military value.

The Long Beach Naval Shipyard has gained the reputation of being the most innovative public shipyard in the nation in management, cost-cutting, and performance efficiency. It has established itself as a true center of excellence.

The Long Beach Naval Shipyard operates as an independent business and receives no government subsidies. It has consistently performed under budget saving the taxpayer's money while performing efficiently and effectively. Excellence should be rewarded!

The economic impact of closure of Long Beach Shipyard on the metropolitan Long Beach and surrounding area is severe and has been greatly under estimated. This area has suffered disproportionately from past BRAC base closures. I am originally from the Charleston, SC area and I have seen the terrible effect a base closure has on the people and local cities and towns. Let's keep the jobs generated in the repair of our Navy's ships in America's remaining public shipyards.

BRAC committee staff review of the Navy's estimated cost savings in closure of Long Beach showed the proposed cost savings to be much less. Once a shipyard is closed, the expertise of a trained workforce and the unique facilities are lost to our nation forever. It is simply too expensive to reopen or construct a new shipyard. The past BRAC commissions have closed two major shipyards. Is this really in the best interest of our national security? We still live in a troubled world.

Our country's ships are now reliably and efficiently maintained and repaired at the Long Beach Naval Shipyard. The work being done at the Long Beach Naval Shipyard must be done somewhere, either at a public or private shipyard, so no savings would be gained by it's closing. It is in the best interest of the American taxpayers and our national security for the Long Beach Shipyard to remain open.

Debora Duke
15 Donegal Road
Peabody, MA 01960

LB 6-23

5746 Jaymills Ave.
Long Beach CA 90805
June 19, 1995

The Honorable Alan J. Dixon
Chairman, The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington VA 22209

Dear Mr. Chairman:

I have been employed at the LONG BEACH NAVAL SHIPYARD since March 1, 1968 and have worked for the government since July 7, 1966. I started my career at age 18 as a GS-2 clerk typist. I have worked hard and am now a GS-11 office supervisor. At age 47, I am now facing the fact that I may be losing my job due to the closure of the LONG BEACH NAVAL SHIPYARD.

Yes, I am eligible for early retirement, but with a 16% penalty because I am not age 55.

I can apply for other government jobs through Merit Promotion, but will probably not be selected because of various reasons including hiring freezes, my lack of a college degree, or because I am from a different department. If I were selected, to accept the job, would be a difficult decision to make since that would mean relocating away from my family just to complete my federal career for full retirement benefits. My husband cannot retire and at age 51, with no college education, it would be impossible to find another job if he were to relocate with me. I could not make my present salary working outside the government because of my education.

Will you hire me to work in the Los Angeles area, at my present salary for a guaranteed period of eight years so that I can retire with full benefits?

I realize the budget must be balanced and that there has to be changes made. Closing LONG BEACH NAVAL SHIPYARD and rebuilding a dry dock and shops in San Diego does not save money now. It does not make good sense to close the LONG BEACH NAVAL SHIPYARD, who is already making money for the government.

You have a very difficult job ahead. Please evaluate the actual worth of the shipyards for the sake of the country. I have worked with people in the Portsmouth Naval Shipyard for years. I don't want to see any of us lose our jobs. Please consider other options like a ship repair facility.

Please... help the LONG BEACH NAVAL SHIPYARD stay open.

Sincerely,

Linda S. Marshall

LINDA S. MARSHALL

Dear Sir:

It is very posible
That for the responibity
that the Ship Yards, is
to be Closed?
And without De Fense
we are without Defense
Security:
So I'm agruing you
to reconstaved the
Nave Navy Base; Because
"of that reason"! ---
of "Defense Security";
For Long Beach City. I
have Never Fall Right
fence; they Closed the
Ship Yard.
People have a place
to work; when it is in
Operation. So "at thog" will
have a place to Work!
By working together we

we will have something"
. If we work against
each other we will not
have anything

I don't have to tell
you it's a handicape
is it is to remain out
of Comission?!; to the
"workers" and to the
public - of Long Beach
City; as well?!,

By having the Ship
Yard "Open" then their
be more Jobs.
The Navy can, re-pair
and; and all ships in
the Navy's Fleet.

Thank you
Charles Stirling

Charles Stirling

1090 and Obispo
Long Beach, City
Calif (Sarina)
Zip code
90804

LB 6-A

180 East 53rd Street
Long Beach, California, 90805
June 12, 1995

Honorable Allan Dixon
Chairman, Base Realignment and Closure Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia, 22209

Dear Mr. Dixon,

I am writing to express my concern at the plan to close the Long Beach Naval Shipyard. Long Beach is an adaptable facility, large enough to accommodate any vessel, and is strategically located. It's proximity to the San Diego facility is convenient, and it's work force has shown in the past that they are willing and able to update and be flexible in the their approach to the requirements of today's streamlined military.

In addition, the closing of this base would reek economic havoc on an area already hard hit by the closing of the Long Beach Naval Station, and the down sizing of the defence industry in the Southern California area. These areas are yet to see any significant recovery from the recession, and the unemployment rate is currently extremely high.

California if a big state with lots of electoral votes, I think the current administration will need every one to win in the next election. The cause will not be helped by the closure of this facility.

Sincerely yours,

Christine L. Sanburg

Christine L. Sanburg

that the Long Beach Navy
Shipyard remain open
for the duration of time
to continue to provide much
needed jobs to many our
people in Long Beach to repair
our ship in the Navy's fleet.
And to employ employees
in whatever fields the
Shipyard can offer. It is
very important to our economy
and vital to our National
Security.

Respectfully submitted,
Marian G. Reynolds-Jones

ITS®
INTERNATIONAL TRANSPORTATION SERVICE, INC.

MAILING ADDRESS: P.O. BOX 22704, LONG BEACH, CA 90801-5704 USA
1281 PIER J AVENUE, LONG BEACH, CALIFORNIA 90802-6393 USA
TELEPHONE: L.B. (310) 435-7781 L.A. (213) 775-8561

June 12, 1995

LB 6-14

Defense Base Closure and Realignment Commission
Chairman
Alan J. Dixon
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

Much has already been said about the reasons for keeping open the Long Beach Navy Base. As a local business operating an ocean container terminal, at the Port of Long Beach, and involved in foreign trade, we would urge you to take another look at keeping open the Long Beach Naval Shipyard.

Our city is trying to resolve its largest budget deficit ever and closure of this base would negatively impact the local economy, which has suffered greatly in the past few years.

Please maintain the Long Beach Naval Shipyard at this time.

Sincerely,

Richard Scott
International Transportation Services, Inc.

FAX: (310) 499-0460 / TELEX: 182116 ITSCYN LGB / CABLE: INTERTRANS

LB G-14

June 19, 1995

Defense Base Closure and Realignment Commission
ATTN: Alan Dixon
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

FAX: (703)696-0550

Dear Mr. Alan Dixon:

Thank you for your interest in the many presentations on behalf of **Long Beach Naval Shipyard**. I would like to take this opportunity to present one more:

While closing LBNSY may seem like the easiest way to save money, it is **NOT** the most cost effective alternative available. The cost information that DON used to make its decision to close LBNSY was based on a macro view and did not account for the **true** costs; many other alternatives such as CVN homeporting or BOCing were not considered. As part of the budget process, more realistic closure budgets have been put together. These current closure costs, while still underestimated, present a more reliable accounting. Also, the following alternative is more cost effective and, therefore, should be considered:

. Under a Business Operation Center (BOC) concept, the redundant overhead functions of Pearl Harbor, Puget and Long Beach Naval Shipyards would be combined and streamlined. **This would save DON $180 Million annually**.

. **BOCing will save money NOW**, not 20+ years from now after closure costs are recouped.

. Making Pearl Harbor Naval Shipyard and LBNSY Detachments of Puget Sound Naval Shipyard would maintain flexibility and keep Dry Dock #1 available to handle large ships.

It takes time and accurate information, and a look at viable alternatives to make wise decisions. Please vote YES to keep Long Beach Naval Shipyard open.

Respectfully,

C. Anna Ulaszewski

C. Anna Ulaszewski
5365 Paoli Way
Long Beach, CA. 90803
(310) 43-7336

JUN-19-1995 17:01 ENV HEALTH COALITION P.01

ENVIRONMENTAL HEALTH COALITION

1717 Kettner Boulevard, Suite 100 • San Diego, CA 92101 • (619) 235-0281 Fax (619) 232-3670

San Diego 6-20

DATE: 6

TO:

PHONE N

FROM:

TOTAL

LB 619

Marian Lee Reynolds-Lewis
3065 Gold Star Dr. #260
Long Beach, Ca. 90810

June 7, 1995

The Defense Base Closure & Realignment Commission
1700 North Moore St. Suite 1425
Arlington, Va. 22209

Dear Chairman Alan J. Dixon, and Commissioners, Al Cornella, Rebecca Cox, James B. Davis, S. Lee Kling, Benjamin F. Montoya, Josue (Joe) Robles Jr., and Wendi L. Steele.

I'm writing as a concerned citizen and voter to request

(over)

June 19, 1995

Chairman Alan J. Dixon
Defense Base Realignment and Closure Commission
1700 N. Moore Street, Suite #1425
Arlington, VA 22209

Dear Chairman Dixon:

We read in the June 15, 1995 *San Diego Union Tribune* that issues related to the Draft Environmental Impact Statement (DEIS) regarding the CVN Homeporting in San Diego had been discussed by BRAC members. We are in the process of commenting on the DEIS and wanted to share with you some of our concerns regarding this document.

These concerns are shared by the undersigned organizations. It is our analysis that the DEIS is significantly deficient in a number of areas which are listed below and in the attachment. If the issues raised below are not fully resolved and corrected in the final DEIS, **it is our belief that the DEIS will be in direct violation of NEPA**.

The deficiencies in the DEIS are numerous and significant. For the sake of brevity, we have listed the major problematic areas below with more specific problems attached. Our complete comment letter will be available on June 26, 1995, the date of closure of public comment. We will be happy to send you the complete list of deficiencies and problems in more detail at that time.

Our concerns are as follows:

1. Inadequate analysis of alternatives

The DEIS lacks an adequate examination of alternatives and there are several that are possible. The Code of Federal Regulations states that agencies shall:"(a) Rigorously explore and objectively evaluate all reasonable alternatives and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.
(b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.
(c) Include reasonable alternatives not within the jurisdiction of the lead agency. . . " There are a number of alternatives that are viable for the homeporting project. None of these were evaluated or even mentioned in the DEIS. This is a significant failing of this document.

A decisionmaker must explore alternatives sufficiently to "sharply defin[e] the issues and provid[e] a clear basis for choice among options by the decisionmaker and the public." 40 C.F.R. §1502.14. Because of the absence of a satisfactory evaluation of alternatives, the Navy has failed in its duty to foster informed decision-making and public participation in the NEPA process. This

DEIS ignores reasonable, viable alternatives and therefore is inadequate.

2. The DEIS does not examine the full impacts of the entire project.

The DEIS does not examine the impacts of 3 CVNs even though it stated, in a number of Navy documents and memos in our possession, that 3 CVNs will be homeported here. In addition, the number of and impacts from additional transient CVNs is not adequately discussed in the DEIS. The DEIS is inadequate in that all aspects of the proposed project are not analyzed. For example, the DEIS does not discuss the extent to which support ships for the homeported CVN's will also be homeported in San Diego. NEPA requires that, "[p]roposals or parts of proposals which are related to each other closely enough to be, in effect, a single course of action shall be evaluated in a single impact statement." 40 C.F.R. § 1502.4 (a). Thus, the EIS must analyze all impacts of the homeporting of three CVNs in San Diego, not just those associated with the first CVN.

3. DEIS lacks mitigation for environmental impacts of dredging

The DEIS cites the intent to dredge 9 million cubic yards of bay bottom. No mitigations are offered for the impacts of the dredging, attendant impacts on fish and wildlife and impacts on those who consume the fish. Council on Environmental Quality regulations require every EIS to include a discussion of means to mitigate adverse environmental impacts. 40 C.F.R. §1502.16(h). In fact, the adequacy of an EIS rests upon the completeness of the mitigation plan. ONRC v. Marsh, 832 F.2d 1489, 1493 (9th Cir. 1987).

Because the EIS lacks a detailed description of mitigation measures for the impacts of dredging and an analysis of their effectiveness, the Navy fails to meet its criteria obligation of fostering informed decisionmaking and informed public participation. State of California v. Block, 690 F.2d 753,767 (9th Cir. 1982).

Thank you for your interest in the environmental process as it relates to the CVN Homeporting project.

Sincerely,

Laura Hunter
San Diego Military Toxics Campaign

Carol Jahnkow
San Diego Peace Resource Center

Z Kripke
Physicians for Social Responsibility

Lorraine Demi
Committee Opposed to Militaarism and the Draft

Roy Latas, Chairperson
San Diego County Chapter
Surfrider Foundation

José Bravo
Southwest Network for
Economic and Environmental Justice

Attachment #1 to June 16, 1995 letter to Chairman Dixon of the Base Realignment and Closure Commission

Additional issues and concerns that will be raised in the June 26, 1995 from the San Diego Military Toxics Campaign letter on the DEIS include:

DEIS does not address the cumulative effects of homeporting the 3 CVNs to the effects of the already homeported nuclear-powered submarines at Ballast Point.

DEIS does not adequately assess the transportation routes, holding areas, and ultimate disposal of hazardous and radiological waste. Designations of ultimate disposal sites are not made nor are arrangements made for permanent storage on site.

DEIS grossly underestimates the effects of the presence of an active fault line in the construction area.

DEIS proposes an inadequately designed confined disposal facility for containing toxic material in a marine environment.

DEIS does not include Health Risk Assessments to assess the increases in cancer risk and acute and chronic health hazard indices from homeporting of any CVNs.

The emergency plan for a major reactor accident discussed in the EIS is completely unworkable, requiring barging of the carrier only at a certain high tides.

The current project description appears to allow sediment that failed toxicity screening tests to be placed on the beaches.
There is a lack of adequate metals chemistry testing done on turning basin material intended for beach disposal.

DEIS does not accurately reflect and underestimates environmental justice issues.

The EIS lacks information on and mitigation for the introduction of the major amount of radiological work that will be conducted as part of the servicing of the nuclear carriers.

While citing alleged safety of nuclear-powered vessels, provides neither adequate data regarding performance records of naval nuclear reactors so that an independent evaluation may be made, nor sufficient information regarding the nature of the reactors and the types of radioactive nuclieds that might be released in the event of an accident.

Project description fails to include channel widening requests from the San Diego Harbor Safety Committee even though the recommendations were made to improve safety with existing traffic in the Bay. The homeporting of 3 CVNs would increase risk and traffic in San Diego Bay.

LB 620

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION (DBCRC)
1700 North Moore Street, Suite 1425
ALINGTON, VA 22209

F A X C O V E R S H E E T

DATE:	June 19, 1995	TIME:	
TO:	DBCRC	PHONE:	703-696-0504
		FAX:	703-696-0550
FROM:	Daniel Rangel Long Beach Shipyard	PHONE: FAX:	310-547-7301 310-547-7367
RE:	Base closure		

Number of pages including cover sheet: 2

Message

I am an employee of the Long Beach Naval Shipyard since February 1977. I am also a veteran with 4 years of US Navy service. I have been married since October 1972 and we have been blessed with nine children.

As the head of my household, I am tasked with making many decisions that affect my family. I make many small decisions on my own every day. On the decisions that will have a major effect on the family, I talk it over with my wife and together we make the best decision that we think will be best for the family. Most families, I think, work the way we do and I believe that most business also, work in the same manner.

Making a decision on which Base to close and which one to leave open, has to be one of the hardest decisions for anyone to make. With my family, I am constantly involved with the daily function of our lives and I know what is best for us as a whole.

With base closure; you are gathered together with not even knowing each other and are expected to make decisions that will affect thousands of lives. You have not worked with all of the facilities recommended for closure on a daily basis. So you rely on the information provided to you by others or on the information that you have gotten by on-site visits.

Your various backgrounds of experience, I think, are in business management of military, government or private companies and that's why each of you were chosen to be members of this Base Closure Commission.

Pretend that each of you was an owner of a company and that you are required to make a decision on what department to close. Each department has supporting data on why they should remain open. So you start looking at the past and current overall cost of running the different departments and which department is creating the revenue needed to operate the company.

I do not think that you would cut a department that was making money and leave one or two departments that are losing money. As a company, it would not be too long before you were out of business.

Now, I am not saying that the Department of Defense (DOD) will go out of business. But I am saying; Why would we close a shipyard that is making money for us? Long Beach has shown that we are good for the DOD year after year. You have seen our record. Compared to the other Yards, we made money despite the guided effort by others to starve us out of work.

I ask that you make your decisions, on base closure, based on the past and present merits of each facility recommended for closure. What would be best for us, the tax payers, as a whole at this time of budget cutting.

Thank you for reading this fax and I pray that you be guided in your upcoming decisions.

LB 6-15

5-25-95

Dear Mr Chairman

My name is Lisa Coto & I am a single mother with 2 children. I live in Long Beach California, which has a Naval Shipyard which has been recommend for closure. I have lived here all my life & know plenty of people who have depended on this base. One of which is my mom. It is hard to live in this town & get a job enough as it is. We have a lot of crime, drugs & gangs here. The last thing we need is more people out of work. Long Beach has a lot more nice people than bad, we just dont need any more problems. Thank you very much for time & God bless you.

Sincerely,

Lisa Coto
423 E 53rd St
Long Beach Calif
90805

HOME address
235 E Plymouth #5
Long Beach Ca
90805

LB
6-M

file # 11000
SRR. N441C/50596240
May 22-95

Elaine Debus
1233 N. Fuller #7
W. Hollywood Ca
90046

6/9/95

Captain Johnson -
Thank you for your letter (enclosed) in answer to my letter concerning the dredging and burying toxic waste in the Perific Ocean off Long Beach or any other place in Calif.

Your letter Captain Johnson is what I expected "Pass the Buck", mean while the dirty work is done.!

You Guys don't read what is sent to you - or - if you do you do not own up to what has obviously been done.

I had my article enlarged so the powers to be would not strain yourself to read about the PUDGET SOUND toxic site which is what your trying to do to our Coast.
I'm glad you (Navy) believe all concerned can work together - however

with Governor Wilson (R Cal) putting toxic dump in Ward Valley - on the Mojave desert along with the toxic dump in the Pacific is what I call worthless for Kindor-Graft - So much for working together.

* According to the World Almanac (1994) (Enclosed chart.) California is one of 3 States with the highest number of Hazard waste sites. Why ??? - Enough is Enough -! NOT OUR COAST TOO !!. NOT OUR DESERT !! - OUT WITH WILSON!

As for porting the Carriers. During Vietnam war the home port for them was San Francisco - What the hell is the Navy along with Base Closures doing. Closing and building is this budget cutting ?? - Explain - My Son was on the USS Coral Sea at that time So I know where the Carriers ported. -

Do they call Carting toxic cross Country from Dakotas, ~~Idaho~~ IDAHO, Virginia a healthy safe operation? By truck or train?

Some one wake up-! Spend some of the money you all are spending which is not cost effective on some research on DETOXICING that stuff - Is there any one with some SMARTS?? - Not with ostrich brains or bury it in the sand, like a squirl hide it.
Spend some of that AF budget money and stop giving us insult on top of injury.

Do you all get the OBVIOUS it did not work in the PUGET SOUND.
If you all were in touch with the outside world you'd get the idea and know what we are even talking about - and stop trying to educate us to your way "blastered thinking".
Please update me. Sincerely

Elaine Debus

cc. Bruce Babbitt Sec Interior
Al Gore
Mollie Beattie Director Fish & Wild Life
George Frampton Fish & Wild Life Parks
Dixon - Base Closures
cc file

3 attachments

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO

11000
Ser N441C/5U596240
22 May 95

Ms. Claire Debus
1233 N. Fuller #7
W. Hollywood, CA 90046

Dear Ms. Debus:

Thank you for your letter of March 3, 1995, expressing your concern with Navy dredging in San Diego Bay. I am responding for the Secretary of Defense.

The Navy dredging projects you reference are being processed in compliance with the National Environmental Policy Act (NEPA). NEPA requires the preparation of an Environmental Impact Statement (EIS) as well as obtaining permits for the actual dredging. Dredge spoil disposal sites must also be designated as required by the Clean Water Act and the Marine Protection, Research, and Sanctuary Act. The draft EIS will be provided for public review, and comments will be incorporated into the final environmental documentation before any decision is made. The U.S. Fish and Wildlife Service, the National Marine Fisheries Service, state and local governments, and environmental interest groups will be informed throughout the process as required by law. The dredging permits and the designation of the disposal sites will be administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency.

The Department of the Navy shares your concerns and attempts to preserve our nation's delicate coastal ecosystems in balance with the need to provide dependable access to Navy ports to fulfill our mission of national defense. We believe that federal agencies, state and local governments, and concerned citizens can all work together to achieve the mutual goals of environmental protection while meeting the Navy's operational requirements in support of national defense.

Again, thank you for sharing your views on this issue. If I can be of further assistance, please let me know.

Sincerely,

M. R. Johnson

M. R. JOHNSON
CAPT, CEC, USN
Deputy Director
Facilities and Engineering
Division

THEY ARE NOW.

The Navy would like to dredge San Diego Bay to accommodate nuclear-powered aircraft carriers.

