

***DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 CLARK STREET, SUITE 600
ARLINGTON, VIRGINIA 22202
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MEMORANDUM OF MEETING

DATE: July 25, 2005

TIME: 1:00 PM

MEETING WITH: Stephen Moffitt

SUBJECT: General Mitchell ARS

PARTICIPANTS:

Name/Title/Phone Number:

Stephen Moffitt/Principal, WHD Government Affairs, LLC/202-551-1428

Heinz Poellet/440th Vice Wing Commander (Retired)

Commission Staff:

Ken Small, Air Force Team Leader

*** Tanya Cruz, Air Force Analyst**

Mike Flinn, Air Force Analyst

Tyler Oborn, Associate Cobra Analyst

MEETING SUMMARY:

Mr. Moffitt said that the purpose of the meeting was to briefly go over the 4 letters (and a fifth forthcoming) sent to Chairman Principi addressing the Air Force's management of the C-130 fleet, recruiting and retention, the MCI scores and other attributes not accounted for, and costs savings.

According to officials, BRAC should be used to shed infrastructure and not to reconstitute the force. They believe that the Air Force is using BRAC as a way to get around Congress. Mr. Flinn asked why Congress would want to avoid retiring C-130Es. Mr. Moffitt said he could not provide an answer. According to officials, initially the BCEG had considered General Mitchell Air Reserve Station (Mitchell) for expansion. It was not until April 2005 that Mitchell appeared as a closure in the BCEG minutes. Officials postulated that this occurred after the C-130J program was cancelled.

In addition, officials spoke of the negative impact that DoD's recommendation would have on Mitchell's recruiting and retention. This oversight, according to Mr. Moffitt, would leave a potential pool of 12 million people in the Milwaukee/Chicago area that the Air Force could draw from. When the Chicago Air Reserve Station at O'Hare closed, four planes as well as the personnel moved to Mitchell. Mr. Small asked if the 440th is currently able to recruit and attract reservists from the Chicago area. Mr. Moffitt responded that yes it could. (Note: On July 26, 2005 Mr. Moffitt provided a document from General Mitchell that maps where the people who serve in the

440th live. This document shows that a total of 455 reservists serving the 440th live in Illinois—365 in the Chicago and Northeast Illinois area and 90 in other areas of the state).

As for retention, Mr. Moffitt claims that Mitchell's rates far exceed those of the Air Force Reserve at large. If the closure recommendation were approved, there would be a significant loss of experienced pilots and technicians. According to Mr. Moffitt, the 440th wing estimates that 80 percent of their personnel would not move to North Carolina. While the ground personnel train once/month, the aircrew trains five days/week. Those who hold positions such as the Navigators, and Flight Engineers would likely have to commute for a certain period of time. According to Mr. Moffitt, this situation would result in increased cost and decreased operational readiness. However, the full-time Reserve Technicians would probably move.

Based upon their review of the Airlift MCI scoring, officials identified errors in calculations for the "Installation Pavements Quality" and "Hangar Capability" questions which resulted in the loss of 8.39 points. Had Mitchell not lost these points their total score would have been 42.16 (instead of 33.77) moving them up 25 slots and ranking them ahead of other bases that are slated to remain open including Youngstown ARS and Minneapolis/St. Paul ARS.

Moreover, officials said that the MCI scoring did not capture the true nature of airspace surrounding Mitchell. According to Mr. Poellet, who flew C-130s at Mitchell for 25 years, the airspace at Mitchell is never congested and easy to access. The MCI only gives credit for the VR and IR routes but does not account for the slow low-level route that is only minutes from Mitchell. Mr. Poellet added that the airspace at Dobbins (where half of Mitchell's planes are slated to move to) is considered class B airspace because of the large volume of traffic. Therefore, there are more restrictions there whereas at Mitchell the 440th wing can fly in virtually wide open airspace without delay or impact to their training. Mr. Poellet also said that there are airspace issues to consider at Little Rock (where Mitchell's other 4 planes are slated to go) as well. The congested airspace at Little Rock means there will likely be delays and it will be necessary to deconflict formations.

Mr. Poellet also discussed the fact that Dobbins, Pope, and Little Rock all have only one runway whereas Mitchell has immediate access to two runways. Having one runway will likely cause delays, thus, putting aircraft in a holding pattern, Mr. Poellet told us.

In addition, Mitchell can use Volk Field, WI which provides a theater-like experience, offers chemical warfare training, and where they can conduct high speed descents (Per Mr. Poellet, this activity will become necessary as a result of Operation Iraqi Freedom).

According to Mr. Moffitt, Mitchell is the second cheapest Air Reserve base to operate and is cheaper to operate than the two bases that would be receivers of Mitchell's C-130s. Certified data Representative Gwen Moore requested from the Air Force shows Base Operating and Support Costs for Little Rock AFB and all Air Force Reserve bases. Mr. Moffitt added that Mitchell could robust to 12 aircraft without any MILCON and to 16 aircraft for a cost of \$3.6 million.

In closing, officials suggested that a Reverse Reserve Associate could be done at Mitchell.

* Denotes individual responsible for completing the memorandum