



STATEMENT TO THE 2005 BRAC COMMISSION

BUFFALO, NY REGIONAL HEARING, JUNE 27, 2005

MICHAEL G. OXLEY, MEMBER OF CONGRESS

Land to Expand → Fully Manned + → The Best People

103-06A - RH7 - Statements and Testimony
Regional Hearing - June 27, 2005 - Buffalo, NY
BRAC COMMISSION - FY 2005
COFF: _____
DISPOSITION: Permanent



Fact Sheet – Ohio ANG Flying Wings 179th Airlift Wing, Mansfield, OH

Major Command: Air Mobility Command (AMC), Scott Air Force Base, Illinois

Mission: Provide theater airlift support for military operations, and other services such as civil engineering, transportation, medical, security police, food services, mortuary, and more.

Aircraft Information: Type: C-130H2 Hercules Inventory: 8 Value: \$240,000,000.

Manning: Authorized: 979 Assigned: 1042 Total: 106.4% Full Time: 240

General Assets:

Total acres – approx. 230
Number of buildings – 33
Total square footage – 292,863 SF
Total replacement cost of buildings - \$92.928M
Airport Costs: \$49,904



Economic Impact: Annual Payroll	\$25,500,000
Indirect Jobs Created	\$9,300,000
Operating Funds	<u>\$16,600,000</u>
Total	\$51,400,000

Military Construction

- 1997 - Medical Training/Dining Hall: \$3.1M
- 1998 - Jet Fuel Storage Complex: \$4.1 M
- 2001 - Security Forces Operations Building: \$2.7M
- 2003 - Air Operations/Communications Building: \$6.6M
- 2004 - Transportation Complex: \$3.3M
- 2005 – Upgraded/Hardened Main Gate Facility: \$690K

Deployments: Operations Enduring Freedom & Iraqi Freedom, and Joint Forge (Germany)

Awards and Accomplishments:

<u>Year</u>	<u>Inspection/Award</u>	<u>Reason or Results</u>
2005	ESOH CAMP Inspection	Outstanding – Best Seen in ANG
2004	Health Services Inspection (HSI)	Excellent Rating
2003	Deneke Award	Outstanding ANG Civil Engineer
2002	CMSgt Edward Wilbert Award	Outstanding Fire Dept of the Year
2002	James D. Weaver Award	Outstanding Fulltime Medical Technician
2002	ANG Environmental Quality Award For Recycling	Best ANG Recycling Program
2002	ANG Services Flt of the Year	Superior Performance
2002	Initial Readiness Inspection	Excellent
2002	Unit Compliance Inspection	Excellent
2002	Aircrew Stan/Eval Inspection	Excellent
2002	ANG Laboratory Tech of the Year	Outstanding Performance
2002	ANG Pharmacy Tech of the Year	Outstanding Performance
2001	AF Outstanding Unit Award	Outstanding Performance
2001	ANG Metcalf Trophy	Outstanding Mission Accomplishment
2000	Tappan Award	Outstanding Ohio Flying Unit
2000	EORI @ Ramstein AB, GE	Top rating
2000	Health Services Inspection	Highest Air Force rating
2000	IG Exercise (IGX)	Top rating
1999	Tappan Award	Outstanding Ohio Flying Unit



BRAC Commission/179th AW Briefing



Air Force BRAC Criteria Development

- One Air Force Criteria Fits All Components
 - Template is the same for Active, Guard, and Reserve
 - Army, Navy, and Marines Developed Separate Templates for Each Component
- No Adjutant General Input in the Development of the Air Force Criteria
 - The Adjutants General Participated in Army National Guard Criteria Development
- With More Effective Communication we would not be here today



FROM THE TEAM

“...in many cases the Air Force is using BRAC only to move aircraft and gain MILCON funding rather than reducing excess infrastructure.”