Turbulent Waters

Navy Suggestion That It Might Dredge San Diego Bay and Bury Toxic Waste There Draws Protests From Environmentalists

By MICHAEL GRANBERRY
TIMES STAFF WRITER

SAN DIEGO—In an effort to accommodate up to three nuclear-powered aircraft carriers as part of its "Homeporting" project, the U.S. Navy is formulating plans for a massive dredging of San Diego Bay that may include digging a hole in the floor of the bay for burying contaminated soils laced with heavy metals, oils and PCBs, officials disclosed Thursday.

Environmentalists have reacted with alarm to the dredging plan alone—much less its toxic side effects.

If approved, the plan would mark the first time anywhere in the country that the Navy has disposed of such toxic material by storing it in massive quantities in one underwater site, said Dan Muslin, head of environmental planning for the Navy in its San Diego sector.

Muslin said the controversial disposal aspect of the plan is very preliminary. "But we have been looking at alternative disposal methods," he said.

Mark Delaplaine, federal consistency supervisor with the California Coastal Commission in San Francisco, said the Navy has consistently broached the disposal plan during its meetings with the agency.

"It keeps coming up as an option under study," Delaplaine said. "It doesn't mean they're going to do it, but they are informing the various agencies that this is an idea they wish to explore."

Navy officials expressed concern Thursday about potential risks to the California least tern, migratory waterfowl and eelgrass. Environmentalists, meanwhile, reacted in stronger terms.

"I'm appalled at the idea," said Robert Simmons, an attorney who represents the Sierra Club in its federal lawsuit against the city of San Diego over sewage treatment. "We start with the bay waters as they presently stand. They've been identified by several investigative committees as the most contaminated bay waters connected with coastal waters on either coast. [San Diego Bay] is like an old septic tank that's never been cleaned out.

"The idea of potentially adding to those conditions by directly placing God knows what quantities of toxic, hazardous wastes. . . . Well, it's utterly unthinkable."

But Muslin said the plan is necessary to accommodate a much larger fleet of Navy ships—including the three carriers—that may be deployed in San Diego as part of the Homeporting concept of military downsizing and consolidating.

Pending a federal environmental impact statement that should be finished by the end of the year, the Navy will definitely deploy at least one

Please see NAVY, A34

NEED NO STUDY

NAVY: Plan to Dredge Bay

Continued from A3

Nimitz-class nuclear carrier in San Diego by 1997, Capt. Mark Neuhart, a Navy spokesman, said Thursday.

Two conventionally powered aircraft carriers, the Kittyhawk and the Constellation, are currently moored here; the nuclear-powered carrier would be the first of its kind in San Diego. But pier construction to accommodate three such carriers is already under way at the North Island Naval Air Station on the Coronado peninsula, which forms the geographical centerpiece of the bay itself.

To accommodate the ships, the Navy would need to dredge the outer main channel of the bay to a depth of 55 feet, the inner channel to 47 feet and the turning basin just north of the San Diego-Coronado Bay Bridge to a depth of 50 feet, Neuhart said. All are presently 45 feet deep, which is too shallow for Nimitz-class carriers.

The dredging would begin in 1996 and would cost $70 million—the funds already have been earmarked by Congress—and would generate what Neuhart called up to 12 million cubic yards of "dredge material." About 11 million cubic yards—said to be uncontaminated—would be redistributed on area beaches, which have suffered significant sand erosion.

But at least 1 million cubic yards are thought to be laden with hazardous and contaminated materials that the U.S. Environmental Protection Agency prohibits anyone from dumping in the open sea, Neuhart said. The need to dispose of such sediment is the reason Navy officials are talking of burying and "capping" such waste at an undisclosed site in the bay itself.

Environmentalists have lobbied for years to have tons of toxic sediment removed from the bay, which they contend has elevated counts of mercury, lead and other heavy metals.

"Underwater is exactly the wrong place to be putting that crap," said Laura Hunter, director of the Clean Bay Campaign of the Environmental Health Coalition of San Diego. "We are not in support of developing an underwater, in-bay, hazardous-waste landfill and would have serious concerns about that kind of proposal. I try not to have a reaction until I've seen all the facts, but I can't imagine how they could do that in a way that would be environmentally benign to the bay.

"To dredge it up means a lot of disturbance and re-suspension in the water. Then you have who knows how much accuracy in getting it in the hole. The cap may or may not last long enough, in which case you end up with a far more frightening problem than you ever had in the first place."

WISH NOT BEST

In a worst-case scenario, "fish from the bay just couldn't be eaten—ever," Hunter said, noting that the risk of such a procedure would be in "taking that stuff from one place and dumping it in a second place. That gives it a second opportunity to enter the water column and contaminate the food chain. So, in effect, you're doubling the recontamination by digging up the pollutants and putting them back in."

Although a formal proposal has yet to be made, Delaplaine said that, at first glance, coastal authorities also have environmental concerns.

"If you're a regulatory agency, naturally you're nervous about it," he said. "We'd want to see a lot of facts before we even considered it. It's hard to say how we'd feel before our commission sees it, but we're always concerned about contaminated materials."

Hunter said that San Diego Bay has the highest level of a series of banned chemicals known as polychlorinated biphenyls, or PCBs, of any West Coast waterway.

Testing of San Diego Bay already reveals elevated counts of PCBs and mercury, she said, calling them "bioaccumulative," which means they readily enter the food chain. PCBs alone have a half-life of 250 years, meaning that, in 250 years, they'll only be half as toxic as they are at the moment."

In California, such materials can only be dumped in Class 1 or Class 2 landfills, such as those found at toxic-waste disposal sites, Delaplaine said. But Navy officials said it would be too expensive to transport such materials to a landfill.

Muslin said the Navy would be following the lead of other agencies, which have been dumping and then capping contaminated wastes under Puget Sound near Seattle and in areas of the East Coast for years "without a problem."

But Ken Moser, who directs the San Diego Baykeeper, part of a national alliance of river, sound and bay protective groups, and who formerly worked with the Puget Sound group, said that in the Pacific Northwest, capped dumping has more closely resembled an environmental quagmire.

"The precedent for it is in Puget Sound, on Elliott Bay," Moser said. "Years ago, the [U.S.] Army Corps of Engineers began dredging toxic sediment from the mouth of the Duwamish River. They dug a hole in the deepest place on the bottom of the river and filled it with contaminated sediment.

"They then took several feet of clean material and put it on top, the theory being the toxic material would never escape. But what they failed to reckon or predict is that what they had there—obviously—was a wet environment. So, the toxic stuff leaked into the shellfish beds off Magnolia Bluffs on the north side of Elliott Bay," an inland waterway of Puget Sound.

"What happened was disastrous," Moser said. "Along some of the most desirable waterfront property in Seattle, people can no longer harvest shellfish.

"You're essentially sweeping under the rug all sorts of toxic materials, and you don't know if the rug is going to hold."

The cap is usually between three and 10 feet thick and consists of sand or a mixture of sand and gravel, he said, noting that "the integrity of the cap" must be "rigorously maintained."

To win approval for the project, the Navy would have to complete the federal environmental impact statement, or EIS, then obtain permission from, among other agencies, the Corps of Engineers, the Coastal Commission, the EPA and the U.S. Fish and Wildlife Service, said David Zoutendyk, a biologist with the regulatory division of the U.S. Army Corps of Engineers in San Diego.

"The burden on them is to convince reviewers and the public that it's safe," Delaplaine of the Coastal Commission said. "They won't be able to do that without a lot of studies. They also have to weigh the public-relations concern of being a good neighbor to everybody in San Diego."

attachment 1 of 3

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The cap is usually between three and 10 feet thick and consists of sand or a mixture of sand and gravel, he said, noting that "the integrity of the cap" must be "rigorously maintained." Moser

To win approval for the project, the Navy would have to complete the federal environmental impact statement, or EIS, then obtain permission from, among other agencies, the Corps of Engineers, the Coastal Commission, the EPA and the U.S. Fish and Wildlife Service, said David Zoutendyk, a biologist with the regulatory division of the U.S. Army Corps of Engineers in San Diego.

"The burden on them is to convince reviewers and the public that it's safe," Delaplaine of the Coastal Commission said. "They won't be able to do that without a lot of studies. They also have to weigh the public-relations concern of being a good neighbor to everybody in San Diego."

attachment 2 of 3

Hazardous Waste Sites

Source: Environmental Protection Agency, *Natl. Priorities List Fact Book*, Feb. 1992

State/Territory	Final General	Final Federal	Total*
Alabama	10	2	12
Alaska	2	4	6
Arizona	7	3	10
Arkansas	10	0	12
California	67	20	95
Colorado	13	3	17
Connecticut	14	1	15
Delaware	19	1	20
District of Columbia	0	0	0
Florida	47	4	55
Georgia	11	2	13
Hawaii	0	1	2
Idaho	7	2	9
Illinois	32	4	37
Indiana	32	0	33
Iowa	19	1	20
Kansas	9	1	11
Kentucky	17	0	19
Louisiana	10	1	12
Maine	7	2	9
Maryland	8	2	10
Massachusetts	22	3	26
Michigan	77	0	77
Minnesota	39	2	41
Mississippi	2	0	2
Missouri	19	3	23
Montana	8	0	8
Nebraska	5	1	8
Nevada	1	0	1
New Hampshire	15	1	16
New Jersey	102	6	12
New Mexico	8	2	10
New York	79	4	95
North Carolina	21	1	17
North Dakota	2	0	15
Ohio	30	3	20
Oklahoma	9	1	0
Oregon	7	1	55
Pennsylvania	90	4	13
Rhode Island	9	2	2
South Carolina	22	1	9
South Dakota	2	1	37
Tennessee	12	2	33
Texas	25	3	20
Utah	7	4	11
Vermont	8	0	19
Virginia	19	1	12
Washington	31	14	9
West Virginia	5	0	10
Wisconsin	39	0	26
Wyoming	2	1	77
American Samoa	0	0	41
Guam	1	0	2
Northern Marianas	0	0	23
Palau	0	0	8
Puerto Rico	8	1	8
Virgin Islands	0	0	1
Total	1067	116	12

* Includes previously proposed sites

6 Hazardous 3 of 3

Toxics Release Inventory, 1991

Source: Environmental Protection

LB-6-14

June 14, 1995

Defense Base Closure and Realignment Commission
ATTN: Ms. Wendi Steel
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

FAX: (703)696-0550

Dear Ms. Steel:

On behalf of the WOMEN WORKERS of LONG BEACH NAVAL SHIPYARD (LBNSY), I would like to thank you for the interest you have shown during the many presentations regarding LBNSY.

The women of LBNSY have a proud history of service to the Fleet dating back to World War II. Today, we make up 10 percent of the LBNSY workforce. Many of the jobs we hold are quality, non-traditional trade jobs. We are active in our communities and we pay our taxes.

The lost of these jobs will be very devastating to us, especially to those of us who are heads of households. Because of downturns in the Southern California economy, the prospect of finding like employment is very bleak.

We work hard to make LBNSY the **most efficient and cost effective** shipyard in the Navy. We save the taxpayers money, taxpayers like you and me. We serve with pride and dignity, and we hope to continue to do so in the future.

We humbly ask you to **vote YES to keep LONG BEACH NAVAL SHIPYARD open**; not only because of jobs, but because it's the right thing to do.

Respectfully,

C. Anna Ulaszewski

C. Anna Ulaszewski
5365 Paoli Way
Long Beach, CA. 90803
(310) 43-7336

B 6-18

432 West 13th Street
San Pedro, California 90731

Commisioner J. B. Davis
Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Commissioner Davis;

I am writing to you to express my concern for the political appearance that this commission is appearing to take. The Base Realignment and Closure Commission was established by Congress to be an independent body whose members are expected to be uninfluenced by political bodies. However, after seeing the display put on by the Chief of Naval Operations (CNO), Mr. Boorda, at the visit by all eight Commissioners to Portsmouth Naval Shipyard, I can come to no other conclusion but to think this commission is just an extended arm of the Clinton administration and will not make the hard choices that is needed to reduce excess pier capacity. Obviously, Mr. Boorda was at Portsmouth instead of attending to his duties in Bosnia at the request of President Clinton and to put political pressure upon you and the other Commissioners not to close the Portsmouth Naval Shipyard, the base considered lowest in military value and a base which has a great deal of excess pier space all in the name of presidential politics.

I am also writing to you to request that you look at the numbers collected by sources outside the political world of Washington, D.C. in order to get the real costs and savings realized from closing every base. It has widely been reported that the Defense Department has adjusted their numbers so that the particular base that they and President Clinton wants closed will save tons of money and cost nothing to close. I am telling you that these numbers just don't jive. One known example of this is the Long Beach Naval Shipyard. This shipyard has the smallest number of employees and is the only public yard which operates in the "red" year after year. However, the Defense Department claims a tremendous amount of savings by closing this base. This makes absolutely no sense to me. How an intelligent person would make the decision that they should close their only profit making entity is totally above stupidity. How long do think McDonald's would stay in business if they were to close their money making franchises instead of their losers. The answer is obvious. Yet, the Defense Department and the GAO would have you believe that this the right thing to do and there is no politics involved. Give me a break!! President Clinton obviously thinks that he has lost California but can't afford to get off to a bad start in his '96 campaign for re-election so he and the Democratic Party do not want the Portsmouth Shipyard closed and will change as many numbers possible to justify their means.

I have enclosed an article from our local paper written by an employee of Gannett News Service in New York City. In it you should notice that the numbers he cites were given to him by the Los Angeles City Council who hired an independent accounting firm

in order to verify the numbers that the numbers given to the Closure Commission are true. As you will notice, the numbers given to the Commission appear to come from the private shipyards and their lobbyists in San Diego. If this Commission is truly independent and above political influence as it should be, this Commission will look at these independent numbers and compare them to the politically based numbers, ask the tough questions from the presenters at the hearing and make the right decision for this nation to keep the Long Beach Naval Shipyard open and to close the Portsmouth Naval Shipyard. Thank you for your attention in this matter.

Sincerely;

John K. Luffman

Daily Breeze

THURSDAY
June 1, 1995

OUR VIEWS

Base carriers in Long Beach

Plan would help shipyard

June is do-or-die month for the Long Beach Naval Shipyard, and supporters of the military installation hope their latest tactical maneuver will keep Long Beach off the base-closure list.

Under the proposal, the Navy would abandon its plans to homeport at least three nuclear aircraft carriers in San Diego and, instead, base them at the shipyard, which the Base Closure and Realignment Commission has recommended be shut down.

According to Bill Gurzi, chairman of Save Our Shipyard, a congressional hearing on the latest round of proposed base closures will take place June 12-13. The federal commission will then make its recommendations later in the month.

The stakes are high. The shipyard annually pumps $750 million into the regional economy.

Designating the shipyard as a carrier base would breathe new life into the military facility. In addition, the proposal makes sense from both the economic and military standpoint:

AT ISSUE:

Should the Navy base three of its aircraft carriers in Long Beach?

■ N[illegible] basin.

June 12th - '95

Tom B. Arena #202
3808 Georgia St.
San Diego, CA 92103

Dear U S Senator Alan J. Dixon;
Mr. Chairman;
Honorable Sir;

It's too bad that WE THE PEOPLE, don't get the chance to address your Base closure Committee. Maybe, if that were the case, the Committee might get another point of view on all these base closures. Having worked for the Federal Government before, I know the Theme song for members of Congress and Government as a whole. That song is, " I DID IT MY WAY ". Regardless of what we the people think or say, you people are going to things YOUR WAY. If I were wrong, many of Our best bases would still be in operation today, such as San Diego's Naval Training Center which was closed and moved to Great Lakes. That's like trying to mount an Elephant's trunk on a Racoon. Not very smart or practical or even cost effective. Great Lakes freezes up in winter time. San Diego NEVER freezes up.

Mr.Chairman, Senator, I'm sure you, as I, and millions of Americans, remember Our Dec.7th, day of Infamy. What happened in Hawaii would never ever have happened had Our fleet stayed in San Diego. As an American, and having been a Teacher, I would hope, seriously hope, that from that day, we have learned Our lesson well. With the world still in turmoil such as it is, One has to wonder if in fact, we have, learned from the past. I can see and understand Our Country's need to reduce Our debt, cut spending, BUT, at what cost to Our Country, the men and Women who serve Our country in Our services, and to all Americans and the free world.

Closing bases, any bases, must be done intelligently so as not to jeopardise freedom, in Our country or in the free world. Let me plead San Diego's cause regarding the closing of bases. I watched your hearing this morning, Listened to all the comments, and I'm still watching as I write, The speakers all have made eloquent speeches and pleas. Let me tell you about San Diego. Our City was discovered by a sailor, Juan Cabrillo. That was in the early days of 1800. Since then, San Diego has been the port visited by ships from around the world. Almost since the begining of Our City, we have been the home port to the U S Navy and the Pacific fleet. Like Long Beach, and other Communities up and down the West Coast, San Diego also has 1st class state of the art high Tech facilities to handle any service and repair job required by Our Navy. We have Nuclear Subs based here, we have exelent berthing for Navy ships and carriers, we have exelent housing for the Navy and their families, Schools, Hospitals,Universities, Sports,(Home of the Chargers,the A F C Champions), we have the world famous San Diego Zoo, Sea World,Wild Animal Park, in short, San Diego has been Navy Town for as long as San Diego, has been San Diego. Our economy is 75% dependant on Our Navy. To loose it, we may as well turn San Diego over to Hollywood as a Ghost Town for making movies. Worst yet will be all the few jobs we have left for Our Citizens. We already have lost 50.000 Defense related jobs, (Gen Dynamics) to Long Beach.

Long Beach, which you may OR, may not know, is a heavy Industrial City. It has a major Oil Industry, the City sits on a major Ocean of Oil under the ground, it has many refineries, It has several major Tourist attractions. In short, it lacks for nothing in the way of employment for it's people. San Diego has only Our Navy. San Diego belongs to Our Navy. We have One million, One hundred Thirty Thousand people here, 3/4th of which are Navy families, and Civilian workers whose income comes from

ROBERT A. SMITH
817 W. 9th STREET
SAN PEDRO, CALIFORNIA 90731-3601
(310) 519-8942

LB
6, 4

June 12th 1995

TO : Chairman Alan J. DIXON
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209
(703) 696-0504

SUBJECT : Closing of Long Beach Naval Shipyard, Long Beach, California.

Dear Chairman Alan J. DIXON:

Just read the Long Beach California Press-Telegram. "GASP!"

In substance, moving the shipyard to San Diego. Cost $268,000.000. (plus the every present over rides). Why? Duplication to build shops for machining, welding, pipefitting and many other repair shops, docks etc. when said facilities are already *SETUP* and dry docks are in place to immediately take in carriers and other navy ships.

Squandering Tax Dollars in San Diego seems to defeat the attempts to balance the budget. Also how may millions of dollars to close Long Beach base and shipyard? The base had made money and turned it to the general fund.

The defense of *our* nation is paramount. We will have another war. Read our and world war histories to date. There are more hot spots all over the globe than the citizens know about.

What a waste building another shipyard two (2) hours away. Don't close it - use it.

Respectfully

Robert A. Smith

ROBERT A. SMITH

P.O. Box 21132
Long Beach, CA
90801

5/31/95

DEC 7, 1941
BOMBS FELL TAKING MANY AMERICAN LIVES!
WAR WAS DECLARED
WE WENT INTO ACTION
PROMPTLY -
DEC 7, 1995
BOMBS FALL
LIVES LOST
WAR - NO !!!
WHY?
NO BASES IN ACTIVE PREPARED READINESS
(COASTAL OR INLAND)
IS THIS SCENARIO POSSIBLE?
ARE THERE STEALTH BOMBER PLANES - YES
" " CRAZY PEOPLE WILLING TO DIE FOR ONE
HOUR OF FAME TO DROP BOMBS ON USA - YES
THEN WHY ARE WE PLAYING RUSSIAN ROULETTE WITH
OURSELVES BY CLOSING BASES?
WE NEED ALL OF THEM.
WE DEFINETLY NEED OUR COASTAL PROTECTION
BASE IN LONG BEACH.
PLEASE DON'T PLAY RUSSIAN ROULETTE WITH
OUR LIVES
KEEP OUR BASE OPEN!

Bernice Robinson

5/31/95

P.O. BOX 21132
LONG BEACH, CA
90801

DEC 7, 1941
BOMBS FELL TAKING MANY AMERICAN LIVES!
WAR WAS DECLARED
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BASE IN LONG BEACH.
PLEASE DON'T PLAY RUSSIAN ROULETTE WITH
OUR LIVES
KEEP OUR BASE OPEN!

Bernyce Robinson

June 13, 1995

Mr chairman Dixon

My name is William Miller I have in Long Beach Ca since 1967 I was stationed at naval station here, I went Viet Nam and came back to live in Long Beach.

We the people of the city of Long Beach don't want the Navy shipyard closed down, we need here for jobs for the people of Long Beach. You guys are doing it all wrong by closing all the Bases down at once. You should close them down little by little so people have jobs

I do not want to see this country get cought with are pants down, and the way we are going we will just because Russia ~~is no longer~~ is no longer Communist we ~~sho~~ shouldn't close down all the bases at once, and that for Long Beach Naval shipyard to do not close it down please

William Miller

Navy employment. Mr. Chairman, SIR, if cutting spending is the main objective of the Committee, does it make any sense to bounce Military people and Families around just to save a buck when it will cost hundreds of thousands of bucks to make that move ? Where's the financial gain ? Where's the fiscal responsability to the Nation ? I'd rather give up a meal every day then to see any base closed. But, I won't hold my breath either because you are going to do it YOUR WAY, so all I can do is hope and pray to GOD that you don't close any more bases here in San Diego. We are in the process of getting Our 3rd Carrier and I would hope that just as GOD has compassion and mercy for us all, all of you fine members of Congress will have a little for us here in San Diego as well. Please don't let us become another Ghost Town. I wish I could come before you to plead Our case, BUT, since your Committee is hearing ONLY from Members of Congress, I would hope, and humbly so, implore of you to give Our beloved San Diego serious consideration in the interest of National Defense.