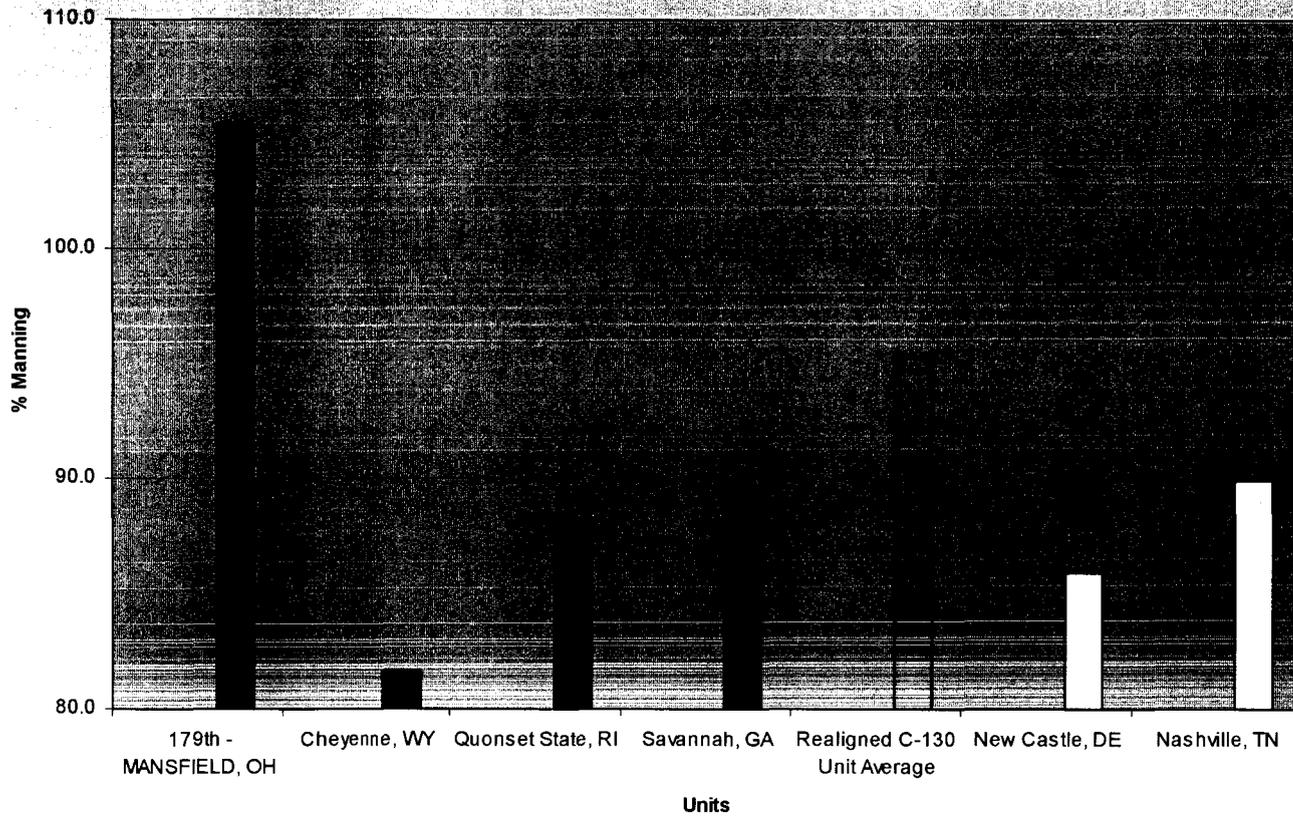
- The BRAC Red Team, White Paper, 18 April 2005



MILITARY VALUE - PERSONNEL



CURRENT STRENGTH



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Unit Strength Sheet		Strength			Retention		
<i>UNIT</i>	<i>UNIT</i>	<i>Sept 2003</i>	<i>Sept 2004</i>	<i>Current</i>	<i>Sept 2003</i>	<i>Sept 2004</i>	<i>Current</i>
179AW	179th - MANSFIELD, OH	105.6	106.0	105.4	90.0	90.3	95.3
Units Gaining Aircraft C-130 (ANG)							
A82AW	Greater Peoria, IL	97.4	97.7	95.6	89.5	91.2	93.2
145AW	Charlotte, NC	95.9	97.4	95.7	86.8	90.1	93.6
146AW	Channel Islands, CA	95.8	95.1	95.9	87.7	88.4	95.1
139AW	Rosecrans, MO	94.3	96.4	97.0	90.6	91.6	94.9
123AW	Louisville, KY	93.2	96.9	97.4	88.4	90.9	93.1
	Average	92.7	93.4	92.6	88.4	90.7	94.0
Units Losing Aircraft C-130 (ANG)							
109AW	Schenectady, NY	92.3	91.3	92.3	87.7	90.5	95.8
124AW	Boise, ID	91.7	92.2	93.3	89.4	92.5	95.8
175AW	Baltimore, MD	96.8	97.0	95.4	85.7	88.1	93.5
152AW	Reno, NV	92.8	94.1	97.0	88.6	91.7	92.8
137AW	Oklahoma City, OK	98.2	97.0	100.5	84.9	88.9	94.2
127AW	Selfridge, MI	100.4	102.1	101.0	89.6	91.4	94.8
130AW	Charleston, WV	98.0	103.0	103.0	89.1	93.4	95.0
179AW	Mansfield, OH	105.6	106.0	105.4	90.0	90.3	95.3
	Average	94.8	95.8	95.5	87.6	90.7	94.1
Units Losing Aircraft KC-135 (ANG)							
101ARW	Key Field, MS	93.5	90.6	91.1	91.3	88.8	95.4
184ARW	McConnel AFB (ANG), KS	93.4	95.8	95.8	92.1	92.7	94.6
163ARW	March ARB, CA	100.0	101.1	98.1	87.0	88.2	92.9
141ARW	Fairchild ANG, WA	99.5	107.0	99.2	89.6	90.0	95.5
Units Losing Aircraft Fighters (ANG)							
120FW	Great Falls, MT (F-16)	92.9	92.7	91.9	91.0	91.5	94.8
131FW	Lambert, MO (F-15C)	94.4	95.4	93.2	83.1	89.8	93.6
142FW	Portland, OR (F-15c)	94.3	94.9	95.4	87.5	90.7	94.8
111FW	Willow Grove, PA (A-10)	99.2	100.5	97.9	87.3	90.6	92.2
183FW	Capital City, IL (F-16)	101.2	99.6	99.1	90.3	90.9	94.2
192FW	Richmond, VA (F-16)	100.9	98.3	99.8	88.7	88.3	93.7
110FW	Kellogg AGS, MI (A-10)	100.9	101.9	102.0	87.7	91.1	94.9
148FW	Duluth, MN (F-16)	101.7	102.7	103.6	89.0	89.8	95.4

	AW HQ	MSG & MDG	MXG	OG	TOTAL
Members:					
Full Time	15	108	92	24	239
Traditional	35	458	133	78	704
Years of Experience:					
Full Time	303	1901	1748	534	4486
Traditional	473	4580	1330	1081	7464
Avg Yrs of Exp:					
Full Time	20.2	17.6	19.0	22.3	18.8
Traditional	13.5	10.0	10.0	13.9	10.6
Avg Years of Exp:					
TOTAL					12.67



MILITARY VALUE - PERSONNEL



VIOLATES:

- BRAC Recruit and Train Principle

An ANG Crew Chief works on the same aircraft for their entire career.

– Priceless!

Status	Airlift Wing HQ	Operations Group	Mission Support, Medical Groups	Maintenance Group
FULL-TIME	20.2 (303)	22.3 (534)	17.6 (1901)	19.0 (1748)
TRADITIONAL	13.5 (473)	13.9 (1081)	10.0 (4580)	10.0 (1330)
Total	15.5 (776)	15.8 (1615)	11.5 (6481)	13.7 (3078)

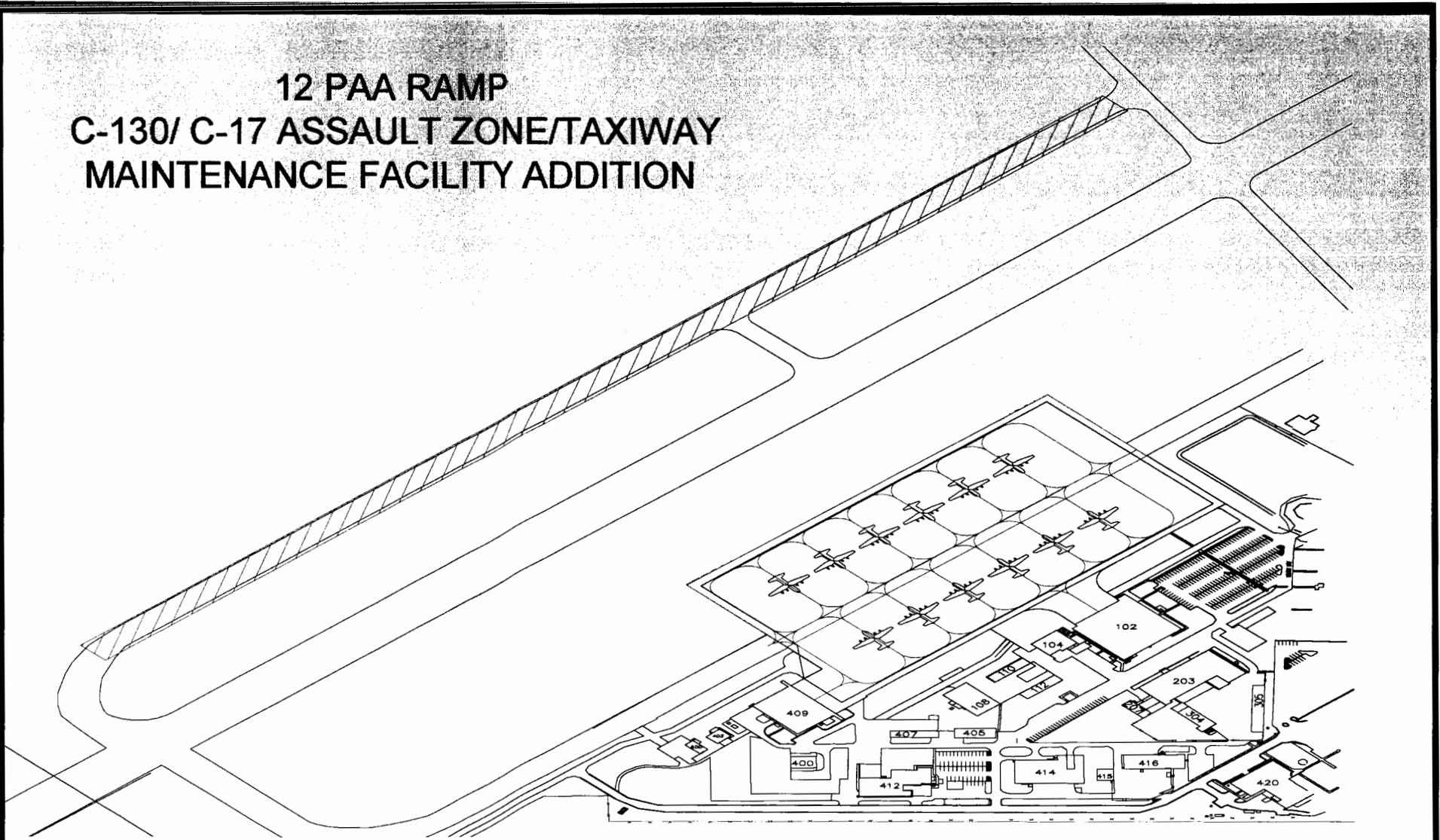
WING: 12.6 Years Average, 11,950 Total Years