Warmest Regards & Sincerely

Tom B. Arena

Tom B. Arena

CB
San D. ego
6-18

To: Base Realignment and Closure Commision
From: Terry Cott
Date: 6/15/95
Subj: Long Beach Naval Shipyard

Dear Sirs:

I hope that your commision will listen to the voice of reason and keep the Long Beach Naval Shipyard open. While the Navy continues to explain that our facilities are not necessary, it seems most peculiar that there are plans to duplicate the exact facilitiy in San Diego. A new Drydock?, A weld shop? A machine shop? A shihpfitter shop? A tool issue shop? A pipefitter shop? C'mon, any amount of reasonable logic shows that politics is the bottom line behind the proposed closure of Long Beach. If merit and industrial necessity were in fact the criteria, Long Beach Naval Shipyard would remain open for years to come. Please do not be victimized by the Rhetoric the Navy seems so quick to spew.

You can keep the shipyard open and serve the country by reducing duplicity. Closing the Long Beach Naval Shipyard is not the way to achieve your stated goals.

Sincerely,

Terry Cott
15581 Highcliff St.
Westminster, CA 92683
(714)891-8862

June 13, 1995

The Chairman and Commissioners
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Honorable Chairman and Commissioners:

I am writing to you today to urge you to remove the Long Beach Naval Shipyard from your list of military bases recommended for closure. The Long Beach Naval Shipyard is a well managed facility and is essential to the military readiness of the United States. It should be retained.

There have been many petitions for the preservation of the Long Beach Naval Shipyard based upon its economic value to a region which has been severely impacted by the shrinking defense budget and those arguments are valid and worthy. I would like, however, to address some additional basic factors which illustrate the importance to the whole United States of preserving the Long Beach Naval Shipyard.

The Long Beach Naval Shipyard occupies a unique and irreplaceable physical plant which has been an essential element of the country's military capabilities, deterrence and readiness. If this geographic location is sacrificed to civilian use it will be virtually impossible to recover should future military imperatives require it.

Some military facilities have unique attributes which must be considered above and beyond the numerical auditing processes and other non-specific evaluation methods when making these critical decisions. Shipyards, most other coastal military installations and many military airbases (particularly those near metropolitan areas) are extremely valuable to the government and the military in time of war, threat or national emergency. Once surrendered these unique and valuable facilities would quickly be assimilated into commercial and other non-military purposes and could never be recovered and alternative sites are nonexistent.

It would be nice if we never again would need a large and flexible military capability but history (both of our country and of the world) and rational observations and evaluations of global dynamics indicate that the prudent policy for the United States is to retain strong, flexible and comprehensive military capabilities. Prudence also dictates that we should not put too many of our eggs in too few baskets. Some duplication of assets and capabilities is necessary and good.

The world is still a very dangerous place; in many respects it is far more dangerous and uncertain than it was a few short years ago during the "cold war" with the Soviet Union. We should not jeopardize our ability and flexibility to produce and maintain our naval ships and equipment by sacrificing unique and irreplaceable facilities.

We urge you to retain the Long Beach Naval Shipyard for the security of the United States.

Sincerely,

238 Termino Avenue
Long Beach, CA 90803

(714) 497-2693

3162 Bohn Drive
Laguna Beach
CA. 92651

UB
6-M

Re: California Military Bases

Senator Barbara Boxer has given me your department's address as a reference source for up-to-date information.

I am hoping you can supply me with a map of California showing the present position of all military bases in this state. I have seen such a map during the last year, & would like to possess one.

Thank you.

Mary E.

63
6-13

811 Polynesian Dr.
Long Beach Cal. 90805
June 4, 1995.

Dear Sir,
I am writing to you to ask you not to close the Long Beach Navy Shipyard. It would leave us sitting ducks for Russia or Japan to come over & bombs us. Also, it would put a lot of men out of work.

Yours truly
Edna Mello
811 Polynesian Dr
Long Beach
Tel. 422-5592.

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

CM
6-13

May 22, 1995

Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee Kling, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

Dear Chairman and Commissioners,

Please take another look at the Long Beach Naval Shipyard and let us keep it in Long Beach. It is vital to our economy and to our national security. Our future is in your hands. We are counting on you to represent Long Beach and our country in your decision to SAVE THE LONG BEACH NAVAL SHIPYARD.

Thank you for your hard work on our behalf and the countries behalf!

Sincerely,

Erin

Erin May
61 East 55th Street
Long Beach, California 90805

June 7, 1995

LB
6.13

The Chairman and Commissioners
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Honorable Chairman and Commissioners:

I am writing to you today to urge you to remove the Long Beach Naval Shipyard from your list of military bases recommended for closure. The Long Beach Naval Shipyard is a well managed facility and is essential to the military readiness of the United States. It should be retained.

There have been many petitions for the preservation of the Long Beach Naval Shipyard based upon its economic value to a region which has been severely impacted by the shrinking defense budget and those arguments are valid and worthy. I would like, however, to address some additional basic factors which illustrate the importance to the whole United States of preserving the Long Beach Naval Shipyard.

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Some military facilities have unique attributes which must be considered above and beyond the numerical auditing processes and other non-specific evaluation methods when making these critical decisions. Shipyards, most other coastal military installations and many military airbases (particularly those near metropolitan areas) are extremely valuable to the government and the military in time of war, threat or national emergency. Once surrendered these unique and valuable facilities would quickly be assimilated into commercial and other non-military purposes and could never be recovered and alternative sites are nonexistent.

It would be nice if we never again would need a large and flexible military capability but history (both of our country and of the world) and rational observations and evaluations of global dynamics indicate that the prudent policy for the United States is to retain strong, flexible and comprehensive military capabilities. Prudence also dictates that we should not put too many of our eggs in too few baskets. Some duplication of assets and capabilities is necessary and good.

The world is still a very dangerous place; in many respects it is far more dangerous and uncertain than it was a few short years ago during the "cold war" with the Soviet Union. We should not jeopardize our ability and flexibility to produce and maintain our naval ships and equipment by sacrificing unique and irreplaceable facilities.

We urge you to retain the Long Beach Naval Shipyard for the security of the United States.

Sincerely,

George E. Shaffer
CDR. USNR (RET.)
207 Mira Mar, Ave
Long Beach, CA 90803

June 8, 1995

E B
6-B

President William J. Clinton
The White House
1600 Pennsylvania Avenue N.W.
Washington, DC 20500

Subject: The Defense Base Closure and Realignment Commission
Long Beach Naval Shipyard

Dear President Clinton:

I am writing to you today to urge you to remove the Long Beach Naval Shipyard from the list of military bases recommended for closure. The Long Beach Naval Shipyard is a well managed facility and is essential to the military readiness of the United States. It should be retained.

There have been many petitions for preservation of the Long Beach Shipyard based upon its economic value to a region which has been severely impacted by the shrinking defense budget and those arguments are valid and worthy. I would like, however, to address some additional factors which illustrate the national interest in preserving the Long Beach Naval Shipyard.

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We urge you to retain the Long Beach Naval Shipyard for the security of the United States.

Sincerely,

Margaret A. Temple

3737 - E 2nd Street #301
Long Beach, Ca 90803

hairman & Commissioners

LB
6-13

Please do not close this naval

Shipyard in Long Beach.

1. Long Beach is already in trouble with too little jobs.

2. Long Beach Naval Shipyards are in a very good location.

3. Long Beach already has too many kids on the street do to not have enough jobs and too much time on our hands. We need these jobs from the Shipyards.

4. The naval shipyards have supplied hope and furture for Long Beach witch is so much in need for Long Beach. Please do not close the Shipyards.

Mrs Perez

6/5/95

13603

Michelle Crawford
524 S. Aperlio Ave.
Compton, CA
90220-3419

The Defense Base Closure
And Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

To whom it may concern:

There are so many jobs that the Long Beach Naval Shipyard has to offer to citizens like myself of the Compton and Long Beach Community and other Communities as well. I would like to support the L.B. Naval Shipyard in anyway.

Thank You,
Michelle Crawford

June 3, 1995

LB 6-17

Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner Alton Cornella,

I am a taxpayer who is extremely concerned about the current BRAC95 deliberations and the threat of closing the Long Beach Naval Shipyard.

The decisions to be made by the BRAC95 commission directly impact our nation's security interests. This includes possible closure of additional public shipyards which may eliminate the margin of safety our Navy needs in today's troubled world. Even with military downsizing, our Navy will still have ships in need of regular maintenance and emergency repairs. This will become more critical as the age of the fleet increases due to less new ship construction. Why, would the commission want to close the Navy's most cost-efficient public shipyard?

The Long Beach Naval Shipyard was ranked third in military value of all public shipyards, more important to our national security and defense than Pearl Harbor.
THE NAVY RANKED LONG BEACH ABOVE THE PORTSMOUTH SHIPYARD IN MILITARY VALUE!

The Long Beach Naval Shipyard is in close proximity to the vast majority of the Pacific surface fleet. It is the only repair facility south of Washington state, public or private, capable of drydocking any ship homeported on the West Coast. It is also the only public shipyard with direct access to the sea.

The Long Beach Naval Shipyard was recently commended by the U.S. General Accounting Office for reducing material waste to the lowest level of any public shipyard. It has gained the reputation of being the most innovative public shipyard in the nation in management, cost-cutting, and performance efficiency.

The Long Beach Naval Shipyard operates as an independent business and receives NO government subsidies. Since 1988, it has performed a remarkable $110 Million UNDER BUDGET, becoming the Navy's most competitive bidder against San Diego's private shipyards. Today Long Beach is the Navy's model shipyard and is a necessary benchmark towards assuring fair pricing and controlling costs for the taxpayer.

These other facts should be considered:
1) The Navy is planning to spend upwards of $750 million to build new facilities to homeport three nuclear aircraft carriers in San Diego. Existing facilities at Long Beach can be readily upgraded to homeport these three carriers for less than $25 million. Long Beach already has its ship channel dredged, piers ready, and sufficient family facilities. To waste almost $725 million to duplicate facilities does not make sense.

2) The Navy has only scheduled ships for repair at the Long Beach facilities through June 1996. This gives the appearance that the final decision to close Long Beach has been made prior to the commission hearing all the facts.

3) The Cross Service Study's linear programming model yielded eighteen shipyard closure lists. Criteria included: minimum number of sites, maximum

military value and maximum excess capacity. The eighteen were narrowed to six lists which best fit the actual closure objectives. Pearl Harbor and Portsmouth were on five of the six lists but Long Beach appeared on only one list. Of the final two closure alternative lists presented to you, Pearl Harbor and Portsmouth were on both but Long Beach was on only one. From this, DOD somehow selected Long Beach for closure. The reason given was Long Beach did not perform nuclear work. The fact is that there is an existing over capacity in nuclear shipyards.

It is apparent what has happened: The criteria established for the 1995 base closings have not been fairly applied in the decision to close Long Beach. Why does the Navy want to keep Portsmouth open but rate it below Long Beach in military value? Doesn't it appear that the politics of the New Hampshire presidential primary has entered into the decision process.

Once a shipyard is closed, the expertise of a trained workforce and the unique facilities are lost to our nation forever. The past BRAC commissions have closed two major shipyards. With the three potential 1995 closures, almost 60% of our nation's public shipyards may be closed. Is this really in the best interest of our national security? The realignment of our remaining major public shipyards is a complex process, needs more careful analysis, and should be left for future BRAC commissions. The dust has not settled on the previous shipyard closures. It is unknown whether the estimated cost savings from these closures has been realized.

I know that your task is a difficult one and you will make a careful decision based on the established criteria and pertinent facts presented during the hearings before your commission. The work being done at the Long Beach Naval Shipyard must be done somewhere, either at a public or private shipyard, so no savings would be gained by closing it.

The recent evaluation of Portsmouth seemed to center around economic and job loss factors. The same argument applies to the Long Beach area, perhaps even more, due to the negative effect of past BRAC closings on the Southern California economy which has not recovered. Military value was the prime criteria established for closure of a base. To reiterate: the Navy ranked Long Beach HIGHER in military value than Portsmouth.

The people employed at Long Beach are middle-class, hard working people struggling to support their families. They have given many years of their lives in support of our country's Naval Forces. America has been well served by their dedication and traditional work ethic. Their families deserve fairness above political considerations because closure of Long Beach will forever change their lives and their children's lives

As you know our young men and women in our Armed Services may be soon be committed to harm's way in Bosnia. Let us leave no doubt in their minds that their country supports them by providing the best maintained surface ships in the world. Surface ships which provide them transportation, support from the sea while engaged on the land and take them safely home after their mission is complete. These ships are now reliably and efficiently maintained and repaired at the Long Beach Naval Shipyard. It is in the best interest of the American taxpayers and our national security for the Long Beach Shipyard to remain open.

Thomas McGregor

Thomas McGregor
15 Donegal Road
Peabody, MA 01960

1B6-13

June 6, 1995

Base Closure & Realignment Comm.

I am a taxpayer concerned about the base closure deliberations and the threat to our Long Beach Naval Shipyard.

The Long Beach Naval Shipyard is known as the most efficient in the Navy and for its military and strategic value, including its proximity to the Pacific Fleet, its direct access to the open sea, and its vital contribution to our country's national security.

I also know that the shipyard represents thousands of direct and indirect jobs and that its total economic impact in Southern California is $750 million annually. These figures are in addition to jobs already lost as a results of closures to the Long Beach Naval Station, Naval Hospital, Station Marine Helicopter Base and El Toro Marine Base as well as significant downsizing of the defense industry in So. California.

It does not appear that any savings would be gained by closing the Long Beach Naval Shipyard. I hope that all these factors will be taken into consideration before any decision is made by the appropriate authorities

Regards,

Mary Louise Williams

6271 Knight Ave
Long Beach, CA 90805

LB
G-13

May 18, 1995

Mr. Al Cornella
Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA. 22209

Subject: The closure of the Long Beach Naval Shipyard.

Dear Sir:

I was employed at the Long Beach Naval Shipyard for 25 Years. During that time I not only learned a trade but I found out what our country is all about.

In 1967 I had just returned to the United States from a tour in Viet Nam with the U.S. Air Force. I was married with two children and had limited Marine skills. The Long Beach Naval Shipyard hired me as a limited Marine Machinist. I was assigned to Machinists that were ex Navy Chiefs in World War 2 and the Korean conflict. I not only learn a trade but I learn something far greater that has stayed with me all of my life. It was the caring and compassionate feeling for the Men and Women that sail our ships. I learn that any job that is accomplish on a Navy ship could put a person life on the line if it was not done correctly. The term " its good enough for government work " was never used in the Long Beach Naval Shipyard. Most of the employees have been in the same situation when they were in the service and they realized that any ship that was repaired at LBNSY was a ship that could be counted on to accomplish its mission.

In 1982 I went to work at the Supervisor Of Shipbuilding Long Beach. We were responsible for the repair of U.S.S. Navy Ships in the Private shipyards. The goal of the private shipyards were to make as much money as they can by doing the least amount of work. In the 10 years that I was with Sup Ship Long Beach I must have worked 300 Navy Ships. In every contract I had to assist the private contractor in some way as he did not have the manpower, knowledge, tooling or the desire to the job in accordance with the contract because he knew the Navy would bail him out as they needed the ship back on the line. It should be noted that the Private yards have to sub contract most of their technical job because they do not know how to accomplish the work.

PLEASE reconsider your decision to close the Long Beach Naval Shipyard we need the technical expertise and devotion on the employees to keep our Navy strong.

Raymond L. Park

RAYMOND L. PARK
A PROUD RETIRED LBNSY EMPLOYEE
2858 Dominguez Street
Long Beach, California 90810

all 8 committee members (b6.3) attending
The hearings in Boston where Portsmouth
will Testify seems to be Playing
FAVORITES — They were not all in
attendance at San Francisco for
Long Beach Naval Shipyards Testimony.
ALSO why all The BRASS ??? at Portsmouth

LB
6+3

June 9, 1995

The Defense Base closure and Realignment Commission
Mr. Alan J. Dixon, Chairman
1700 North Moore Street, Suite 1425
Arlington, Va. 22209

Dear Mr. Dixon:

As a concerned citizen and as a city civil servant, I am writing you in regards to the Base Realignment and Closure Commissions recommendation to place the Long Beach Naval Shipyard on their list of base closures. The Long Beach Naval Shipyard is a vital economic asset to the city. The shipyard and the employees provide revenue to the city and surrounding area local businesses.

However, possibly even more important to the benefit of the United States, the Long Beach Naval Shipyard has several assets that other shipyards do not possess. First, it is the only shipyard on the west coast that has direct access to the sea which would be of vital importance in any attack by foreign powers using anything less than a nuclear strike . Secondly, it has one of the largest existing dry docks on the west coast, and once it has been dismantled the cost to rebuild or replace it would be an extreme hardship in these times when the economy is on the verge of faltering and the federal deficit is still rising. Thirdly, there is the huge German crane, other existing equipment and the loyalty and experience of the employees which have proven to be invaluable to the shipyard in its mission to service the fleet, and to the city of Long Beach and the County of Los Angeles.

In closing, I would also like to bring to your attention the exorbitant cost of closing the shipyard and cleaning the site of hazardous materials in order to make it conform to present day standards so the land could be used for future habitation.

Please, re-consider your decision and remove the Long Beach Naval Shipyard from your list of base closures. Thank you for your attention to this matter.

Sincerely,

Donald J. Terrell

LB 6:3

CALIFORNIA STATE UNIVERSITY, LONG BEACH

COLLEGE OF ENGINEERING - 181
OFFICE OF THE DEAN
(310) 985-5121

June 2, 1995

Alan J. Dixon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

I have served as Dean of the College of Engineering at the California State University, Long Beach for the past twelve years, and have worked closely with businesses and industries in our area during this time. I also recently served four years on the Naval Research Advisory Committee (NRAC) and visited most of the naval facilities in the United States and others throughout the world. My duties for the NRAC included chairing the Review Team for the Naval Research Laboratory, chairing the Committee on Integrated Avionics, and serving on numerous other NRAC panels. Thus, I am familiar with U.S. Navy facilities and the important role that the Long Beach Naval Shipyard plays in supporting the defense of the United States.

As I am sure you are aware, the Long Beach Naval Shipyard has the largest drydock on the west coast and is one of the few shipyards anywhere that can work on large deck ships. I understand that, unlike most other shipyards, the Long Beach facility is operating profitably and has the most efficient labor force. Since the Long Beach Naval Shipyard employs a larger percentage of minority workers than the others, closure of this facility would disproportionally lay off underrepresented minorities. I understand that a substantial error was made early on in estimating the closing costs at around $75 million instead of the actual total cost of closing the Shipyard which could exceed $400 million. Also, the Long Beach Naval Shipyard is the closest Naval repair facility to the largest concentration of U.S. Navy ships on the west coast.

Based on these and other considerations, and the fact that the Los Angeles area has suffered the most from defense downsizing, I strongly urge the Defense Base Closure and Realignment Commission to reconsider its recommendation and keep the Long Beach Naval Shipyard in operation. This is very important to the economy of our region and to the national security of the United States.

Thank you for your consideration of this request.

Cordially yours,

Richard Williams, Dean
College of Engineering

1250 Bellflower Boulevard, Long Beach, California 90840-8306

6-7-95

LB613

Sirs:

I am deeply concerned about the fact that the Naval Shipyard at Long Beach, Ca is on a list of facilities being considered for closure.

If this is done, it will be an irreversible decision. There is no other location suitable for such a facility along the California Coast.

The economic impact here will be an awesome thing — but the loss to our whole military forces will be truly sad.

I trust you are looking at each closure carefully. I do not wish to suggest that your actions are ill-considered. I simply want to add my input to your deliberations.

Thank you,

Doris I. Miller

DORIS I MILLER
4753 MAYBANK AVE
LAKEWOOD CA 90712

06/06/95

6-17
LB

The Honorable Allan C. Dixon
Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, Va. 22209

Chairman,

This letter is written in an effort to convince you to vote to keep Long Beach Naval Shipyard open. It is my sincere belief that to close this base would be detrimental to the security of the United States. Some of the rationale to keep Long Beach Naval Shipyard open are listed below:

- No one can convince me that crowding more ships down to San Diego Naval Station will benefit anyone. Traffic and parking there is already atrocious. On the other hand, there is plenty of parking here at Long Beach (not to mention empty piers and idle cranes).

- I just can't see closing a naval shipyard that has 365 warm sunny days a year. That has open access to the sea. That is located, (not in some remote island or geographical area far away from the mainstream of industrial infrastructure), but right in the middle of L.A. Harbor.

- What makes a shipyard a shipyard? A shipyard is a place where ships go to get overhauled by skilled professional men and women. Men and women that, through years of experience obtained by working on ships at a shipyard, perform repairs and shipalts in a timely manner. A ship's repair does not come out of a box, nor can it be ordered from a catalog.

- Everyone around my house would appreciate the end to this base closure cloud that has been hanging overhead for years now. Get it over with, please.

Sincerely yours,

R. A. Earnest
Code 270.21
Long Beach Naval Shipyard
Long Beach, Ca. 90822

LB 6-13

May 18, 1995

Mr. Alan J. Dixon
Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA. 22209

Subject: The closure of the Long Beach Naval Shipyard.

Mister Chairman:

I was employed at the Long Beach Naval Shipyard for 25 Years. During that time I not only learned a trade but I found out what our country is all about.