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CAPACITY ANALYSIS

12 PAA RAMP
C-130/ C-17 ASSAULT ZONE/TAXIWAY
MAINTENANCE FACILITY ADDITION



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City of Mansfield, Ohio

Lydia J. Reid, Mayor

30 N. Diamond Street
Mansfield, Ohio 44902

419-755-9626
FAX 755-9627

April 23, 2004

Col. Mark L. Stephens, Commander
179th Airlift Wing - OANG
1947 Harrington Memorial Road
Mansfield, Ohio 44903-0179

RE: Land Acquisition/Lease Modification

Dear Col. Stephens:

Please be advised that the City of Mansfield concurs with your proposed acquisition of 160 acres (\pm) to facilitate base expansion and, further, to incorporate said 160 acres (\pm) into a modification of the existing Cantonment Area Lease (#DACA27-5-90-163).

The 160 acres (\pm) parcel is bounded on the east by Airport North Road (Twp. Rd. 13A), on the south by Crall Road (Twp. Rd. 237), and is known as Airport Parcel Number 50.

Should you have any questions or need additional information, please contact Michael McKee at the City Engineer's Office (419-755-9702).

Very truly yours,

Lydia J. Reid
Mayor

LJR:jvh

c: Public Works Director Fisher
Project Planner McKee
Airport Operations Supervisor Daugherty
Councilman Utt
Clerk of Council Grove
File

MASTER PLAN

O H I O A I R N A T I O N A L G U A R D



179 AIRLIFT GROUP
Mansfield Lahm Municipal Airport
Mansfield, Ohio



EXECUTIVE SUMMARY



OVERVIEW

This master plan report is part of a series of documents which comprise the Master Plan for the 179 Airlift Group (AG) of the Ohio Air National Guard (OANG) at Mansfield Lahm Airport, Mansfield, Ohio. The purpose of the plan is to portray the existing physical composition of the installation, to determine its short- and long-range needs, and to plan for its orderly and comprehensive future development. The Master Plan will be used as the framework for daily decision making in regard to facility needs and siting. Planning parameters for this document are based upon the C-130 aircraft for facility requirements and analysis. The short-range plan is based upon 12 primary assigned aircraft (PAA) and the long-range plan is based upon 16 PAA.



EXECUTIVE SUMMARY

The intent of the Executive Summary is to highlight the important findings and decisions of each of the following chapters. From this Executive Summary, one will acquire the essence of the installation's master plan.



INTRODUCTION

Chapter II provides an overview of the regional influences and factors affecting development of the installation. It describes the relationship between the 179 Airlift Group (Ohio Air National Guard) and the surrounding community. The following subsections are contained in the chapter:

Installation Setting - includes a description of the location, mission, history, and population of the 179 AG.

Environmental Setting - provides a summary of the environmental factors affecting the installation including natural conditions and potential hazards.

Regional Setting - describes the natural and man-made conditions in the vicinity, and introduces the area history, population, form of government, land use, employment status, and cultural facilities.

Installation Goals and Constraints - describes an overview of the goals to be achieved, and the major constraints to development proposed by the plan.

INSTALLATION SETTING.