In 1967 I had just returned to the United States from a tour in Viet Nam with the U.S. Air Force. I was married with two children and had limited Marine skills. The Long Beach Naval Shipyard hired me as a limited Marine Machinist. I was assigned to Machinists that were ex Navy Chiefs in World War 2 and the Korean conflict. I not only learn a trade but I learn something far greater that has stayed with me all of my life. It was the caring and compassionate feeling for the Men and Women that sail our ships. I learn that any job that is accomplish on a Navy ship could put a person life on the line if it was not done correctly. The term " its good enough for government work " was never used in the Long Beach Naval Shipyard. Most of the employees have been in the same situation when they were in the service and they realized that any ship that was repaired at LBNSY was a ship that could be counted on to accomplish its mission.

In 1982 I went to work at the Supervisor Of Shipbuilding Long Beach. We were responsible for the repair of U.S.S. Navy Ships in the Private shipyards. The goal of the private shipyards were to make as much money as they can by doing the least amount of work. In the 10 years that I was with Sup Ship Long Beach I must have worked 300 Navy Ships. In every contract I had to assist the private contractor in some way as he did not have the manpower, knowledge, tooling or the desire to the job in accordance with the contract because he knew the Navy would bail him out as they needed the ship back on the line. It should be noted that the Private yards have to sub contract most of their technical job because they do not know how to accomplish the work.

PLEASE reconsider your decision to close the Long Beach Naval Shipyard we need the technical expertise and devotion on the employees to keep our Navy strong.

RAYMOND L. PARK
A PROUD RETIRED LBNSY EMPLOYEE
2858 Dominguez Street
Long Beach, California 90810

June 9, 1995

Senator Alan Dixon
Chairman of the Dept. of
Defense Base Realignment &
Relocation Commission
1700 North Moore Street
Suite 1425
Arlington, Va 22209

Dear Senator Dixon:

I have lived in the Flushing/Bayside area for over 30 years. My husband is a retired Military officer.

We have enjoyed Fort Totten over the years -- the little store, the chapel and just walking around the area in the summer.

Many of my friends feel the same way. It would be a great injustice to the people of this area to close the Fort. We hope that you will consider our feelings.

Thank you for your time and consideration.

Sicnerely,

Marie R. Blatus

Marie R. Blatus
27-14 166th St.
Flushing, N.Y. 11358

Chris E.Collier
4886 Oregon Avenue
Long Beach, California 90805
(310)428-8368

LB
6.4

May 26, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Chairman and Commissioners:

I am writing to you in hopes that you will reconsider the recommeded closure of the Long Beach Naval Shipyard. There are a lot of reason from different sorts of people. But my main concern is for the security of our country. Closure of Long Beach Naval Shipyard would leave only two major ports for maintinance & repair on the west coast. In the event of a major conflict, if we lost San Diego Naval Shipyard the whole Southwest United States would be open. Of the bases we have, I don't think any should be closed, but that is my opinion. With aerospace failing in our area and the E.P.A. standards being applied all big industry is moving out. With the loss of jobs from such a closure the economy and families of our city would be severly impacted. I AM AGAINST THE PROPOSED CLOSURE.

P. S. I am one of the out of work Aerospace employees that had to find a new career.

CHRIS E. COLLIER

MAJOR GEN. JOSUE ROBLES JR. (RET)

LONG BEACH NAVAL SHIPYARD IS THE NEWEST NAVAL SHIPYARD

30 MAY 1990

The Honorable Allan C. Dixon
Chairman and Commissioners

Long Beach Naval Shipyard has shown a + $ profit for the past few years.

Received Time May. 30. 5:48PM Print Time May. 30. 5:51PM

C15
6.2

35 East Plymouth St. - #4
Long Beach CA 90805-5839
May 27, 1995

The Defense Base Closure and
Realignment Commission
1700 North Moore St. - Suite 1425
Arlington, VA 22209

Gentlemen,

I urge you to make every possible appeal to keep the Long Beach Naval Shipyard open.

It has served efficiently for more than fifty years as an excellent and convenient location from which the Navy can repair any ship in the Navy's fleet.

I think it is very important to our national security, lying as it does on ocean's edge and gateway to Asia.

Yours very truly,

Glenna C. Arntzen

Glenna C. Arntzen

2536 Olive Ave.
Long Beach, Ca. 90806
May 31, 1995 LB
6-2

Chairman + Commissioners,
The Defense Base Closure + Realignment Comm.
1700 N. Moore St. Ste 1425
Arlington, Va 22209

Chairman + Commissioners,

Please reconsider the Closure of the Long Beach Naval Shipyard. It is important to the economy of the City of Long Beach and also to our National Security.

Thank You,
Carlene M. Brown

L B
6.2

225 E. Del Amo Blvd., B-364
Long Beach, CA 90805

May 29, 1995

Mr. Alan J. Dixon, Chairman
The Defense Base Closure
and Relignment Commission
1700 N. Moore St., Ste. 1425
Arlington, VA 22209

Dear Mr. Dixon:

I am writing to request that you take another look at The Long Beach Naval Shipyard closure. The Naval Base shipyard closure will have tremendous repercussions that will affect our city in many ways.

The unemployment will be tremendous. We have enough problems with earthquakes, fires and floods and illegal immigrants, and we don't need any more problems.

Sincerely,

Ellen Berchtold

Ellen Berchtold

3415 Linden Ave #301
Long Beach, CA 90807
May 27, 1995

LB
6-2

Dear Mr. Chairman Allan J. Dixon

I am a retired Navy Personnel, I have lived in the Long Beach area for the last 13 years. I do my grocery shopping at the Naval Commissary Store; and closing the Shipyard would mean that the Navy Exchange and Commissary Store will be closed also.

A lot of older Retired Vets and their wives do most of their shopping at the Naval Base here in Long Beach most of their lives.

PLEASE CONSIDER NOT CLOSING THE SHIPYARD!!

I'm urging you to take another look at the Long Beach Naval Shipyard.

It is very important to our economy, and indeed to our National Security.

Respectfully,
Celestan Nelson

6-1-95 LB

TO CHAIRMAN AND COMMISSIONERS:

I HAVE LIVED IN LONG BEACH FOR MOST OF MY LIFE. DURING THAT TIME I HAVE SEEN THE POSITIVE EFFECT THAT THE LONG BEACH NAVAL SHIPYARD HAS ON THE LOCAL ECONOMY. I URGE YOU TO TAKE ANOTHER LOOK AT THE LONG BEACH NAVAL SHIPYARD. THE DECISION YOU MAKE WILL HAVE A GREAT EFFECT ON MANY PEOPLE LIVES. HOPEFULLY, THE RIGHT DECISION WILL BE MADE FOR THE BENEFIT OF ALL INVOLVED.

SINCERELY,

Owen H. DeVance

HAWK INDUSTRIES, INC.

1245 EAST 23RD STREET
LONG BEACH, CALIFORNIA 90806
PHONE (310) 426-9477
FAX (310) 490-9959

LB

JUN

May 25, 1995.

Attention: Alan J. Dixon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

I would like to see much more in-depth investigation into the reasons for recommending the closure of our Long Beach Naval Shipyard???

As we understand it , the facility is capable of servicing even our largest aircraft carriers.

It is inconceivable to think of doing away with such an existing facility - thereby necessitating massive expenditures to prepare another location. Even in the case of privatizing such a facility - we all know tax payers will be burdened with a major portion of such an endeavor.

Long Beach is at this time even more dependent on its shipyard for employment.

Long Beach is an international city and an ideal location -**LET IT BE!!!**

Thank you for your attention:

Sincerely,

Mary L. Hank
Vera Katzmann Lee

cc Commissioners:
Al Cornella
Rebecca G. Cox
James B. Davis
S. Lee Kling
Benjamin F. Montoya
Josue Robles, Jr.
Wendi L. Steele

Designers and Manufacturers of:
GATORHAWK®
SPINNERHAWK®
SPINMASTER®
HAWKJAW®
KITTYHAWK®

3333 Pacific Pl.
Long Beach, Ca
May 27, '95

06 JUN 1995

Mr Alan Dixon, Chairman
The Defense Base Closure Commission

Dear Mr. Dixon:

Kindly reconsider the possible closer of the Long Beach Naval Shipyard. I am urging you to convey the message to the Commission that the Long Beach Naval Shipyard has been providing needed jobs for many people in Long Beach and is in an excellent location from which the Navy can repair any ship in the Navy's fleet.

Please take another look at this problem. California has had so many environmental casualties: fires, quakes, etc.

Thanking you for your help,

Respectfully yours,
Cathryn Dirksen
Meta Vinz

Ernesto E. Edillor
1780 W. 25th St.
Long Beach, CA 90810

May 18, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore St. Suite 1425
Arlington VA 22209

Dear Mr. Dixon and Commissioners,

It has come to my attention that the Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure.

Please take another look at the Long Beach Naval Shipyard. This shipyard is very important to not only the people of the city of Long Beach, but also to the Navy's fleet and our economy.

I do know that the Long Beach Naval Shipyard provides many jobs to the people in Long Beach, some of which I know personally. It crushes me to see that these people are in danger of losing their jobs.

The Long Beach Naval Shipyard has all of my support.

Sincerely,

Ernesto Edillor
Ernesto E. Edillor

3605 Long Beach Bl. #332
Long Beach, Ca. 90807
June 1, 1995

The Defense Base Closure & Realignment Commission
1700 North Moore St.
Suite 1425
Arlington, Va. 22209

To the Chairmen abd Commissioners:
I'm writing this letter to plead to you not to close down the Long Beach Naval Shipyard. The Long Beach Naval Shipyard is very important to the welfare of the people here in Long Beach Community as well as the people who are employed here. You need to keep the shipyard open at all costs. Long Beach Naval Shipyard has an excellent location both locally and internationally. The Navy can repair their ships here, instead of going back east for repairs.

I do not understand why politics have to play such an important part in the closure of this facility. So many peoples lives will be in jeopardy if you close this shipyard. You never know when the enemy will attack the U.S. and the Long Beach Naval Shipyard will be available for militaRY PURPOSES. As long as there is trouble in the Middle East and Russia there is no reason to shut down a crucial stragetic advantage point and location here in Long Beach, Ca. I'm pleading with you to please please please keep the Long Beach Naval Shipyard open.

Thank you, A concerned taxpayer and registered voter

Annie L. Davis
(213) 426-6916

/31/95

P.O. BOX 21132
L. B. CA 90801

UP

DEC. 7, 1941
BOMBS FELL TAKING MANY AMERICAN LIVES!
WAR WAS DECLARED
WE WENT INTO ACTION
PROMPTLY-
DEC 7, 1995
BOMBS FALL
LIVES LOST
WAR - NO !!!
WHY?
NO BASES IN ACTIVE PREPARED READINESS
(COASTAL OR INLAND)
IS THIS SCENARIO POSSIBLE?
ARE THERE STEALTH BOMBER PLANES - YES
" " CRAZY PEOPLE WILLING TO DIE FOR ONE
HOUR OF FAME TO DROP BOMBS ON USA - YES
THEN WHY ARE WE PLAYING RUSSIAN ROULETTE WITH
OURSELVES BY CLOSING BASES.
WE NEED ALL OF THEM.
WE DEFINETLY NEED OUR COASTAL PROTECTIVE
BASE IN LONG BEACH.
PLEASE DON'T PLAY RUSSIAN ROULETTE WITH
OUR LIVES.
KEEP OUR BASE OPEN!

06 JUN 1995

[illegible] Robinson

BW/IP International, Inc.

Corporate Headquarters

200 Oceangate
Suite 900

Long Beach
California
90802

Telephone
310 435 3700
Fax
310 436 7203

06 JUN 1995

June 2, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Attention: Mr. Alan J. Dixon, Chairman

Dear Mr. Dixon:

I am very much in agreement with consolidation and downsizing of our military establishment to a level which roughly meets the "two war" concept. I am particularly interested in bringing efficiencies to the multiple military supply systems through integration, standardization, and improved computerized inventory control and, I say these things as a former naval officer who has a naval flight officer son presently on active duty.

I am, however, concerned with the closure of the Long Beach Naval Shipyard, not as a local economic issue -- which it is, and not as a special interest for either my company or me, but only with respect to West Coast shipyard capabilities. While I recognize that the fleet is predominantly based in San Diego, adequate support capability is not present there, and Bremerton is a major hardship on surface ship families given deployment schedules, and will cause the Navy to loose more than closure savings.

Long Beach is an excellent facility which should be re-examined for retention and I urge you to do so.

Thank you for your consideration.

Sincerely,

D.G. Taylor
Vice President Human Resources

dgtl

LB

Public Corporation · for the · ARTS

The Long Beach Regional Arts Council

100 West Broadway, Suite 360
Long Beach, California 90802
310.983.3820
FAX 310.983.3814

JUN 1995

May 26, 1995

Mr. Alan J. Dixon
Chairman
Defense Base Realignment & Closure Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

I am writing on behalf of the Public Corporation for the Arts (PCA - Long Beach) and the entire Long Beach arts community to urge you to reconsider the recommended closure of the Long Beach Naval Shipyard.

The people of Long Beach have hosted the Long Beach Naval Shipyard for more than 50 years. It provides much needed jobs to many Long Beach residents and is an excellent location from which the Navy can repair any ship in the Navy's fleet. The Long Beach Naval Shipyard is very important to our national security and to our economy, which has already been devastated by drastic defense cuts and base closures

Thank you for your time and consideration of this urgent request.

Sincerely,

Sandra L. Gibson
Executive Director

/md

cc: W. Tucker, III, Congressman

JUN 1995

Arlene I. Aguilar
125 E, Harcourt St.
Long Beach, CA 90805

May 18, 1995

Chairman Alan J. Dixon
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Arlene Aguilar

Arlene Aguilar

Diana K. Wolstoncroft
6554 Gardenia Ave.
Long Beach, CA 90805

May 18, 1995

Chairman Alan J. Dixon
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Diana K. Wolstoncroft

Diana K. Wolstoncroft

Superintendent-President
Barbara A. Adams

Board of Trustees
Katherine P. Aschieris
William G. Millington
Trudy Polsky
Judith Olmsted Powell
E. Oerrie Schipske

Long Beach City College • Long Beach Community College District
4901 East Carson Street • Long Beach, California 90808

May 30, 1995

Alan J. Dixon
Chairman
The Defense Base Closure and Relignment Commission
1700 North Street, Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

As President of Long Beach City College, representing approximately 25,000 students, 850 full time and part time faculty, and 360 support staff, I urge your commission to retain the Long Beach Naval Shipyard.

The Long Beach Naval Shipyard is a major asset to our national security as well as being a major asset to our local community. The shipyard meets a critical need while also meeting extremely stringent budget standards.

The evidence supporting the continued retention of the Long Beach Naval Shipyard is compelling. First, the Long Beach Naval Shipyard is the most cost efficient public shipyard in America. Second, it is in easy proximity to the navy's largest surface fleet home ported in San Diego. Third, it is the only shipyard, public or private, south of Puget Sound that has the capacity and capability to repair every type of ship in the U. S. Navy.

In short, the Long Beach Naval Shipyard operates at a very high standard of excellence and in a very cost efficient manner. Budgetary, national security, and capability considerations all strongly argue for the retention and ongoing operation of the Long Beach Naval Shipyard. I ask for your reasoned, objective consideration of the issues which I am confident will lead you to support, as I do, the Long Beach Naval Shipyard.

Sincerely,

Barbara Adams

Barbara Adams
Superintendent President

cc: Stephen Horn, U.S. Representative, 38th Congressional District
Beverly O'Neill, Mayor of Long Beach
James Hankla, City Manager, Long Beach
Don Wylie, President of Long Beach Area Chamber of Commerce
William Gurzi, Chairman, Save our Shipyard Committee
Trudy Polsky, President, Long Beach Community College Board of Trustees

Liberal Arts Campus • 4901 East Carson Street • Long Beach, California 90808 (310) 420-4111, Fax: 420-4118
Pacific Coast Campus • 1305 East Pacific Coast Highway • Long Beach, California 90806 (310) 420-4111, Fax: 599-7912

LB
6-1

LONG BEACH CITY COLLEGE
OFFICE OF THE VICE PRESIDENT
PLANNING AND GOVERNMENTAL RELATIONS
4901 E. CARSON STREET / LONG BEACH, CA 90808
310/420-4004 or 310/420-4005
***FAX 310 420-4118**

FAX Cover Sheet

DATE: May 31, 1995

TO: Mr. Alan J. Dixon

FROM: Dr. Stanley E. Francus

FAX: (703) 696-0550

MESSAGE:

THIS COVER SHEET IS THE FIRST OF 2 PAGES
(If the number of pages received does not match number indicated, please call)

SEF:jb

See other side thank you -

WALTER R. TUCKER, III
37TH DISTRICT, CALIFORNIA

COMMITTEES:
TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEES:
SURFACE TRANSPORTATION
COAST GUARD AND MARITIME TRANSPORTATION

SMALL BUSINESS
SUBCOMMITTEE:
TAX AND FINANCE

01 JUN 1995

Congress of the United States
House of Representatives
Washington, DC 20515–0537

419 CANNON BUILDING
WASHINGTON, DC 20515–0537
(202) 225–7924

DISTRICT OFFICE:
145 E. COMPTON BLVD.
COMPTON, CA 90220
(310) 884–9989

SATELLITE OFFICE:
(TUESDAY ONLY, 1-5 P.M.)

1133 RHEA ST., RM. 201
LONG BEACH, CA 90808
(310) 218–9175

May 9, 1995

Mrs. Cherie H. Gean
2885 Daisy Ave
Long Beach, CA 90806-1429
026717

Dear Mrs. Gean:

The people of the City of Long Beach have hosted the Long Beach Naval Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure, which was submitted to the Base Realignment and Closure Commission on March 1, 1995. I am urging you to take a few minutes and write to the Commissioners of the Base Realignment and Closure Commission, urging them to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

Please write to the Chairman and Commissioners at:

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209
(703) 696-0504

Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee Kling, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

Thank you for your support of the Long Beach Naval Shipyard. I will continue fighting for you here in Washington, D.C. and with you in California's 37th Congressional District.

Sincerely,

Walter Tucker III

WALTER R. TUCKER, III
Member of Congress

WRT/llr

Please see other side

5/24/95

LB

11 JUN 1995

Chairman;

We are wondering why you and the commission are closing the Navy Base here in Long Beach where the largest navy ships can be repaired and then spending millions of tax dollars to get another base prepared.

I spent years in the Navy and things went quite well in the 40's & 50's, but now things seem to change in the Clinton Administration.

I've been a taxpayer for over 50 years and I'm very unhappy with the way things are going now.

Sincerely

Roy & Betty Baumgartner

CB

0 1 JUN 1995

Miss Christine A. Ho
3604 Caspian Avenue
Long Beach, CA 90810
May 29, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209
(703) 696-0504

Dear Sir or Madam:

I am a concerned citizen of the City of Long Beach who supports the good causes of the Long Beach Naval Shipyard. This shipyard is vital to our city's economy for it employs our people, and it is also necessary for it ensures our nation's defense. Additionally, the Navy also depends on our shipyard as a center for making any necessary repairs and maintenance on its ships. Please help our fellow citizens by keeping this base open not only as a service to the people here in Long Beach, but also to all Americans, so that we all can continue to enjoy the freedom that our national defense reassures us with.

Sincerely,

Christine A. Ho

Miss Christine A. Ho
Long Beach resident

01 JUN 1995

LB

225 E. Del Amo Blvd., B-364
Long Beach, CA 90805

May 29, 1995

Mr. S. Lee Kling, Commissioner
The Defense Base Closure
and Relignment Commission
1700 N. Moore St., Ste. 1425
Arlington, VA 22209

Dear Mr. Kling:

I am writing to request that you take another look at The Long Beach Naval Shipyard closure. The Naval Base shipyard closure will have tremendous repercussions that will affect our city in many ways.

The unemployment will be tremendous. We have enough problems with earthquakes, fires and floods and illegal immigrants, and we don't need any more problems.

Sincerely,

Ellen Berchtold

Ellen Berchtold

CB

[illegible] JUN 1995

225 E. Del Amo Blvd., B-364
Long Beach, CA 90805

May 29, 1995

Mr. James B. Davis, Commissioner
The Defense Base Closure
and Relignment Commission
1700 N. Moore St., Ste. 1425
Arlington, VA 22209

Dear Mr. Davis:

I am writing to request that you take another look at The Long Beach Naval Shipyard closure. The Naval Base shipyard closure will have tremendous repercussions that will affect our city in many ways.

The unemployment will be tremendous. We have enough problems with earthquakes, fires and floods and illegal immigrants, and we don't need any more problems.

Sincerely,

Ellen Berchtold

Ellen Berchtold

225 E. Del Amo Blvd., B-364
Long Beach, CA 90805

May 29, 1995

Ms. Wendi L. Steele, Commissioner
The Defense Base Closure
and Relignment Commission
1700 N. Moore St., Ste. 1425
Arlington, VA 22209

Dear Ms. Steele:

I am writing to request that you take another look at The Long Beach Naval Shipyard closure. The Naval Base shipyard closure will have tremendous repercussions that will affect our city in many ways.

The unemployment will be tremendous. We have enough problems with earthquakes, fires and floods and illegal immigrants, and we don't need any more problems.

Sincerely,

Ellen Berchtold

Ellen Berchtold

0 1 JUN 1995

CB

Christ Second Baptist Church

REV. MICHAEL J. EALEY
Pastor

1471 Martin L. King Jr. Avenue
Long Beach, California 90813
Church (310) 599-3421
FAX (310) 599-6175

May 25, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Va. 22209

Dear Mr. Dixon and Commissioners:

We, the Pastor, Official Board and members of Christ Second Baptist Church are concerned as residents of the City of Long Beach, regarding the issue of the closure of the Long Beach Naval Shipyard that has provided jobs for over 50 years.

It is crucial to our economy and well being of our community that these jobs are retained at the Long Beach Naval Shipyard.

The Long Beach Naval Shipyard is designed to more than adequately maintain and repair ships. The climate is conducive to its productivity. The record will further indicate that this shipyard has operated in the black; hence, a credit to the navy and the community. There are dedicated administrators and experienced workers of all trades.

We urge you to further examine the importance of maintaining operation at this base. To lose this kind of top notch facility would be devastating to the metropolitan area and surrounding counties.

" The earnest (heartfelt, continued) prayer of a righteous man makes tremendous power available-- dynamic in its working." James 5:16

Thank you for your attention and consideration of this matter.

Sincerely,

Rev. Michael J. Ealey

Rev. Michael J. Ealey,
Pastor

A Church Under the Influence of Jesus
Acts 2:47 Romans 8:14 Ephesians 5:18

01 JUN 1995

LB

May 27, 1995

Mr. Alan J. Dixon, Chairman
Defense Base Closure & Realigment Commission
1700 N. Moore St. Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

Where is the justification for the closing of the Long Beach Naval Shipyard?

Here in Long Beach we have a profitable, efficient operation at an excellent location for the Navy's ships. This cannot be said for shipyards not on your closure list.

As interested taxpayers, we urge your most earnest study of this recommended closure. The Long Beach Shipyard has been a stalwart in our community for many years and an important adjunct to the Navy.

Sincerely,

Freda L. Fox

Freda L. Fox

James M. Fox

James M. Fox

3501 Rose Ave
Long Beach, CA. 90807

LB

01 JUN 1995

2408 Adriatic Avenue
Long Beach CA 90810
May 23, 1995

Alan J. Dixon
Chairman, Defence Base
Closure and Realignment
Commission, 1700 North
Moore Street, Suite 1425
Arlington VA 22209

Dear Chairman Dixon:

This letter is a request to keep Long Beach Naval Shipyard operating. The shipyard provide needed employment for many in our city and surrounding cities. The yard can repair any ship in the fleet. The yard is very important to our economy and our National security.

Thank you,
Ramon V. Magulo Jr.

2408 Adriatic Avenue
Long Beach CA 90810
May 23, 1995

Alan J. Dixon
Chairman, Defence Base
Closure and Realignment
Commission, 1700 North
Moore Street, Suite 1425
Arlington VA 22209

Dear Chairman Dixon:

This letter is a request to keep Long Beach Naval Shipyard operating. The shipyard provide needed employment for many in our city and surrounding cities. The yard can repair any ship in the fleet. The yard is very important to our economy and our national security.

Thank you,

Lorna Magaster

May 17, 1995

Dear Commissioners of the
Base Realignment and
Closure Commission,

I write you to urge
you to take another
look at the Long Beach
Naval Shipyard in
not having it recommended
for closure.

Thank you very
much,

[illegible]

(M5 26

Chairman and Commission's,
To The Defense Base Closure
& Realignment Commission.

Please keep the Long Beach
Naval Shipyard from
being closed.
It means many jobs
and we need this
Naval Shipyard open
Its an excellent location
for repairing our ships
in the navy fleet
They have done a great
job of working &
repairing our Ships
for years.
I pray you will take
this in serious
consideration.

Respectfully
Mrs Helen ~~Helen~~ Norene S Miner

Dear Sir.

Please think it over about shuting down the L.B Ship-yard, I've lived here 25 yrs. and that ship yard has thousands of people who most of them live in L.B. and depend on there living and providing for their families.

Please help.

Mrs. Adele M Hatton
5745 Jay mills ave
Long Beach
Ca 90805

May 20, 1995

Please reconsider closing the Long Beach Naval Shipyard. These facilities are much needed for our National defense. I feel it would save money to leave this facility in tact rather than have to build them elsewhere.

Ramon G. Gossard
2572 E. 218th Place
Long Beach, Ca 90810-1703
(310) 834-9289

May 20, 1995

Please reconsider closing the Long Beach Naval Shipyard. These facilities are much needed for our national defense. I feel it would save money to leave this facility in tact rather than to have to build them elsewhere

Ramon G. Gossard
2572 E. 218th Place
Long Beach, Ca. 90810-1703
(310) 834-9289

May 19-1995

To whom it may Concern
as I am a resident
of Long Beach Ca I ask
you to think long and
hard before you close
our Naval Shipyard
please don't make
our Long Beach economy
any worse than it is

Thank you
Virginia Johnson

AZTEC
SPORTFISHING
CHARTERS

5/19/95

To Whom It May Concern:

It's too bad that the government doesn't have to good sense to try to Run in the black, instead of the red. Closing the Long Beach Naval Station is just another example of financial stupidity and irresponsibility. There is no good reason to shut down a profitable operation like the L.B. Shipyard and keep open money losers. Ever heard the expression "pouring good money after bad", think about it!

Yours Truly
Veronica Up

555 PICO AVE. LONG BEACH, CALIFORNIA 90802 (213) 432-8993

2016 West Carlton St
Long Beach, Ca 90810

Dear Sir Chairman + Commissioners:

I am writing to you as Chairman + Commissioners Long Beach is really upset about your pulling the Long Beach Naval Ship yard up for closure.

Please take a look at what you are doing. I am sure that if you do that you will one day look back on that the daring you made that choice.

Besides it being a bad choice for defense reasons it will affect so many people in so many ways.

Also I would like to know the Real reason it will be done. So often things are done + we never know the real reason behind it.

Respectfully
Noelle C Johansson
2016 W. CANTON ST
Long Beach, Ca 90810

May 18, 1995

Dear Commissioners,

May I urge you to please keep the Long Beach Naval Shipyard open. It is very important to our economy and national security.

Thank You,

Respectfully Yours;

Donald J. Warnock
1531 Cherry Avenue
Long Beach, Ca 90813

commissioners,

Please take the Long Beach Naval
rd off the list of military bases
mended for closure. The Shipyard
ery important part of our economy,
ing much needed jobs for our
s. Our national security partly
s on the ship yard. Your consideration
is significant issue would be appreciated.

Sincerely,
Christie Matalka

KENWOOD

KENWOOD U.S.A. CORPORATION
2201 E. Dominguez St.
Long Beach, CA 90810
Telephone: (310) 639-9000
Mailing Address:
P.O. Box 22745
Long Beach, CA 90801-5745

May 25, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Ste., 1425
Arlington, VA 22209

ATTENTION: Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee King, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

SUBJECT: Long Beach Naval Shipyard Closure

Dear Commissioner Robles:

In a not so simple world it seems as though one who finds pluses would not simply do away with them.

Certainly, we all understand the need to maintain the positive--Long Beach Naval Shipyard is positive. That is a fact.

Please reconsider your decision on closure.

Thank you for your interest.

Sincerely,

KENWOOD USA CORPORATION

Larry T. Childs
Director of Military Sales
Military Sales Group

cc: Walter R. Tucker, III, Member of Congress

KENWOOD

KENWOOD U.S.A. CORPORATION
2201 E. Dominguez St.
Long Beach, CA 90810
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Mailing Address:
P.O. Box 22745
Long Beach, CA 90801-5745

May 25, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Ste., 1425
Arlington, VA 22209

ATTENTION: Alan J. Dixon, Chairman
Al Cornella, Commissioner
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James B. Davis, Commissioner
S. Lee King, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

SUBJECT: Long Beach Naval Shipyard Closure

Dear Commissioner Montoya:

In a not so simple world it seems as though one who finds pluses would not simply do away with them.

Certainly, we all understand the need to maintain the positive--Long Beach Naval Shipyard is positive. That is a fact.

Please reconsider your decision on closure.

Thank you for your interest.

Sincerely,

KENWOOD USA CORPORATION

Larry Childs

Larry T. Childs
Director of Military Sales
Military Sales Group

cc: Walter R. Tucker, III, Member of Congress

KENWOOD

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2201 E. Dominguez St.
Long Beach, CA 90810
Telephone: (310) 639-9000
Mailing Address:
P.O. Box 22745
Long Beach, CA 90801-5745

May 25, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Ste., 1425
Arlington, VA 22209

ATTENTION: Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee King, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

SUBJECT: Long Beach Naval Shipyard Closure

Dear Commissioner Cox:

In a not so simple world it seems as though one who finds pluses would not simply do away with them.

Certainly, we all understand the need to maintain the positive--Long Beach Naval Shipyard is positive. That is a fact.

Please reconsider your decision on closure.

Thank you for your interest.

Sincerely,

KENWOOD USA CORPORATION

Larry T. Childs
Director of Military Sales
Military Sales Group

cc: Walter R. Tucker, III, Member of Congress

KENWOOD

KENWOOD U.S.A. CORPORATION
2201 E. Dominguez St.
Long Beach, CA 90810
Telephone: (310) 639-9000
Mailing Address:
P.O. Box 22745
Long Beach, CA 90801-5745

May 25, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Ste., 1425
Arlington, VA 22209

ATTENTION: Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee King, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

SUBJECT: Long Beach Naval Shipyard Closure

Dear Commissioner King:

In a not so simple world it seems as though one who finds pluses would not simply do away with them.

Certainly, we all understand the need to maintain the positive--Long Beach Naval Shipyard is positive. That is a fact.

Please reconsider your decision on closure.

Thank you for your interest.

Sincerely,

KENWOOD USA CORPORATION

Larry T. Childs
Director of Military Sales
Military Sales Group

cc: Walter R. Tucker, III, Member of Congress

KENWOOD

KENWOOD U.S.A. CORPORATION
2201 E. Dominguez St.
Long Beach, CA 90810
Telephone: (310) 639-9000
Mailing Address:
P.O. Box 22745
Long Beach, CA 90801-5745

May 25, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Ste., 1425
Arlington, VA 22209

ATTENTION: Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee King, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

SUBJECT: Long Beach Naval Shipyard Closure

Dear Commissioner Davis:

In a not so simple world it seems as though one who finds pluses would not simply do away with them.

Certainly, we all understand the need to maintain the positive--Long Beach Naval Shipyard is positive. That is a fact.

Please reconsider your decision on closure.

Thank you for your interest.

Sincerely,

KENWOOD USA CORPORATION

Larry T. Childs
Director of Military Sales
Military Sales Group

cc: Walter R. Tucker, III, Member of Congress

David R. Rubin
1607 Verdugo Blvd.
La Canada, CA 91011

May 23, 1995

The Honorable Alan J. Dixon
Chairman
Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

On the advise of Congressman Carlos Moorhead, my Congressional representative for the 27th District in California, I am writing to you to express my opposition to the closure of the Long Beach Naval Shipyard.

Closure of this shipyard will be a blow to an economy that has already suffered the loss of the Todd Shipyard in San Pedro as well as the closure of the Naval Station. Closure of this yard will also be a severe setback to the fledgling economic recovery of the local area as well as the State of California.

The Long Beach Naval Shipyard is a profitable yard and is still vital for military purposes as well as peaceful ones. Among the reasons is should be kept open are the following examples:

1. The shipyard has been profitable for the several years namely in performing civilian contracts. The shipyard employs almost 3,500 people most of whom are civilian workers. The yard also supports more than 10,000 total direct and indirect jobs including suppliers to the yard and it also contributes $750.0 million to the local economy.

Closing it would throw these people out of work, cause business to suffer needlessly, wreck havoc for the local economy that is just now starting to climb out of a painful recession, and quite possibly cause such a devastating impact on the financial health of the region that even partial recovery might never come.

2. The shipyard, having a dry dock of over 1000 feet, is one of only two such shipyards on the West Coast to feature such a dock with the other yard being in Bremerton, Washington.

As the shipyard has a dry dock of over 1000 feet, it is vital that it be kept open to service among other vessels, the R.M.S. *QUEEN MARY* which is listed on the National Register of Historic Places. As the vessel has been recognized as being culturally significant to the history of the United States by virtue of its having served the U.S. military from 1941 until 1947 as a troop transport, the *QUEEN MARY* will need to be maintained to preserve its cultural and historic significance. As the ship will need to go into dry dock eventually for inspection and any repairs that might be needed, the dry dock in the Long Beach Naval Shipyard will need to be utilized.

If this dry dock is not available, then this would mean taking the ship over 1000 miles to Bremerton for work to be done there and this would be putting the *QUEEN MARY* in jeopardy for the vessel is over sixty years of age and as it has not been to sea in twenty seven years. To subject a vessel of this age which has not seen open water for this long a period of time, would be to take an unnecessary risk should the vessel run into foul weather.

4. The question of military logistics makes the Long Beach Naval Shipyard the perfect yard for getting a ship from the yard to open water quickly and efficiently. With the proximity of the shipyard to open water, a vessel can be in open water within ten to fifteen minutes.

This is compared to Bremerton whereby a ship takes thirteen hours to reach open sea and compared to San Diego where the response time is forty five minutes to one hour. Also, it is my understanding that $780.0 million must be spent to dredge the channel that leads from the San Diego Naval Station and Shipyard to open water.

5. It is also my understanding that the Navy, despite public pronouncements, is desirous of keeping the Long Beach Naval Shipyard open and is looking at another similar sized yard in Connecticut for closure. Furthermore, it is my understanding that this yard could be closed with no significant financial impact to the region whereas closing the Long Beach yard would throw nearly 3,500 people out of work and thus add to the ever spiraling cost of welfare and general unemployment assistance for the country and the region as a whole.

Therefore if looking at all of the factors from both a defense and civilian standpoint, closing the Long Beach Naval Shipyard would not be in the best interests of the Southbay area of Los Angeles and Orange counties, the State of California, or the country as a whole. The Long Beach Naval Shipyard has demonstrated time and time again that it is important to both local and national interests and that it can still continue to play a vital part in

our nation's defense as well as its civilian usage.

In closing, I strongly urge you to think very carefully before contributing to the decision that could have a negative and potentially devastating impact on an entire region. I further urge you and your colleagues on the Commission not to close down this yard and ask that you all seriously ask yourselves if closing the Long Beach Naval Shipyard is going to make any difference in the ever growing deficit of this country or will its continuance help to provide strength and security of a well maintained fleet, as well as the employment for over 13,000 Americans?

I thank you for your time.

Sincerely yours,

David R. Rubin

KENWOOD

KENWOOD U.S.A. CORPORATION
2201 E. Dominguez St.
Long Beach, CA 90810
Telephone: (310) 639-9000
Mailing Address:
P.O. Box 22745
Long Beach, CA 90801-5745

May 25, 1995

LB

G. M

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Ste., 1425
Arlington, VA 22209

ATTENTION: Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee King, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

SUBJECT: Long Beach Naval Shipyard Closure

Dear Chairman Dixon:

In a not so simple world it seems as though one who finds pluses would not simply do away with them.

Certainly, we all understand the need to maintain the positive--Long Beach Naval Shipyard is positive. That is a fact.

Please reconsider your decision on closure.

Thank you for your interest.

Sincerely,

KENWOOD USA CORPORATION

Larry T. Childs
Director of Military Sales
Military Sales Group

cc: Walter R. Tucker, III, Member of Congress

JOHN E. EVANS, JR., D.V.M.
Diplomate, American Board of Veterinary Practitioners

E. GRAIN, JR., D.V.M.
Diplomate, American Board of Veterinary Practitioners
and
ASSOCIATES

ANIMAL MEDICAL CENTER
1040 South Long Beach Boulelvard
Compton, California 90221
(213) 639-1283

EVENING PET CLINIC
6803 Cherry Avenue
Long Beach, California 90805
(213) 422-1223

EAST ARTESIA PET CLINIC
12220 East Artesia Boulelvard
Artesia, California 90701
(213) 402-4166

CB
5-31

Honorable Alan J. Dixon, Chairmann
The Defense Base and Realignment Commission
1700 North Moore St., Suite 1425
Arlington, Va., 22209

5/27/95

Dear Congressman Dixon:

The people of the city of Long Beach and the surrounding communities have hosted the Long Beach Naval Shipyard for more than 50 years. The Long Beach Naval shipyard provides much needed jobs to many of our citizens in the area.

I understand and am symapthetic to the responsibility of your committee and the government in this post-cold war era, but as a small businessman and citizen in this community, I would like to ask you to consider the effects of past down-sizing that the defense industry has already had on the local economy of this area. As you are aware, the economy of this area depended greatly upon the defense industry and related jobs and this area has perhaps suffered more than its share of such closure and down-sizing.

I strongly urge you to reconsider the plan closure of this base.

I also would like to remind you, your committee members, and fellow legislators to consider that the problems we face with our economy and government did not come about over night but rather over past generations; neither can these problems be corrected over night and in a few generations. A rush to fix such problems could have un-told and lasting consequences. As sickness may come about in a short period and the period of recovery takes longer, so are our sick economic and govenmental problems.

Respectfully,

John E. Evans Jr., D.V.M.

5-19-95

LB 53

Mr. Chairman

It's said that in [illegible] Nebraska [illegible] natural [illegible] Just the [illegible] said the [illegible] true. Just as important [illegible] is the general economy and [illegible] cost to our [illegible] the [illegible] permanent tells us [illegible] balance a budget [illegible] Nebraska, right?

We [illegible] to [illegible] may want [illegible] things may [illegible] to [illegible]

OVER

LR
5.30

May 19, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Closure of the Long Beach Naval Shipyard

This letter is written to urge the members of the Defense Base Closure and Realignment Commission not to close the Long Beach Naval Shipyard.

The Long Beach Shipyard has provided employment for many families in Long Beach for over 50 years.

Your consideration of this request is most appreciated.

Sincerely,

Carrie Breazile
1970 North Lutz Kingsane pt 3
Long Beach
Calif 90806

5-25-95

THE DEFENSE BASE CLOSURE AND
REALIGNMENT COMISSION

I AM WRITING TO URGE YOU NOT TO CLOSE THE LONG BEACH NAVAL SHIPYARD. WE ARE IN A TIGHT JOB MARKET HERE AND MORE LAYOFFS WILL CAUSE EVEN MORE SOCIAL PROBLEMS. I KNOW THIS IS NOT A GOOD REASON TO KEEP THE YARD OPEN EVEN THOUGH OUR WORKERS SHOULD GET JOB PRIORITYS OVER THE JAPANESE. I THOUGHT WE BEAT THEM WHEN I WAS IN THE NAVY.

I UNDERSTAND THE LONG BEACH YARD IS THE ONLY ONE THAT SHOWS A PROFIT HOW CAN YOU SAVE MONEY BY CLOSING YOUR ONLY MONEY MAKER. I DO NOT AND NEVER HAVE WORKED AT THE LONG BEACH YARD. I AM RETIRED FROM PRIVATE INDUSTRY AND HAVE NO AXE TO GRIND. I AM CONCERNED ABOUT MY COMMUNITY AND MY COUNTRY PLEASE DON'T CLOSE THE LONG BEACH YARD.

Adolph G Goetz

ADOLPH G GOETZ
262 PLATT ST
LONG BEACH CA.
90805

186 E. 59th St
Long Beach, Ca. 90805

24 May 1995

Mr. Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore St. Suite 1425
Arlington, VA. 22209

LB 5-30

Dear Mr. Dixon

I am writing to you asking for your support in keeping the Long Beach Naval Shipyard from closing.
This shipyard has such an impact on our Nations security by not only its location strategically, but its capability to repair any ship in our Navy's fleet.
Please take consideration to keep the shipyard productive - as it has in the past - and would in the future.

Respectfully yours
Marie-Teresa Sutton
HM1 USNR

L 14
5-30

May 19, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Closure of the Long Beach Naval Shipyard

This letter is written to urge the members of the Defense Base Closure and Realignment Commission not to close the Long Beach Naval Shipyard.

The Long Beach Shipyard has provided employment for many families in Long Beach for over 50 years.

Your consideration of this request is most appreciated.

Sincerely,

Bennie M. Bailey
1961 Martin Luther King Jr ave #4
Long Beach, Ca. 90806-5609

I feel the closure of the Long Beach Naval shipyard would impose a great burden upon the city of Long Beach, reason being it would cause more unemployment to the city and would hurt Long Beach greatly. Please think this matter over for the city, also [redacted] families who depend on employment at the Long Beach Naval shipyard. Thanks

LB 5.30

May 19, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Closure of the Long Beach Naval Shipyard

This letter is written to urge the members of the Defense Base Closure and Realignment Commission not to close the Long Beach Naval Shipyard.

The Long Beach Shipyard has provided employment for many families in Long Beach for over 50 years.

Your consideration of this request is most appreciated.

Sincerely,

Elizabeth J Stukes

LB 5-30

To: Chairman and Commissioners
From: P.A. Bonwell, LB tax-paying citizen
Date: May 23, 1995
Re: Long Beach Naval Shipyard Closure

Dear Gentlemen and Ladies: I find it hard to believe that all of you would consider closeing down the L.B. Naval Shipyard, which will eliminate jobs for all the men and women who reside in Long Beach and hier neihboring cities, as well as the impact that will be fett by all of the resident's and businesses, as well as the infrastructure of the city of Long Beach, only to award millions of dollars so that Orange County can build what Long Beach Navel Shipyard, and it's employee's are already capable doing. It realy doesn't make sense, so how can it possibly make legitimate dollars?

I, not trusting any of you, sincerely beleive in light of the current financial troubles of Orange County, that if the Long Beach Naval Shipyard is closed down, and contracts for building accommedations are awarded to O.C., that all of you axe on the take, and stand to gain a position, and or gratuity.

I sincerely hope the decesion you make will benefit the the employee's, and residents of Long Beach, and the Shipyard.