Location. The 179 Airlift Group installation is located at the Mansfield Lahm Municipal Airport which is owned and operated by the City of Mansfield, Ohio. The City of Mansfield is located in north-central Ohio, midway between Cleveland and Columbus. The installation occupies approximately 67 acres on the southeast side of the airfield and utilizes 157 acres northwest of runway 14-32 as a drop zone (Exhibit 1.1m).

Mission. Originally a fighter installation when established in 1948, the group's current mission is airlift operations.

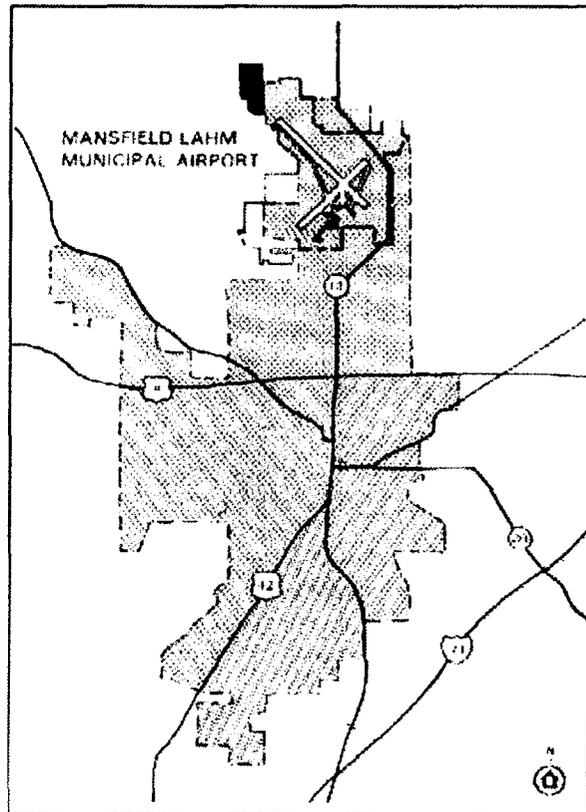


Exhibit 1.1m
MANSFIELD AREA



CAPACITY ANALYSIS

MANSFIELD 12 PAA BEDDOWN COST

• New apron	\$ 4.0M*
• New taxiway	\$ 4.5M*
• Additional maintenance area	<u>\$ 5.2M*</u>
GRAND TOTAL:	\$13.7M

**Cost at Maxwell ALONE to gain 4 aircraft
is \$15.9 MILLION!**

* Based on BRAC, COBRA costs



12 PAA Requirements Estimated Cost Overview



	OPTION: 1	2
• New apron	\$0M	\$4.0M*
• New taxiway	\$0M	\$4.5M*
• Maintenance Addn	<u>\$0M*</u>	<u>\$5.2M*</u>
GRAND TOTAL:	\$0M	\$13.7M

* Based on BRAC, COBRA costs



12 PAA Requirements Civilian Ramp (Option 1)



- 12 PAA apron is 87,875 s.y.
- Civilian Ramp is 30,946 s.y.
- Existing apron is 44,922 s.y.
- Additional authorized 12,007 s.y.

TOTAL = \$0M



12 PAA Requirements New Apron NW (Option 2)



- 12 PAA apron is 87,875 s.y.
 - Existing apron is 44,922 s.y.
 - Additional rqr'd. 42,953 s.y.
- BRAC, COBRA costs used

» TOTAL = \$94.44/s.y. x 42,953 s.y. = \$4,056,481.32

TOTAL = \$4.0M



12 PAA Requirements New Taxiway



- 5,000 ft. x 75 ft. = 375,000 s.f.
= 42,667 s.y.
- BRAC, COBRA costs used
 - Per l.f. cost of lighting = \$92.49 l.f.
 - Per s.y. cost = \$94.44 s.y.
 - » Subtotal = \$94.44/s.y. x 42,667 s.y. = \$4,029,471.48
 - » Subtotal = \$92.49/l.f. x 5000l.f. = \$463,450.00
 - » Total Sum = \$4,491,921.48

TOTAL = \$4.5M



COBRA Scenario Milcon Cost Comparison



Toledo	\$0.3M
Louisville	\$0.6M
Little Rock AFB	\$4.8M
<u>Maxwell</u>	<u>\$15.9M</u>

Mansfield **\$13.7M**



COBRA

NEGATIVE RETURN ON INVESTMENT

Toledo	\$ 0.3M
Louisville	\$ 0.6M
Little Rock AFB	\$ 4.8M
<u>Maxwell</u>	<u>\$15.9M</u>
Total For Move	\$21.6M
Mansfield @ 12 PAA	<u>\$13.7M</u>
RETURN	\$ -7.9M



CAPACITY ANALYSIS

RIGHT SIZED WITH ROOM TO GROW



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MICHAEL G. OXLEY, MEMBER OF CONGRESS**

DISPLAY SLIDE ONE

BRAC COMMISSIONERS, GOVERNOR TAFT, SENATORS DEWINE AND VOINOVICH AND DISTINGUISHED GUESTS. I APPRECIATE THE OPPORTUNITY TO SPEAK TO YOU ABOUT AN ISSUE I CONSIDER OF THE UTMOST IMPORTANCE, BOTH TO OHIO AND OUR NATION.