Respetfully,

P.A. Bonwell

LB 5-20

May 23, 1995

Sir, Mr. Walter Tucker III I thank you for asking my opinion. I do know how hard this move of removing the naval Shipyard has hurt many. Men and women and those who have families will feel this the most. It will take people away from a place they have known for years their jobs.

Closing the naval Shipyard will break up families, take children out of school, away from friends.

It will take their fathers or mothers out of the home. These are people/families that don't have transportation. So moving to San Diego means for some spending a great deal of time away from home.

The naval Shipyard served a terrific purpose. Not only for the Long Beach residence, but for people of different cities. I think this will be a great dis-comfort for thousands. Please prevent the closure. God will help us also. To take away jobs from needed and depended families will be wrong. Sincerely Letter [illegible]

LB
5/20

May 19, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Closure of the Long Beach Naval Shipyard

This letter is written to urge the members of the Defense Base Closure and Realignment Commission not to close the Long Beach Naval Shipyard.

The Long Beach Shipyard has provided employment for many families in Long Beach for over 50 years.

Your consideration of this request is most appreciated.

Sincerely,

Ms. Gertrude Jackson
2661 Magnolia ave
Long Beach
California 90806

May 23, 1995

CB
5:30

Mr. Alan J. Dixon
The Defense Base Closure & Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

I have lived in Long Beach for almost 8 years now, and I have seen the vacancy rate rise, unemployment rise, vagrancy and homelessness increase, and now to even think about closing the Long Beach Naval Shipyard is ridiculous.

Please reconsider your decision and keep the yard open. Long Beach needs the revenue or it will become a ghost town.

Marie Carlucci
2873 Cedar Avenue
Long Beach, CA 90806-1446

May 23, 1995

Mr. Alan J. Dixon
The Defense Base Closure & Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

I have lived in Long Beach for almost 8 years now, and I have seen the vacancy rate rise, unemployment rise, vagrancy and homelessness increase, and now to even think about closing the Long Beach Naval Shipyard is ridiculous.

Please reconsider your decision and keep the yard open. Long Beach needs the revenue or it will become a ghost town.

Fred Bisbey
2873 Cedar Avenue
Long Beach, CA 90806-1446

LB
5.30

May 19, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Closure of the Long Beach Naval Shipyard

This letter is written to urge the members of the Defense Base Closure and Realignment Commission not to close the Long Beach Naval Shipyard.

The Long Beach Shipyard has provided employment for many families in Long Beach for over 50 years.

Your consideration of this request is most appreciated.

Sincerely,

LeRoy A Hickey

May 23, 1995

LB 5130

To Alan J Dixon, Chairman

Dear Mr Dixon;

I can't understand why the Government always picks on Long Beach Naval Shipyard.

I know Long Beach Naval Shipyard is in an excellant location for the Shipyard can repair any ship in the Navy Fleet.

I saw in the paper that Long Beach has an excellant financial record. I would think the Govt would want to keep a money maker.

Please take another look at the Long Beach Naval Shipyard. It is a very important to our economy and indeed to our National Security. Thank you;

Very truly yours

Mrs Dorothy M. Hansen

5-24-95

LB
5.30

To our Chairman + Commissioners:
Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox "
James B. Davis "
S. Lee Kling "
Benjamin F. Montoya "
Jesse (Joe) Robles "
Wendi L. Steele "

Please take another look at our
Long Beach Naval Shipyard
It is so very important to our economy and
indeed to our national security.
I'm a 90 yr old registered Voter and I'm
asking you to Please do not close it down.
We'd appreciate that so very much.

Mrs. Minnie Oller
225 E. Del Amo Bl. #275B
Long Beach, Ca., 90805

Thank you all so very much

May 25, 1995.

EB 5-30

Dear Sir:-

I would like to respond to the closure of the Long Beach Naval Shipyard which has provided our immediate area here in Long Beach and nearby cities with jobs, with security and a military awareness of which will disappear with the closure of this shipyard.

With the number of military base closures here in southern California I feel that this would be a mistake. Please give second thoughts in your decision in the closure of this Long Beach Naval Shipyard

Sincerely,

Hazel A. Egan

5/26/95

LB
5/30

Chairman and Commissioners
The Defense Base Closure Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Gentlemen:

The people of the City of Long Beach and surroundings have hosted the Long Beach Naval Shipyard for more than 50 years. Besides providing much needed jobs, the base is important because it is an excellent location from which the Navy can repair any ship in the fleet.

To lose this location plus the expertise of the people who may be very necessary in the near future might very well be a catastrophe of the highest order. I urge you to remove this important base from the list for recommended closure.

Sincerely,

Norma Taormina

Ms. Norma Jean Taormina
3035 N Gold Star Dr.
Long Beach, CA 90810

AEROPLEX AVIATION

LB
5-30

May 24, 1995

Mr. Alan J. Dixon
Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Dixon,

I am writing to you on behalf of my company and out of concern for the future of Long Beach and our nation. Therefore, I must ask that you reconsider your decision to close the Long Beach Naval Shipyard. The military cutbacks have already devastated the defense industry that is so prevalent in California. It is vital to the local economy and surrounding area that the Naval Shipyard remain in operation, and that much needed jobs remain intact.

While the local economy and jobs are indeed a significant consideration, the overriding issue is our national security. The location and facilities provided by the Long Beach Naval Shipyard make it unequivocally essential to sustaining a shrinking fleet in the face of expanding global threats. Along with the closure comes the loss of all the critical and highly technical skills that are not easily retrieved.

Upon reexamination of the facts it is clear that the Naval Shipyard is an invaluable asset and should have priority with regard to base closures. We simply cannot afford to lose a facility that is pivotal in our national defense structure.

Sincerely,

Daniel C Atamian

Daniel C. Atamian
Ramp Services Supervisor

Aeroplex Aviation at Long Beach Airport
3333 East Spring Street, Long Beach, California 90806
Phone 800/234-3591 or 310/426-5500
Fax 310/426-8236

The Defense Base Closure and Realignment Commission 5-26=95
1700 North Moore Street, Suite 1425
Arlington, VA 22209

LB
5/30

Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee Kling, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

Realignment and Closure Commission:

The Long Beach Naval Ship Yard is on the list for closure and I am appealing to you not to close this facility now or in the future. This ship yard is necessary for the national security of this nation. There are at least 3 dry-docks that are capable of servicing even the largest ships, if needed. The ship yard is also cost effective and a very vital part of the national security.

The proven record of service by the Long Beach Naval Ship Yard should speak for itself. But, in its' behalf, I am writing this letter to your commission, asking that the facility be kept open to continue its' valuable service that is very much needed. Also California has had enough problems with Defense Contract closure. The economy is very poor, slower than the rest of the nation to recover from the recession.

Respectfully

Mrs D E Rontchler

2119 Daisy Ave.
Long Beach, CA 90806=4108

The Defense Base Closure and Realignment Commission 5-26=95
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee Kling, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

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Respectfully

David E. Rentchler

2119 Daisy Ave.
Long Beach, CA 90806=4108

SCAN
HEALTH PLAN

May 25, 1995

Alan J. Dixon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, CA 22209

Dear Chairman Dixon:

I understand that the Defense Base Closure and Realignment Commission is deliberating about the possible closure of the Long Beach Naval Shipyard (LBNSY). As a taxpayer and resident of the City of Long Beach, I am writing to urge the Commission to recommend against closing LBNSY.

I am aware of the fine work accomplished at LBNSY and its service and importance to the National Defense. LBNSY is one of the most efficient shipyards in the nation; it has been consistently rated high in military and strategic value. It is an excellent location from which the Navy can repair any ship in its fleet. Moreover, its proximity to the Pacific Fleet and its direct access to the open sea make it a vital asset for the country's national security.

The people of the City of Long Beach have hosted LBNSY for more than 50 years. It provides an important service to the local community and surrounding area for dependents and retired military families. Its exchange, commissary and other services are utilized by service members of all armed services, their families and retired military within the Los Angeles and Orange County areas of Southern California. LBNSY provides these services that allow all service members to receive the benefits of family assistance when servicing this nation. These services are self-funding and are not a financial burden for taxpayers.

I also know that LBNSY represents thousands of direct and indirect jobs and that its total economic impact in Southern California is $750 million annually. Southern California has one of the highest unemployment rates in the country, and that rate has increased due to the recent closings of Long Beach Naval Station, Naval Hospital, and Tustin El Toro Marine Base.

LBNSY is the last active facility in the area. If it is closes, where will the service members of Southern California, their dependents, disabled veterans and military retirees go to receive the benefits they have been promised by this nation?

Sincerely,

Sam L. Ervin
President and CEO

521 E. Fourth Street, Long Beach, CA 90802
(310) 435-0380 • Fax (310) 491-0020

CHERYL R. AVIROM
ATTORNEY AT LAW
A PROFESSIONAL CORPORATION
440 REDONDO AVENUE, SUITE 202
LONG BEACH, CALIFORNIA 90814
(310) 434-8464 FAX (310) 434-1225

LB
5-30

May 23, 1995

Mr. Alan J. Dixon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Re: Long Beach Naval Shipyard

Dear Mr. Dixon:

The Long Beach Naval Shipyard is a profit-making center for the government - one of the few such shipyards, if not the only one. It provides needed jobs in an area already hard hit by the closing of the Navy bases in Long Beach and Seal Beach, and the thousands of lost jobs from aerospace closures, petroleum company closures and downsizing those companies. The "trickle down" theory works in earnest with these lost jobs, resulting in further closures of shops, businesses and restaurants which depended upon those dismissed employees as their customers. I speak from personal experience as I have seen a reduction in my client base and have seen my clients' businesses go under for lack of customers due to layoffs and shut downs.

It does not make any kind of sense to close a successful enterprise, especially when it will have such a massive detrimental effect on an already burdened local economy.

Please keep the Long Beach Naval Shipyard alive. Thank you for your courtesy and co-operation in this matter.

Very truly yours,

Cheryl R. Avirom

Cheryl R. Avirom

CRA:cs

cc: Dianne Feinstein, Barbara Boxer

base.ltr

LB

3421 Baltic Avenue
Long Beach, CA. 90810

May 24, 1995

Alan J. Dizon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

S i r :

We, the resident of the City of Long Beach, were disheartened and depressed upon learning that the Long Beach Naval Shipyard is on list of military basis recommended for closure submitted to the Base Realignment and Closure Commission on March 1, 1995.

The Naval Shipyard of Long Beach provides much needed jobs to the thousand of people in this City of Long Beach and other places as well. It is an excellent location from which the Navy can repair any ship in the Navy's fleet.

We are urging you to take another look at the Long Beach Naval Shipyard, and pleading for your kind benevolent not to approve the closure of this Naval Shipyard. It is very important to our economy and indeed to our national security.

Very sincerely,

JAMES S. ALANGUI

Lucena Q. Alangui
LUCENA Q. ALANGUI

May 20th, 1995

Please reconsider closing the Long Beach Naval Shipyard. These facilities are much needed for our national defense. I feel it would save money to leave this facility in tact rather than to have to build them elsewhere.

Ramon G. Gossard
2572 E. 218th Place
Long Beach, Ca. 90810-1
(310) 834-9289

(Jackie Stumage) Long Beach 124

5/22/95

To whom it may concern
Re: Naval shipyard closure.
With all the homelessness going on and plans for folks to get kicked off the county who are in actual need, I cant see why anyone with power can consider closing the naval shipyard, think of all the mommys and daddys who'll have to let there kids down when they wonder why we have to move in with grandma or how come I cant have seconds on dinner or why do we have to sleep in the car. With things going the way they are everybodys forced to quit with no jobs to goto and no help from the state because this world has become a place where the rich get richer and the poor stay poor and nobody cares [illegible] have a place [illegible] our tax money [illegible] doesn't [illegible] would happen if [illegible] we really need to come toyther before it's to [illegible]

Long Beach 5/27

Allison F. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

May

Long Beach 5/27

BARBARA B. CRABTREE
5101 EL CEDRAL ST.
LONG BEACH, CA 90815

Cor
De
17
A

5-23-95

Dear Chairman Dixon,
To tear down a usable building and then Turn around and build a new one has never made much sense to me. Much like closing a profit making shipyard at great expense. Dont do it to Long Beach!
Sincerely,
Barbara B. Crabtree

ipyard for more
d jobs to many of
Navy can repair any
monitory profit.

ard on the list of military
at the Long Beach Naval
national security.

Long Beach 5/27

THE BELMONT

A RACQUETBALL AND ATHLETIC CLUB

May 23, 1995

Wendi L. Steele, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Ms. Steele:

Please take another look at your recommendation to close the Long Beach Naval Shipyard. This shipyard is very important to our national security, providing an excellent location for repair of our Navy's ships. It also provides many necessary jobs for our people in Long Beach, thus being vital to our local economy as well.

Thank you for your consideration of this request to re-examine your recommendation.

Sincerely yours,

John Doyle

John Doyle
Owner

4918 EAST SECOND STREET, LONG BEACH, CALIFORNIA 90803, TELEPHONE 310 438-1176

Long Beach
$26

May 23, 1995

Mr. Al Cornella
The Defense Base Closure & Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Commissioner Cornella:

I have lived in Long Beach for almost 8 years now, and I have seen the vacancy rate rise, unemployment rise, vagrancy and homelessness increase, and now to even think about closing the Long Beach Naval Shipyard is ridiculous.

Please reconsider your decision and keep the yard open. Long Beach needs the revenue or it will become a ghost town.

Marie Carlucci
2873 Cedar Avenue
Long Beach, CA 90806-1446

May 23, 1995

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The Defense Base Closure & Realignment Commission
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Suite 1425
Arlington, VA 22209

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Fred Bisbey
2873 Cedar Avenue
Long Beach, CA 90806-1446

May 23, 1995

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The Defense Base Closure & Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

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Marie Carlucci
2873 Cedar Avenue
Long Beach, CA 90806-1446

May 22, 1995

Edna G. Jepsen
2008 Baltic Ave.
Long Beach, Ca. 90810

Defense Base Closure & Realignment Commission
Commissioner Wendi L. Steele
1700 North Moore Street, Suite 1425
Arlington, Va. 22209

Dear Commissioner Steele,

Long Beach Naval Shipyard has been a productive, cost effective shipyard on the west coast for many years. It also provides the best location for ships on the west coast to be repaired. The Long Beach Naval Shipyard also provides jobs for a great deal of people living in the Long Beach area. Closure of the shipyard at this time would cause an economic strain on the community.

I hope your decision will be one to keep the shipyard open so the economy of this area can continue to move upward instead of in reverse.

Sincerely,

Edna G Jepsen

May 23, 1995

Mr. Joe Robles, Jr.
The Defense Base Closure & Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Commissioner Robles:

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Fred Bisbey
2873 Cedar Avenue
Long Beach, CA 90806-1446

WALTER R. TUCKER, III
37TH DISTRICT, CALIFORNIA

COMMITTEES:
TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEES:
SURFACE TRANSPORTATION
COAST GUARD AND MARITIME TRANSPORTATION

SMALL BUSINESS
SUBCOMMITTEE:
TAX AND FINANCE

Congress of the United States
House of Representatives
Washington, DC 20515–0537

419 CANNON BUILDING
WASHINGTON, DC 20515–0537
(202) 225–7924

DISTRICT OFFICE:
145 E. COMPTON BLVD.
COMPTON, CA 90220
(310) 884–9989

SATELLITE OFFICE:
(TUESDAY ONLY, 1–5 P.M.)

1133 RHEA ST., RM. 201
LONG BEACH, CA 90808
(310) 218–9175

May 11, 1995

Mrs. Julia N. Wyatt
2741 E Jefferson St
Long Beach, CA 90810-1523
033877

Dear Mrs. Wyatt:

The people of the City of Long Beach have hosted the Long Beach Naval Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure, which was submitted to the Base Realignment and Closure Commission on March 1, 1995. I am urging you to take a few minutes and write to the Commissioners of the Base Realignment and Closure Commission, urging them to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

Please write to the Chairman and Commissioners at:

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209
(703) 696-0504

Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee Kling, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

I am much in favor of the Long Beach shipyard remaining open. It is important that the Long Beach shipyard would provide much needed jobs & is important to our economy & national security.
Mrs Julia N. Wyatt
2741 E Jefferson St
Long Beach 90810-1523

Thank you for your support of the Long Beach Naval Shipyard. I will continue fighting for you here in Washington, D.C. and with you in California's 37th Congressional District.

Sincerely,

Walter Tucker III

WALTER R. TUCKER, III
Member of Congress

WRT/llr

Long Beach, Ca.
May 20, 1995

Allen J. Dixon,
Chairman

Dear Sir,

In regards to the Long Beach Naval Shipyards, I think it should be kept open.

It is important for the Children now and in the future.

Sincerely,

Clara M. Foster
225 E. Del Amo #264-B
Long Beach, Ca. 90805

May 23, 1995

S. Lee King
The Defense Base Closure & Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Commisisoner King:

I have lived in Long Beach for almost 8 years now, and I have seen the vacancy rate rise, unemployment rise, vagrancy and homelessness increase, and now to even think about closing the Long Beach Naval Shipyard is ridiculous.

Please reconsider your decision and keep the yard open. Long Beach needs the revenue or it will become a ghost town.

Marie Carlucci
2873 Cedar Avenue
Long Beach, CA 90806-1446

May 23, 1995

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Suite 1425
Arlington, VA 22209

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Fred Bisbey
2873 Cedar Avenue
Long Beach, CA 90806-1446

May 22, 1995

Edna G. Jepsen
2008 Baltic Ave.
Long Beach, Ca. 90810

Defense Base Closure & Realignment Commission
Commissioner Al Cornella
1700 North Moore Street, Suite 1425
Arlington, Va. 22209

Dear Commissioner Cornella,

Long Beach Naval Shipyard has been a productive, cost effective shipyard on the west coast for many years. It also provides the best location for ships on the west coast to be repaired. The Long Beach Naval Shipyard also provides jobs for a great deal of people living in the Long Beach area. Closure of the shipyard at this time would cause an economic strain on the community.

I hope your decision will be one to keep the shipyard open so the economy of this area can continue to move upward instead of in reverse.

Sincerely,

Edna G. Jepsen

Long Beach 5/27

May 22, 1995

Roger G. Jepsen
2008 Baltic Ave.
Long Beach, Ca. 90810

Defense Base Closure & Realignment Commission
Commissioner Al Conella
1700 North Moore Street, Suite 1425
Arlington, Va. 22209

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Sincerely,

Roger G. Jepsen

Roger G. Jepsen

Long Beach 5/27

THE BELMONT

A RACQUETBALL AND ATHLETIC CLUB

May 23, 1995

Alan J. Dixon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

Please take another look at your recommendation to close the Long Beach Naval Shipyard. This shipyard is vital to our national security and provides an excellent location for repair of our Navy's ships. It also provides necessary jobs for our people in Long Beach and is vital to our local economy.

Thank you for your consideration of this request to re-examine your recommendation.

Sincerely yours,

John Doyle

John Doyle
Owner

4918 EAST SECOND STREET, LONG BEACH, CALIFORNIA 90803, TELEPHONE 310 438-1176

TO. The defense Base Closure and Realignment Commission...

I think we should ~~come~~ keep the Long Beach Naval Shipyard opened. Bluetz for the government you are taking all the jobs away from Long Beach. We have a lot of crime here the only way to keep the crime down is to give the people jobs.

from Lauren Walker

Long Beach

Long Beach 5/27

4.26

Mr. Benjamin F. Montoya, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Benjamin F. Montoya,

I am a concerned resident of Long Beach, California. I respectfully request that you keep our Long Beach Naval Shipyard open. I fear that the closure would not only jeopardize our national security, which is highly important to me and my family, but also the impact it will have on the jobs and people in the Long Beach area. This may not be very important to you but to someone living in this community it is very important. I feel that the closure of the Naval Shipyard would impact a blow that Long Beach may never recover from. I am urging you to please take another look at this situation. I feel it is very important to our economy and indeed to our national security.

Thank you for you time and consideration in this matter. It is greatly appreciated.

Sincerely,

Cindy Ann Stanfield

Cindy Ann Stanfield

Kathryn D. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

Thursday, May 18, 1995

Commissioner Wendi L. Steele
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Steele:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Kathryn D. Allen

John C. Allen
2721 East 218 TH. Place
Long Beach, CA 90810
Thursday, May 18, 1995

Commissioner S. Lee Kling
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Kling:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

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I thank you for your time and consideration.

Sincerely,

John C Allen

John C. Allen

John C. Allen
2721 East 218 TH. Place
Long Beach, CA 90810
Thursday, May 18, 1995

Chairman Alan J. Dixon
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

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I thank you for your time and consideration.

Sincerely,

John C. Allen

120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: James B. Davis
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner James B. Davis,

The people of the city of Long Beach and the remaining 3,100 employees of the Long Beach Naval Shipyard have been repeatedly hammered over and over again by so many institutions that has wanted the Naval Shipyard closed.
Once again the future of the Long Beach Naval Shipyard lies in your hands. Will you please take another look at the Long Beach Naval Shipyard. Can you weigh the importance to our economy and to our national security?
For more than fifty years the people of the city of Long Beach have hosted the Long Beach Shipyard. It provides much needed jobs to many of our people in Long Beach and other neighboring cities. Most of all, it is an excellent location from which the Navy can repair any ship in the Navy fleet. Please harden not your hearts, protect our jobs, protect our community, and keep the Naval Shipyard open.