FOR THE PAST 22 YEARS I HAVE BEEN PRIVILEGED TO SERVE THE PEOPLE OF THE 4TH DISTRICT OF OHIO, THE HOME OF THE 179TH AIRLIFT WING LOCATED AT MANSFIELD-LAHM AIRPORT IN MANSFIELD, OH. [Please list more items here, especially the talking points from the local rallies about purchasing the planes, joint Air/Army guard fire station, etc.]

ON MAY 13TH, SECRETARY RUMSFELD FORWARDED TO YOU HIS RECOMMENDATION TO CLOSE THIS HIGHLY DECORATED UNIT. I WAS SURPRISED AND SADDENED, TO SAY THE LEAST.

SINCE THAT ANNOUNCEMENT, THE PEOPLE OF MANSFIELD, AND THROUGHOUT OHIO, HAVE CONDUCTED AN EXHAUSTIVE ANALYSIS OF THE STATISTICAL DATA ON WHICH THE SECRETARY BASED HIS DECISION. WE HAVE COME TO THE CONCLUSION THAT THIS RECOMMENDATION REFLECTS BOTH A

SUBSTANTIAL DEVIATION FROM SIX OF THE BRAC SELECTION CRITERIA AND A FATALY FLAWED PROCESS.

WE ARE HERE TODAY LOOKING TO YOU FOR THE WISDOM AND SOUND JUDGMENT THAT OUR NATION DEPENDS ON FOR RESOLUTION OF THIS PROCESS AND A FINAL BASING CONSTELLATION REFLECTIVE OF OUR NATION'S SECURITY NEEDS.

AS A SUPPORTER OF THIS ROUND OF BRAC, I HAD NO EXPECTATION THAT THE AUTHORITY WE GRANTED TO THE DEPARTMENT OF DEFENSE WOULD BE APPLIED IN SUCH A RECKLESS MANNER.

ADVANCE TO SLIDE TWO

IN A MOMENT MAJOR GENERAL GREGORY WAYT, THE ADJUTANT GENERAL OF OHIO WILL BE ADDRESSING THE LARGER ISSUES OF THE OHIO NATIONAL GUARD. ONE OF THE THINGS HE WILL TELL YOU IS THAT AT NO TIME WAS ANY ADJUTANT GENERAL ASKED BY THE AIR FORCE FOR INPUT INTO THE DEVELOPMENT OF THE AIR FORCE'S RECOMMENDATIONS. I FIND THIS SHOCKING, AND WAS MORE SURPRISED TO LEARN THAT THE ADJUTANTS GENERAL WERE ASKED FOR INPUT BY THE ARMY IN DEVELOPING THEIR RECOMMENDATIONS.

HAD THE SAME PROFESSIONAL COURTESY BEEN EXTENDED TO THE AIR GUARD, WE WOULD VERY LIKELY NOT BE HERE TALKING TO YOU TODAY; AT

LEAST NOT FROM THE VANTAGE POINT OF A
CLOSURE RECOMMENDATION.

ITS MY UNDERSTANDING THAT THE COMMISSION
HAS FOUND THE NEED TO SCHEDULE AN
ADDITIONAL HEARING TO FOCUS SOLELY ON THE
AIR GUARD PROBLEM. I APPLAUD YOU FOR YOUR
COURAGE ON THIS MATTER, AND I BELIEVE WE
CLEARLY AGREE THAT THIS DISASSEMBLY OF THE
GUARD DESERVES, AT THE VERY LEAST, THE
CLOSEST OF SCRUTINY.

ADVANCE TO SLIDE THREE

TO PUT IT BLUNTLY, IN MY VIEW THE AIR FORCE
PROCESS IN THIS BRAC ROUND WAS FATALLY
FLAWED.

I DON'T UNDERSTAND WHY THE AIR FORCE USED
THE SAME TEMPLATE FOR ACTIVE, RESERVE AND
GUARD FACILITIES. THIS WAS IN STARK CONTRAST
TO THE ARMY, NAVY AND MARINE CORPS, EACH OF
WHOM DEVELOPED SEPARATE CRITERIA FOR THE
EVALUATION OF THEIR ACTIVE AND RESERVE
COMPONENTS.