Thank You,

Guillermo Guintivano

WALTER R. TUCKER, III
37TH DISTRICT, CALIFORNIA

COMMITTEES:
PUBLIC WORKS AND TRANSPORTATION
COMMITTEE ON SMALL BUSINESS

419 CANNON BUILDING
WASHINGTON, DC 20515–0537
(202) 225–7924

DISTRICT OFFICE:
145 E. COMPTON BLVD.
COMPTON, CA 90220
(310) 884–9989

SATELLITE OFFICE:
(TUESDAY ONLY, 1–5 P.M.)

1133 RHEA ST., RM. 201
LONG BEACH, CA 90808
(310) 218–9175

Congress of the United States
House of Representatives
Washington, DC 20515–0537

May 10, 1995

Walter Tucker is doing his best to convince the Navy will have had 4 operations on his right eye 1 on the left eye & thinks they should use put to work it will help the op rate & save.
Thanks for your letter
Excuse the writing

Mrs. Viola V. Rivituso
225 E Del Amo Blvd Apt 269
Long Beach, CA 90805-6850
025587

Dear Mrs. Rivituso:

The people of the City of Long Beach have hosted the Long Beach Naval Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure, which was submitted to the Base Realignment and Closure Commission on March 1, 1995. I am urging you to take a few minutes and write to the Commissioners of the Base Realignment and Closure Commission, urging them to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

Please write to the Chairman and Commissioners at:

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209
(703) 696-0504

Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee Kling, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

Thank you for your support of the Long Beach Naval Shipyard. I will continue fighting for you here in Washington, D.C. and with you in California's 37th Congressional District.

Sincerely,

Walter Tucker III

WALTER R. TUCKER, III
Member of Congress

WRT/llr

Kathryn D. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

Thursday, May 18, 1995

Commissioner Benjamin F. Montoya
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Montoya:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Kathryn D. Allen

Dear Lee King,

Please consider carefully the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this for over fifty years. It is an excellent location and best prepared to continue this important service to our Navy.

Sincerely,

Mable Ashley

MAY 22,1995

DEAR CHAIRMAN: ALAN J.DIXON,

I AM A CONCERN CITZEN OF LONG BEACH CALIF, I STRONGLY URGE YOU TO TAKE A NOTHER LOOK AT THE LONG BEACH NAVY SHIPYARD OF THE BASE REALIGNMENT AND CLOSURE THAT ARE ON THE HIT LIST.

IT IS VERY IMPORTANT TO OUR ECONOMY AND INDEED TO OUR NATIONAL SECURITY, BECAUSE OF YOUR SINCERE INTEREST IN YOUR FELLOW AMERICANS. I WOULD LIKE TO EXPRESS SOME COMMENTS SHARED BY BOTH MYSELF AND FELLOW AMERICANS REGARDING ON HOW MANY JOBS CALIF, HAS LOST ALSO THE LONG BEACH NAVY SHIPYARD ON THE CLOSURE LIST, WILL MEANS MORE LOST JOBS FOR CALIF, HAS LOST SO MANY JOBS AND SO MANY JOBS ARE MOVING OUT OF CALIF, THERE WILL BE LESS TAXES COM_ ING INTO CALIFORNIA, TO HELP THE ECONOMY, THERE WILL BE MORE CRIME AND MORE KILLINGS FOR THERE WILL BE NO JOBS,

I SINCERLY WISH TO THANK YOU FOR TAKING YOUR MOST VALUABLE TIME TO READ THIS LETTER AND I WANT TO THANK YOU ALSO FOR CARING THAT THE LONG BEACH NAVY SHIPYARD BE SPARED.

SINCERLY YOUR
CC
Mr + Mrs Leo Metoyer
MR & MRS LEO METOYER

Cheri K. Lemons
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

Commissioner Benjamin F. Montoya
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Montoya:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Cheri K. Lemons

MAY 22,1995

DEAR COMMISSIONER: REBECCA G..COX

I AM A CONCERN CITZEN. OF LONG BEAC CALIFORNIA I STRONGLY URGE YOU TO TAKE ANOTHER LOOK AT THE LONG BEACH NAVAL SHIPYARD OF THE BASE REALIGNMENT AND CLOSURE THAT ARE ON THE HIT LIST..

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I SINCERELY WISH TO THANK YOU FOR TAKING YOUR MOST VALUABLE TIME TO READ THIS LETTER AND I WANT TO THANK YOU ALSO FOR CARING THAT THE LONG BEACH NAVY SHIPYARD BE SPARED.

SINCERELY YOUR

Mr & Mrs Leo Metoyer

MR & MRS LEO METOYER

Allison F. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

Commissioner Al Cornella
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Cornella:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Allison F. Allen

John C. Allen
2721 East 218 TH. Place
Long Beach, CA 90810
Thursday, May 18, 1995

Commissioner Wendi L. Steele
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Steele:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

John C. Allen

Kathryn D. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

Thursday, May 18, 1995

Commissioner Josue (Joe) Robles Jr.
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Robles:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Kathryn D. Allen

Cheri K. Lemons
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

Commissioner Rebecca G. Cox
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Cox:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

Cheri K. Lemons

John C. Allen
2721 East 218 TH. Place
Long Beach, CA 90810
Thursday, May 18, 1995

Commissioner James B. Davis
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Davis:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure. I urge you to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

I thank you for your time and consideration.

Sincerely,

John C. Allen

May 19, 1995

The Denfense Base Closure & Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Alan J. Dixion, Chairman
Al Cornella, Commissioner,
Rebecca G. Cox,
James B. Davis,
S. Lee Kling,
Benjamin F. Montoya,
Josue (Joe) Robles, Jr.,
Wendi L. Steele:

The people of the City of Long Beach have hosted the Long Beach Naval Shipyard for more than 50 years. The Long Beach Navy Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy' fleet.

Understand the Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure.

Will you please take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

Remember when the Navy was taken away from Long Beach in 1970's. It was very bad for our city and for jobs, etc.

Please take thought on this very important matter.

My Father served 30 Years in the Navy for the United States. Served his country well throught several Wars,Chief Petty Officer, Radio Telephone Operator , Communications radio Man,1 class, started June 20, 1921 to 1952.

Appreciate if you will take concerdation of this very important matter, that effect many important lives, and also a great town.

Thank You,

Leighvon

Leighvon (Place) Garst
1847 W. Lincoln Street
Long Beach, Ca. 90810-2130

John C. Allen
2721 East 218 TH. Place
Long Beach, CA 90810
Thursday, May 18, 1995

Commissioner Josue (Joe) Robles Jr.
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Robles:

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I thank you for your time and consideration.

Sincerely,

John C. Allen

120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: Al Cornella
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner Al Cornella,

The people of the city of Long Beach and the remaining 3,100 employees of the Long Beach Naval Shipyard have been repeatedly hammered over and over again by so many institutions that has wanted the Naval Shipyard closed.
Once again the future of the Long Beach Naval Shipyard lies in your hands. Will you please take another look at the Long Beach Naval Shipyard. Can you weigh the importance to our economy and to our national security?
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Thank You,

Guillermo Guintivano

120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: Rebecca G. Cox
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner Rebecca G. Cox,

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120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: Wendi L. Steele
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner Wendi L. Steele,

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Guillermo Guintivano

Cheri K. Lemons
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

Commissioner Josue (Joe) Robles Jr.
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

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Sincerely,

Cheri K. Lemons

Cheri K. Lemons
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

Commissioner James B. Davis
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

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I thank you for your time and consideration.

Sincerely,

Cheri K. Lemons

May 21, 1995

Alan J. Dixon, Chairman,
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Gentlepersons:

I wrote you recently about the threatened closure of the Long Beach Naval Shipyard. I wish to add a few remarks to my letter, and I hope that you and the other Commissioners will be paying attention to the attitude of the citizens of Long Beach who decry the closure of their Shipyard.

Calling attention to the following, it is apparent that the loss of the only profit-making shipyard in this area would not only not result in "loss of 1.9 billion in 20 years", but instead would result in a loss of a profit. There is no way a shipyard making a profit could result in a loss.

There is also the problem of the large drydock. However, in other closures, there has been great expense in trying to furnish similar services at other locations. What do you expect will happen if the only Shipyard which can repair even the largest Naval vessels is closed and no other shipyard can repair these vessels? The expense of furnishing new equipment and services alone to other shipyards, if any, at present, is enormous and would clearly outweigh any "savings" from closing Long Beach.

The Long Beach Naval Shipyard provides repair not only for small to moderate vessels but also the largest naval vessels that may need repair.

Please vote in your Commission against closing this valuable facility.

Sincerely,

Edith L. James

Edith L. James
3065 Gold Star Drive, #285
Long Beach, CA 90810-2743

ALAN J. DIXON May 22, 1995

CHAIRMAN DEFENSE BASE CLOSURE AND REALINGMENT COMMISSION

Sir, and All members of the Commision:

Having lived and worked in the Los Angeles/Long Beach Harbor area for some forty years, the plans to close the Long Beach Naval Shipyard leaves many question and very few logical answers.

A] A facility that has operated in the black for some years.
b] Drydock capacity available to service the largest vessels.
c] Electric power [provided by So CA Edision) capable to restart necular ships systems
D] If as the Navy says the facility is larger than needed, The surplus area could be held in reserve. The Navy is not paying rent on the land.
E] I know of the time when two fully loaded ships collided in the harbor, Both ships were fully loaded, one had to be drydocked, none of the commercial factilities could perform the job. Drydock one was used, The labor was supplied by one of the other shipyard in the Harbor.
F] The apparent desire of the Navy to establish major facilites in San Diego, in my way of thinking is not in the best interest of the Navy, the taxpayers, and our defense establishment. Why? San Diego Harbor can be effectivly be blocked, one sunken ship can completely close access to the ocean. At the present time no facility in this area has the needed drydock or all of the needed facilites, these would have to be built a considerable expense to the Amercan taxpayer.

A recent article in the Long Beach Press Telegram, was very revealing, It stated that the Navy has some ships homeported in Japan and the scheduled work on them is performed by a Japanese repair facility. In fact the labor cost is being paid by the Japanese Government, I can appreciate the Navy's reluctance to change this procedure, look at the dollars this save, This is not way we should be doing business,

Over the years American shipping has almost disappeared from the seas, in fact within the last several months American President Line has transfered several ships to forgien registry. Now our Navy is starting the same thing with ship maintance.

The old addage "BUY AMERICAN" is going down the tubes it is time we reverse the trend.

KEEP THE LONG BEACH NAVAL SHIPYARD,

Bring the ships back home for maintance and updating.

Sincerly,

Albert E. Ott

CA. YACHT MARINA BERTH 202 BOX 55, WILMINGTON CA 90744

120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: Joe Robles, jr.
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner Joe Robles, jr.,

The people of the city of Long Beach and the remaining 3,100 employees of the Long Beach Naval Shipyard have been repeatedly hammered over and over again by so many institutions that has wanted the Naval Shipyard closed.
Once again the future of the Long Beach Naval Shipyard lies in your hands. Will you please take another look at the Long Beach Naval Shipyard. Can you weigh the importance to our economy and to our national security?
For more than fifty years the people of the city of Long Beach have hosted the Long Beach Shipyard. It provides much needed jobs to many of our people in Long Beach and other neighboring cities. Most of all, it is an excellent location from which the Navy can repair any ship in the Navy fleet. Please harden not your hearts, protect our jobs, protect our community, and keep the Naval Shipyard open.

Thank You,

Guillermo Guintivano

Mr. Al Cornella, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Al Cornella,

I am a concerned resident of Long Beach, California. I respectfully request that you keep our Long Beach Naval Shipyard open. I fear that the closure would not only jeopardize our national security, which is highly important to me and my family, but also the impact it will have on the jobs and people in the Long Beach area. This may not be very important to you but to someone living in this community it is very important. I feel that the closure of the Naval Shipyard would impact a blow that Long Beach may never recover from. I am urging you to please take another look at this situation. I feel it is very important to our economy and indeed to our national security.

Thank you for you time and consideration in this matter. It is greatly appreciated.

Sincerely,

Cindy Ann Stanfield

Cindy Ann Stanfield

Mr. S. Lee Kling, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. S. Lee Kling,

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Thank you for you time and consideration in this matter. It is greatly appreciated.

Sincerely,

Cindy Ann Stanfield

Cindy Ann Stanfield

The Defense Base Closure
And Realignment Commission

5/20/95

Dear Sirs, & Ladies

I have been a resident of Long Beach for over 20 years. My Son & Daughter benifited from working thru the Summer job programs at the Naval Shipyard. Many of my friends And Childrens friends are employed at the Shipyard. Many business in Long Beach Benifit from our Naval Shipyard if they close a lot of people employed by the Shipyard will be out of jobs Many Business will close in our neighborhoods. Please reconsider the closing of our beloved Shipyard.

Thank you Mildred Allen

Mr. Josue (Joe) Robles, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Josue (Joe) Robles,

I am a concerned resident of Long Beach, California. I respectfully request that you keep our Long Beach Naval Shipyard open. I fear that the closure would not only jeopardize our national security, which is highly important to me and my family, but also the impact it will have on the jobs and people in the Long Beach area. This may not be very important to you but to someone living in this community it is very important. I feel that the closure of the Naval Shipyard would impact a blow that Long Beach may never recover from. I am urging you to please take another look at this situation. I feel it is very important to our economy and indeed to our national security.

Thank you for you time and consideration in this matter. It is greatly appreciated.

Sincerely,

Cindy Ann Stanfield

Cindy Ann Stanfield

Ms. Wendy L. Steele, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Ms. Wendy L. Steele,

I am a concerned resident of Long Beach, California. I respectfully request that you keep our Long Beach Naval Shipyard open. I fear that the closure would not only jeopardize our national security, which is highly important to me and my family, but also the impact it will have on the jobs and people in the Long Beach area. This may not be very important to you but to someone living in this community it is very important. I feel that the closure of the Naval Shipyard would impact a blow that Long Beach may never recover from. I am urging you to please take another look at this situation. I feel it is very important to our economy and indeed to our national security.

Thank you for you time and consideration in this matter. It is greatly appreciated.

Sincerely,

Cindy Ann Stanfield

Cindy Ann Stanfield

1.

5-22-1995

Dear Congress of The
United States House of
Representatives Washington
D.C. 20515.-0537:
yes President Clinton
please save the Long
Beach Naval Shipyards
It is very important to
our economy and indeed
to our National Security
To save our Jobs and
economy as Long Beach
will lose a lot of employe
and money.

Thank you

Sincerely.

Mr. and Mrs. William
Pearson 223 Ellis
Street Long Beach
Calif 90

TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEES:
SURFACE TRANSPORTATION
COAST GUARD AND MARITIME TRANSPORTATION

SMALL BUSINESS
SUBCOMMITTEE:
TAX AND FINANCE

Congress of the United States
House of Representatives
Washington, DC 20515–0537

(310) 884–9989

SATELLITE OFFICE:
(TUESDAY ONLY, 1–5 P.M.)

1133 RHEA ST., RM. 201
LONG BEACH, CA 90808
(310) 218–9175

May 10, 1995

Mr. William H. Pearson
223 E Ellis St
Long Beach, CA 90805-4638
131770

Dear Mr. Pearson:

The people of the City of Long Beach have hosted the Long Beach Naval Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet.

The Secretary of Defense has placed the Long Beach Naval Shipyard on the list of military bases recommended for closure, which was submitted to the Base Realignment and Closure Commission on March 1, 1995. I am urging you to take a few minutes and write to the Commissioners of the Base Realignment and Closure Commission, urging them to take another look at the Long Beach Naval Shipyard. It is very important to our economy and indeed to our national security.

Please write to the Chairman and Commissioners at:

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209
(703) 696-0504

Alan J. Dixon, Chairman
Al Cornella, Commissioner
Rebecca G. Cox, Commissioner
James B. Davis, Commissioner
S. Lee Kling, Commissioner
Benjamin F. Montoya, Commissioner
Josue (Joe) Robles, Jr., Commissioner
Wendi L. Steele, Commissioner

Thank you for your support of the Long Beach Naval Shipyard. I will continue fighting for you here in Washington, D.C. and with you in California's 37th Congressional District.

Sincerely,

Walter Tucker III

WALTER R. TUCKER, III
Member of Congress

WRT/llr

Hope we save the jobs and Pay Pray that to found that Congress. does it

May 19, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Closure of the Long Beach Naval Shipyard

This letter is written to urge the members of the Defense Base Closure and Realignment Commission not to close the Long Beach Naval Shipyard.

The Long Beach Shipyard has provided employment for many families in Long Beach for over 50 years.

Your consideration of this request is most appreciated.

Sincerely,

Kershenal D. Townsend
1957 Lime Avenue
Long Beach, CA. 90806
(310) 599-5584

Long Beach 5/25

John C. Allen
2721 East 218 TH. Place
Long Beach, CA 90810
Thursday, May 18, 1995

Commissioner Rebecca G. Cox
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Cox:

The people of the City of Long Beach have hosted the Long Beach Shipyard for more than 50 years. The Long Beach Naval Shipyard provides much needed jobs to many of our people in Long Beach and an excellent location from which the Navy can repair any ship in the Navy's fleet. And it is one of the only bases that shows a monitory profit.

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I thank you for your time and consideration.

Sincerely,

John C. Allen

John C. Allen

Kathryn D. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

Thursday, May 18, 1995

Commissioner James B. Davis
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

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Sincerely,

Kathryn D. Allen

Allison F. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

Chairman Alan J. Dixon
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

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Sincerely,

Allison F. Allen

Allison F. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

Commissioner Josue (Joe) Robles Jr.
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

Dear Commissioner Robles:

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Sincerely,

Allison F. Allen

Cheri K. Lemons
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

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Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

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Cheri K. Lemons

Allison F. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

May 18, 1995

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1700 North Moore Street Suite 1425
Arlington, VA 22209

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WALTER R. TUCKER, III
37TH DISTRICT, CALIFORNIA

COMMITTEES:
TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEES:
SURFACE TRANSPORTATION
COAST GUARD AND MARITIME TRANSPORTATION

SMALL BUSINESS
SUBCOMMITTEE:
TAX AND FINANCE

Congress of the United States
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Washington, DC 20515–0537

419 CANNON BUILDING
WASHINGTON, DC 20515–0537
(202) 225–7924

DISTRICT OFFICE:
145 E. COMPTON BLVD.
COMPTON, CA 90220
(310) 884–9989

SATELLITE OFFICE:
(TUESDAY ONLY, 1–5 P.M.)

1133 RHEA ST., RM. 201
LONG BEACH, CA 90808
(310) 218–9175

May 10, 1995

Mr. Antonio Mendoza
2667 E Van Buren St.
Long Beach, CA 90810-1342
260583

Dear Mr. Mendoza:

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Member of Congress

WRT/llr

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Long Beach, CA 90810

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Long Beach, CA 90810

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Cheri K. Lemons

Kathryn D. Allen
2721 East 218 TH. Place
Long Beach, CA 90810

Thursday, May 18, 1995

Commissioner Al Carnella
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, VA 22209

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Kathryn D. Allen

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2721 East 218 TH. Place
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Sincerely,

Kathryn D. Allen

BP OIL

BP Oil Supply Company
One World Trade Center, Suite 2450
Long Beach, California 90831-2450
(310) 491-4950
Fax: (310) 491-4900
Telex: 62923944
TWX: 910-321-2896

May 22, 1995

Ms. Wendi L. Steele, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Ms. Steele:

I am writing to urge you and the commission to please review the decision to close the Long Beach Naval Shipyard. The Long Beach Naval Shipyard has provided many jobs to the people of Long Beach, and this has helped to foster the Long Beach we see today.

It has also become a landmark of sorts, lending itself to the history and ambiance of its surroundings.

As a resident who lives and works in Long Beach, I implore you to reconsider the decision to close the shipyard.

Sincerely,

Cathy L. Williams

Cathy L. Williams
BP Oil Company

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Allison F. Allen
2721 East 218 TH. Place
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Sincerely,

Allison F. Allen

To whom it may Concern,

My name is Peter J. Martin I am a retired Navy Chief. I am concerned because the Secretary of Defense is planning to close the Long Beach Naval Shipyard. If this was to happen. Then I and many other retirees in the Long Beach area would lose our very important commissary and Exchange. this would put a burden on us to ~~fo~~ find other bases to stop at. Also the distances involved. Also Long Beach would lose a great amount of ~~ren~~ income. California has been hurt enough so why add to the problems already existing. Also the Navy Ship Yard is vitual to our Defense. I have seen what has happened when the Ship yard was closed once in 1976. Then had to be re-opened. Which ~~closed~~ costed the Government twice. So please reconsider leaving the Ship yard open.

Thank you

Peter J. Martin

BP OIL

BP Oil Supply Company
One World Trade Center, Suite 2450
Long Beach, California 90831-2450
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May 22, 1995

Mr. Benjamin F. Montoya, Commissioner
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1700 North Moore Street, Suite 1425
Arlington, VA 22209

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BP Oil Company

SINCE 1959

CORPORATE OFFICE:
1390 E. Burnett St., Suite. B
Long Beach, CA 90806-3599

TELEPHONE:
800 / 924-6445 in CA
310 / 426-6445
310 / 426-4556 FAX

May 22, 1995

Mr. Alan J. Dixon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

RE: LONG BEACH NAVAL SHIPYARD - LONG BEACH, CALIFORNIA

Dear Mr. Dixon:

Please take another look at the Long Beach Naval Shipyard.

Being a member of the Long Beach Port Ambassadors and also in business in Long Beach, I have always admired the good job that the Naval Shipyard has done.

San Diego is a beautiful harbor, but as you very well know you could lose access to your whole fleet if one ship sunk at the small entrance to the ocean at Point Loma.

With the super dry dock that we have in Long Beach we can handle large ships.