THE UNIQUE STRUCTURE, MISSION CAPABILITY AND
COSTS ASSOCIATED WITH THE AIR GUARD WERE
TOTALLY IGNORED, CREATING AN INHERENT BIAS
AGAINST GUARD BASES AND OUTCOMES.

AIR GUARD FACILITIES ARE RESOURCED ASSETS ESTABLISHED AND MANAGED BASED ON THEIR MISSION, NOT A RANDOM, "RIGHT SIZED" FIGURE THAT SOME PENTAGON EFFICIENCIES EXPERT DREAMED UP.

I UNDERSTAND THE NEED FOR EFFICIENCIES AND COST SAVINGS – BUT I ALSO UNDERSTAND ALL OF THAT IS MEANINGLESS UNLESS THE CONCLUSIONS ARE BASED ON LOGIC AND REASONABLE TESTS. THE AIR FORCE PROCESS SEEMS TO START FROM THE ASSUMPTION THAT “WHAT’S GOOD FOR THE ACTIVE DUTY IS GOOD FOR THE GUARD” AND THAT IS FLAT WRONG.

NOW LET ME SPEAK TO YOU SPECIFICALLY ABOUT THE OUTSTANDING UNIT IN MANSFIELD, OH.

THE TOP PRIORITY OF THE SELECTION CRITERIA IS THE CONSIDERATION OF THE IMPACT ON THE WAR FIGHTER, THE OPERATIONAL READINESS AND THE JOINT CAPABILITIES OF THE DEPARTMENT OF DEFENSE. TO ME, THE ELEMENT OF OUR ARMED FORCES THAT IS MOST CRITICAL TO OUR SUCCESS IS OUR MEN AND WOMEN IN UNIFORM. IN A TIME WHEN OUR TROOPS ARE ALREADY STRESSED BY OPERATIONAL TEMPOS, OUR NATIONAL RECRUITING AND RETENTION ARE HITTING RECORD LOWS; ANY ADDITIONAL DISRUPTION TO THESE MEN, WOMEN AND FAMILIES WILL NOT BE WELL RECEIVED. THIS IS MY GRAVEST CONCERN.

CONTRARY TO THE NATIONAL TRENDS, EXCEEDINGLY HIGH MANNING LEVELS CHARACTERIZE THE 179TH AIRLIFT WING: 105 PERCENT AT PRESENT. MANSFIELD DRAWS FROM A RICH RECRUITING BASE AND BOASTS THE BEST STRENGTH FIGURES OF ANY AIR NATIONAL GUARD C-130 BASE ANYWHERE.

THIS IMPRESSIVE FACT WAS NOT CONSIDERED IMPORTANT IN THE AIR FORCE BRAC PROCESS.

ADVANCE TO SLIDE FOUR

THIS SLIDE SHOWS THAT THE AIR FORCE'S PLAN CLEARLY PUTS THE VALUE OF RECRUITING AND RETAINING HIGH QUALITY PERSONNEL BELOW THAT OF THEIR ARBITRARY "RIGHT SIZED SQUADRONS". THOSE SEVEN WHITE STATES OUTLINED IN RED ARE GAINING STRENGTH BUT HAVE A LOWER RECRUITING AND RETENTION LEVEL THAN THE TEN GREEN STATES WITH A YELLOW BORDER, INCLUDING OHIO, WHICH ARE LOSING STRENGTH. THERE IS NO LOGICAL CORRELATION BETWEEN THIS FACT AND THE DOD'S GAIN/LOSE RECOMMENDATIONS.

THE AIR FORCE DOESN'T SEEM TO BE CONCERNED WITH THE AMOUNT OF HUMAN CAPITAL THAT WILL BE LOST SHOULD THE DOD'S RECOMMENDATION FOR THE 179TH GO FORWARD.

THE ASSUMPTION THAT YOU CAN JUST TAKE GUARD PERSONNEL AND MOVE THEM TO ANOTHER

LOCATION IS SIMPLY WRONG. MEN AND WOMEN WHO JOIN THE GUARD, DO SO FOR A REASON. THE GUARD OFFERS A NUMBER OF DIFFERENCES, NOT THE LEAST OF WHICH IS CONSISTENCY AND LOCALITY OF DRILL LOCATIONS.

AS YOU KNOW, THE GUARD ALSO OPERATES UNDER A SUBSTANTIALLY DIFFERENT SET OF REGULATIONS, PERSONNEL MANAGEMENT POLICIES, DEPLOYMENT SCHEDULES AND MANY OTHER THINGS. THE VALUE OF THE 179TH'S "ON BOARD" PERSONNEL WAS NOT CONSIDERED. THE AIR FORCE JUST ASSUMED THAT THEY COULD RECAPITALIZE PEOPLE ANYWHERE. WHILE THERE MAY BE A KERNEL OF TRUTH TO THAT, IT IGNORES THE FACT THAT IN THE MEANTIME WE WILL SUFFER THE LOSS OF UNCOUNTABLE YEARS OF EXPERIENCE WHICH RESTS IN THE MINDS AND SKILLS OF OUR GUARDSMEN.