The Naval Shipyard has been a very important part of our economy for over 50 years. If the shipyard was closed it would put many people out of work, as well as put companies out of business.

Sincerely,

BOB HILL'S, INC., dba/
BOB HILL HYDRAULIC CRANE RENTALS

Bob H. Hill
President

BHH:mv

SINCE 1959

CORPORATE OFFICE:
1390 E. Burnett St., Suite. B
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BOB HILL HYDRAULIC CRANE RENTALS

Bob H. Hill
President

BHH:mv

Document Separator

Ms. Georgie B. Vaughan
3200 E. South
Long Beach, CA 90805

May 22, 1995

The Defense Base Closure and Relignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Alan J. Dixon, Chairman:

I am urging you and your Commioners to take another look at NOT closing the Long Beach Shipyard for a following reasons. (To verify my reasons, I have enclosed an article published by the Press-Telegram May 21st, title:"How to beat Navy at its own game".)

I am quoting some of these section.

1. "Long Beach is the only shipyard showing a profit for the Navy.

2. Long Beach estimates that the shipyard accounts for $757 million annually in the local economy plus 3,100 direct jobs at the Terminal Island complex and an additional 7,000 jobs that rely on the facility.

3. Long Beach has provided data to the Commission showing that, in fact, the kind of large ships in the Navy's future inventory cannot be serviced unless Long Beach remains open."

I feel that firing workers is bad economic for our community and especial workers near retirement.

I hope you can at least for ten years for those workers near retirement or keep the shipyard open.

Sincerelt,

Georgie B. Vaughan

Ms. Georgie B. Vaughan

GOOD MORNING

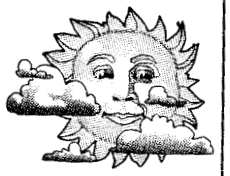
► May 21, 1995

TODAY'S WEATHER

Partly cloudy
Coast: high **67** / low **58**
Inland: high **76** / low **55**

Air quality
Coast: **good**
Inland: **good**

DETAILS **F3**

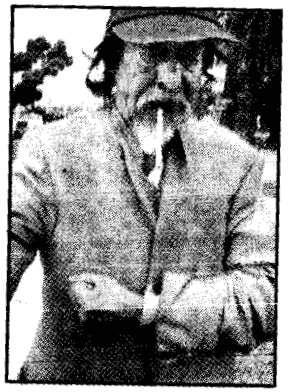


Mothers prove there's power in numbers

► LIFESTYLE **J1**

Giving the homeless a hand up

► INSIGHT **D1**



CIF GIRLS TRACK

Poly girls win 4th consecutive CIF track title

► SPORTS **B1**

SUNDAY Press-Teleg

SERVING THE SOUTHLAND

A blueprint to save the Yard

Conn. base shows how to do it

By James R. Carroll
From Our National Bureau

GROTON, Conn. – The histories of submarines and Groton have been intertwined for 200 years.

The first submarine, the Turtle, was built here during the American Revolution. There was a thriving sub-building business here by the second half of the 19th century.

Today, on the shores of the Thames River near Long Island Sound, General Dynamics Corp.'s Electric Boat Division is constructing a new Seawolf, the next in a long line of submarines that have slipped down the ways here.

Up the river's wooded shores a few miles, the black hulk of the USS Nautilus sits at anchor, swamped daily by tourists. The Navy's first nuclear sub, and the first sub to only decommissioned nuclear boat afloat.

And next door to the Nautilus, boats of the world's most powerful underwater navy glide in and out of the piers of the 550-acre New London Naval Submarine Base.

Groton is submarines.

So imagine the shock when in March 1993, the Navy proposed pulling up stakes and moving the sub base and its 19 boats to other ports.

"It came out of the clear blue," recalled William Moore, president of the Chamber of Commerce of Southeastern Connecticut.

percent of the communities facing base closures have failed to do since the military began shutting down facilities in 1988: it won.

As the Long Beach Naval Shipyard faces its moment of truth next month before the independent Defense Base Closure and Realignment Commission, Groton's battle to save its sub base is a textbook example of how to beat the Navy at its own game.

Long Beach advocates have not studied Groton's story closely, but believe they

CONTINUED FROM A1

YARD: How to beat Navy at its own

CONTINUED FROM A1

have similar keys to victory.

"The cases are parallel not because we studied Groton," said Larry Taub, Long Beach's Washington lobbyist on the shipyard, "but because (we both followed) the right strategy, which is: before you can develop a case to save yourself, you have to look at why the Navy is saying you're so horrible. Once you see the flaws in that, you can begin to build your defense."

Taub has firsthand knowledge of the Groton base. A former submariner, he once was homeported here.

To be sure, a shipyard and a sub base have decidedly different functions, but there are numerous parallels between the threat now facing the Long Beach yard and the situation that confronted Groton two years ago:

• **In the Navy's proposals to** close both Groton and Long Beach, the service argued that its shrinking fleet made the facilities unnecessary and that other options would be cheaper.

In Groton's case, the Navy contended that there were too many piers for the number of subs it had. (Although the sub base is in Groton, it is named, confusingly, after New London, a larger city across the Thames.)

In Long Beach's case, the Navy says there is excess repair and maintenance capacity in its ship-

when in fact it already had 19 and had a total capacity for 31.

The Navy, Groton showed, also underestimated the costs of moving functions and facilities to other bases.

Long Beach has compiled data that advocates say illustrate major Navy mistakes.

For example, the Navy estimates that closing Long Beach would save $1.9 billion over 20 years.

SOS Chairman Bill Gurzi said the savings estimate makes no sense because Long Beach is the only shipyard showing a profit for the Navy.

"How can they save $1.9 billion over 20 years from a facility that is costing them nothing to operate?" he asked. "If a facility is producing money, there's no way to justify savings from its closure."

Equally key, said Taub, are the Navy's assumptions about fleet size and the need for Long Beach's huge dry dock.

The Navy contends that the dry dock is not needed. But Taub said Long Beach has provided data to the commission showing that, in fact, the kinds of large ships in the Navy's future inventory cannot be serviced unless Long Beach remains open.

• **Groton showed the com-** mission that in order to accommodate the subs moved from Connecticut, the Navy had to spend a lot of money on new facilities elsewhere.

the sub base, Groton's advocates were in constant communication with the base-closing commission's staff, the people who interpret for the panel members the mass of information that pours in during the weeks before the final hit list is voted on.

"The poor commissioners have so much flashed in front of them," Oefinger said. "The real battle is at the staff level. You've got to get to the staff."

Long Beach is doing just that.

Taub is in constant conversation with the commission staff, sometimes two to three times a day.

"You don't just submit your document in writing from 3,000 miles away and expect the words to leap off the page," Gurzi said. "It's very helpful to have people in Washington to go over these points letter by letter with the (commission) staff."

Although the Groton sub base accounted for about a quarter of the region's $4 billion annual economy – as well as 1,100 civilian jobs and 4,000 military jobs – the economic arguments probably had the least impact on the commission, Moore and Oefinger said.

• Long Beach estimates that the shipyard accounts for $757 million annually in the local economy, plus 3,100 direct jobs at the Terminal Island complex and an additional 7,000 jobs that rely on the facility.

Under the federal base-closing law, the only way the commission can reject recommended closings from the military is to find that there were significant deviations from the criteria to be used for picking targets.

And that's just what the commission did in Groton's case.

On June 25, 1993, the panel unanimously agreed that the Navy failed to properly account for the availability and condition of facilities at bases that would receive the Groton subs, did not fully document cost and manpower required for the sub base's closing and misstated the savings.

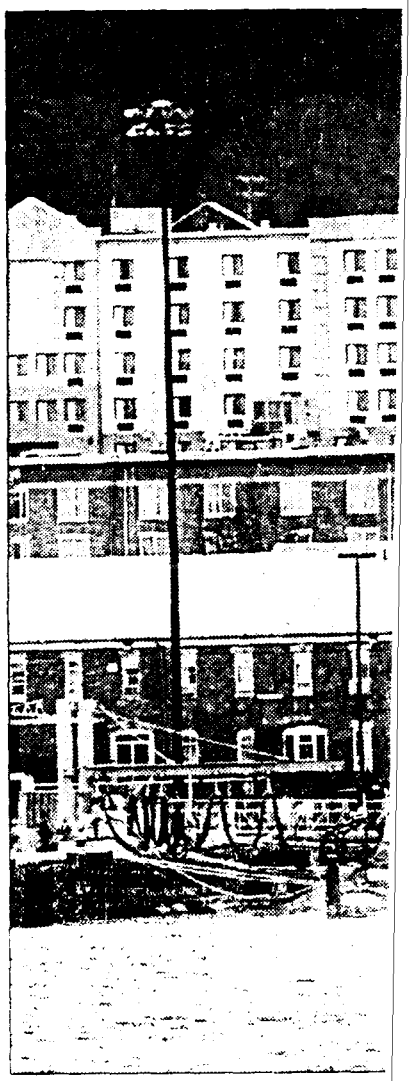
The commission vote to keep Groton was 7-0.

That same day, the panel had a tougher, closer vote.

The commission earlier had added the Long Beach Naval Shipyard to the Pentagon's list as a possible candidate for closure. But the panel finally decided, on a 4-3 vote, to keep the Long Beach Naval Shipyard open, amid warnings by some members that the facility surely would get another look in 1995.

The warning proved accurate. This year, the Navy and the Pentagon have proposed closing the Long Beach yard.

But the military didn't opt to refight another battle. It left Groton alone.



A partial view of the 550-ac Base at Groton, Conn., from a

maintenance capacity in its shipyards it needs to get rid of.

• **Early on, the perception in** Groton was that the Navy had made a predetermined decision to jettison the base, regardless of what its analysis concluded.

Groton's advocates ultimately showed that, in fact, this was true. The Navy ran computer analyses that specifically excluded Groton in any sub-basing scenarios. That was in violation of the congressionally established guidelines for base closings.

Long Beach, led by the Save Our Shipyard (SOS) Committee, believes it is proving a similar Navy prejudice. Rep. Stephen Horn, R-Long Beach, laid out evidence to the commission that the Navy decided before it conducted any analysis that the Long Beach yard should go, then came up with data to back its predetermined conclusion.

The value of numbers

• **Numbers are the currency** of the base-closure process, and Groton found major errors in the Navy's figures.

"There were a lot of people involved very early on in 1993 whose attitude was, 'If (closing New London) really makes sense from an Atlantic defense standpoint, who are we to fight it?' " recalled Mark Oefinger, manager of planning and development services for the town of Groton. "Then we started looking at the numbers, and the numbers truly didn't make any sense at all."

For example, the Navy understated the capacity of the sub base, saying it could hold only 17 boats, lot of money on new facilities elsewhere.

Long Beach is attacking the Navy on similar grounds. Shipyard supporters have charged that the service is trying to move ahead with the construction of new shoreside facilities at its megabase in San Diego that will duplicate facilities already in Long Beach.

'A critical eye'

• **In Groton, a coalition of** elected officials, local business leaders and committed community volunteers was buttressed with the expertise of retired naval officers who didn't like what their former bosses were trying to do.

The retired officers, Moore said, "bring a critical eye to the process. They know how the Navy works. What types of things to go after. What you have to look for."

He headed the Sub Base Realignment Coalition that hired a retired admiral as its Washington lobbyist and included among its local talent a former sub base commander and a defense contractor that won an Academy Award for providing the authentic sounds in the film "The Hunt for Red October."

Long Beach has a coalition similar to Groton's, and at the commission's April 28 hearing in San Francisco, the shipyard's supporters brought out their big gun: retired Adm. Peter Heckman, who commanded all the Navy's shipyards through 1991.

Heckman told the panel that without Long Beach and its large dry dock, the Navy would be in a bind trying to repair its aircraft carriers and other large vessels.

Throughout their fight to keep

additional 7,000 jobs that rely on Groton alone.

Base at Groton, Conn.

Dear Mr. Robles,

Please consider carefully the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this for over fifty years. It is an excellent location and best prepared to continue this important service to the Navy.

Sincerely
Maale Ashley

Dear Ms Cox,

Please consider the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this facility for over fifty years. It is the best location and best prepared to continue this important service to the Navy.

Sincerely
Mable Ashley

Dear Ms Steele,

Please consider carefully the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this for over fifty years. It is an excellent location and best prepared to continue this important service to the Navy.

Sincerely,
Mable Ashley

Dear Mr. Davis,

Please consider carefully the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this for over fifty years. It is an excellent location and best prepared to continue this important service to our Navy.

Sincerely,
Mable Ashley

Dear Mr. Montoya,

Please consider carefully the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this for over fifty years. It is an excellent location and best prepared to continue this important service to our Navy.

Sincerely,
Mable Ashley

Dear Mr. Dixon,

Please consider carefully the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this for over fifty years. It is an excellent location and best prepared to continue this important service to our Navy.

Sincerely
Mable D. Ashley

MRS. EDMUND G. ANDERSON
5200 IRVINE BLVD. #473
IRVINE, CA 92720

MCAS
EL TORO

April 24. 1995

The 1995 Base Realignment and
Closing Commission
1700 No Moore St
Suite 1425
Arlington Va. 22209

Gentlemen:

Enclosed is a copy of a recent article in the Los Angeles Times. It echos my thoughts so closely I thought I'd send it to you.

I have been an active supporter of El Toro Marine Air Station for years. I now live under the "touch and go" pattern and I still support them and hope they can stay.

With the world so unsettled we need El Toro Please do all you can to save the base.

Sincerely,

Mary Jane P. Anderson

Defense Base Closure & Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

To the Commissioners,

If the United States, can afford to pay Japan to take care of our naval ships.

They can Damn well afford to keep the Long Beach Naval Ship yards open & keep our own people working.

I think we have the right to ask that the commission keep the yards open

Sincerely
Mr & Mrs J. W. Webster

Dear Mr Cornella,

Please consider carefully the question of closing the Long Beach Naval Shipyard. Long Beach has hosted this for over fifty years. It is an excellent location and best prepared to continue this important service to our Navy.

Sincerely,
Mable Ashley

Dear chairman + commissions,

I urge you to not close the Long Beach naval shipyard as it would be such a hard ship on so many people. Please hear my plea.

Sincerely
Julia E Wilcoxson
3333 Pacific Pl. Apt 236
Long Beach, Ca
90806-1251

Document Separator

5-19-95

To The Chairman And Commissioners:
I am writing you this letter in behalf of the closure of the Long Beach naval shipyard. Please dont close this shipyard! Do you know how many people in Long Beach dont have jobs already? or do you care? If you close this shipyard you are going to have more peoples out of work and you haven't begin to see what can happen when more peoples get out of work. I hope you have been watching the news lately. Crime is running wild, the land is already polluted with murder because the people dont have jobs, they are robbing and killing the old and the young, because if they dont have it, they are going to take it from the people who do have it. The people who will lose there jobs if you close the shipyard some of them will lose there home, their children will go without food and clothing, and we have enough people on GR and AFDC now. Think about it, if you think that you are safe be careful, because if crime have not reach your neighborhood yet. Look out

May 19, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Closure of the Long Beach Naval Shipyard

This letter is written to urge the members of the Defense Base Closure and Realignment Commission not to close the Long Beach Naval Shipyard.

The Long Beach Shipyard has provided employment for many families in Long Beach for over 50 years.

Your consideration of this request is most appreciated.

Sincerely,

[illegible]
[illegible]
Long Beach, CA 90806

May 19, 1995

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1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

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Your consideration of this request is most appreciated.

Sincerely,

Lou Marchman
1957 Lime ave
Long Beach, CA 90806-5515
310 599-5586

May 19, 1995

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1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

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Your consideration of this request is most appreciated.

Sincerely,

Louise Surry
1911 Lewis Ave
Long Beach Ca. 90806
Phone (310) 591-7144

120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: Alan J. Dixon
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Chairman Alan J. Dixon,

The people of the city of Long Beach and the remaining 3,100 employees of the Long Beach Naval Shipyard have been repeatedly hammered over and over again by so many institutions that has wanted the Naval Shipyard closed.
Once again the future of the Long Beach Naval Shipyard lies in your hands. Will you please take another look at the Long Beach Naval Shipyard. Can you weigh the importance to our economy and to our national security?
For more than fifty years the people of the city of Long Beach have hosted the Long Beach Shipyard. It provides much needed jobs to many of our people in Long Beach and other neighboring cities. Most of all, it is an excellent location from which the Navy can repair any ship in the Navy fleet. Please harden not your hearts, protect our jobs, protect our community, and keep the Naval Shipyard open.

Thank You,

Guillermo Guintivano

May 22, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209
(703) 696-0504

Dear Chairman & Commissioners:

This is Dora Durazo 1923 Pine Ave #4 Long Beach, CA 90806.

I hear that you Commissioners are urging to close our Long Beach Naval Shipyard.

Why? What is the Navy going to do when you close the Long Beach Naval Shipyard and they have to repair a ship?

In an emergency no body knows what the future wholds for our Country. The Naval Shipyard has by all means stay open for another 50 years.

It is very important to our economy and our National Country security and peace of mind for our American people.

Knowing that our Long Beach

Mr. James B. Davis, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. James B. Davis,

I am a concerned resident of Long Beach, California. I respectfully request that you keep our Long Beach Naval Shipyard open. I fear that the closure would not only jeopardize our national security, which is highly important to me and my family, but also the impact it will have on the jobs and people in the Long Beach area. This may not be very important to you but to someone living in this community it is very important. I feel that the closure of the Naval Shipyard would impact a blow that Long Beach may never recover from. I am urging you to please take another look at this situation. I feel it is very important to our economy and indeed to our national security.

Thank you for you time and consideration in this matter. It is greatly appreciated.

Sincerely,

Cindy Ann Stanfield

Cindy Ann Stanfield

120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: Benjamin F. Montoya
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner Benjamin F. Montoya,

The people of the city of Long Beach and the remaining 3,100 employees of the Long Beach Naval Shipyard have been repeatedly hammered over and over again by so many institutions that has wanted the Naval Shipyard closed.
Once again the future of the Long Beach Naval Shipyard lies in your hands. Will you please take another look at the Long Beach Naval Shipyard. Can you weigh the importance to our economy and to our national security?
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Thank You,

Guillermo Guintivano

120 W. Louise Street
Long Beach, CA 90805
May 21, 1995

The Defense Base Closure and Realignment Commissioners
ATTN: S. Lee Kling
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Commissioner S. Lee Kling,

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Guillermo Guintivano

May 19, 1995

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Arlington, Virginia 22209

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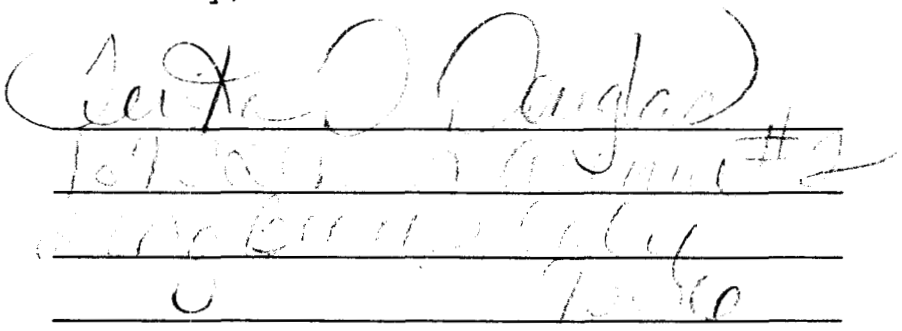
Your consideration of this request is most appreciated.

Sincerely,



Ms. Rebecca G. Cox, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Ms. Rebecca G. Cox,

I am a concerned resident of Long Beach, California. I respectfully request that you keep our Long Beach Naval Shipyard open. I fear that the closure would not only jeopardize our national security, which is highly important to me and my family, but also the impact it will have on the jobs and people in the Long Beach area. This may not be very important to you but to someone living in this community it is very important. I feel that the closure of the Naval Shipyard would impact a blow that Long Beach may never recover from. I am urging you to please take another look at this situation. I feel it is very important to our economy and indeed to our national security.

Thank you for you time and consideration in this matter. It is greatly appreciated.

Sincerely,

Cindy Ann Stanfield

Cindy Ann Stanfield

Dagny Collier
4886 Oregon Avenue
Long Beach, California 90805
(310)428-8368

May 22, 1995

The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Chairman and Commissioners:

I am writing to you in hopes that you will reconsider the recommeded closure of the Long Beach Naval Shipyard. There are a lot of reason from different sorts of people. But my main concern is for the families of the Long Beach area. A lot of the families that live in Long Beach are supported by a family member that is employeed at the Long Beach Naval Shipyard. And the money that they spend in Long Beach also helps support our city's already failing economy.

As the PTA President at a local Long Beach Public School, I see a lot of families that reflect the failing economy. Thank you for your attention.

Dagny Collier

Dagny Collier

BP OIL

BP Oil Supply Company
One World Trade Center, Suite 2450
Long Beach, California 90831-2450
(310) 491-4950
Fax: (310) 491-4900
Telex: 62923944
TWX: 910-321-2896

May 22, 1995

Ms. Rebecca G. Cox, Commissioner
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Ms. Cox:

I am writing to urge you and the commission to please review the decision to close the Long Beach Naval Shipyard. The Long Beach Naval Shipyard has provided many jobs to the people of Long Beach, and this has helped to foster the Long Beach we see today.

It has also become a landmark of sorts, lending itself to the history and ambiance of its surroundings.

As a resident who lives and works in Long Beach, I implore you to reconsider the decision to close the shipyard.

Sincerely,

Cathy L. Williams

Cathy L. Williams
BP Oil Company