CONSIDER FOR A MOMENT THAT THE AVERAGE MEMBER OF THE AIR GUARD WAS ON ACTIVE DUTY FIRST – THEN, FOR WHATEVER REASON DECIDED TO SEPARATE FROM THE ACTIVE FORCE, BUT TO CONTINUE SERVING THEIR NATION IN THEIR HOME TOWNS, ALONG SIDE THEIR NEIGHBORS, FRIENDS AND FAMILY.

THIS IS TRUE THROUGHOUT THE GUARD, AND AT MANSFIELD, OUR AIRCREWS ARE HIGHLY SKILLED WITH AN AVERAGE OF 16 YEARS OF MILITARY AVIATION EXPERIENCE. ALL MANSFIELD AIRCREW

MEMBERS HAVE FLOWN COMBAT SORTIES AND, I MIGHT ADD, THEY HAVE RECEIVED 116 AIR MEDALS FOR THEIR BRAVERY, COURAGE AND SKILL.

ADVANCE TO SLIDE FIVE

AS THIS SLIDE ILLUSTRATES, AN AIR GUARD CREW CHIEF WORKS ON THE SAME AIRCRAFT FOR HIS OR HER ENTIRE CAREER. THAT TRANSLATES TO AN AVERAGE OF 12.6 YEARS OF EXPERIENCE PER PERSON IN THE 179TH OR ALMOST 12,000 TOTAL YEARS OF EXPERIENCE. DOES THE AIR FORCE REALLY WANT TO LOSE THESE SKILLS? CAN OUR COUNTRY AFFORD TO LOSE THESE SKILLS?

I CAN NOT IMAGINE THIS BEING AN ACCEPTABLE LOSS TO ENSURE WE HAVE SIXTEEN PLANES ON EACH RAMP – EFFICIENT SQUADRON SIZE MEANS NOTHING WITHOUT THE YEARS OF EXPERIENCE AND SKILL DEMANDED TO KEEP OUR AIR CRAFT IN PEAK CONDITION.

CLOSING AN AIR GUARD BASE TRANSLATES DIRECTLY TO A LOSS OF HIGHLY TRAINED PERSONNEL. PERIOD.

NEXT, THERE IS THE ISSUE OF EXPANSION AND AVAILABILITY OF LAND. HERE AGAIN, WE BELIEVE THAT THE AIR FORCE'S ANALYSIS WAS "FLAT OUT FLAWED". HOW 12 OR 16 AIRCRAFT COULD BE ACCOMMODATED AT THE MANSFIELD GUARD STATION WAS NEVER CONSIDERED. IN FACT, THE

QUESTION WAS NEVER ASKED IN THE DATA CALLS AND SO THE 179TH WAS NEVER GIVEN THE OPPORTUNITY TO PRESENT THE FACTS.

ADVANCE TO SLIDE SIX

AND THOSE FACTS ARE THAT, AS THIS LAYOUT OF MANSFIELD GUARD STATION CLEARLY ILLUSTRATES, THE POTENTIAL FOR FOUR ADDITIONAL AIRCRAFT, WHICH THE AIR FORCE SAYS ARE NEEDED FOR OPTIMAL SQUADRON SIZE, CAN BE ACCOMMODATED BY THE SPACE ALREADY BEING UTILIZED BY THE 179TH.

A BASE MASTER PLAN, WHICH WAS COMPLETED IN THE MID-NINETIES MADE PROVISIONS FOR JUST SUCH A SITUATION. BY THE WAY, THAT MASTER PLAN WAS COMMISSIONED AND PAID FOR BY THE AIR FORCE.

WE HAVE ALSO PROVIDED YOUR STAFF WITH A LETTER FROM THE CITY OF MANSFIELD THAT OFFERS TO MAKE AVAILABLE AN ADDITIONAL 163 ACRES ADJACENT TO THE CURRENT FACILITIES FOR EXPANSION OR JOINT SERVICE PURPOSES.

IN SHORT WE KNOW THAT THE 179TH AIRLIFT WING IS RIGHT SIZED FOR AN EIGHT AIRCRAFT AND IS IDEALLY POSITIONED TO ACCEPT MORE AIRCRAFT.

THIS ABILITY TO ACCEPT CONTINGENCY AND FUTURE MISSIONS IS A TEXT BOOK EXAMPLE OF WHAT THE SELECTION CRITERIA DEMAND.

OF COURSE, THE COROLLARY OF LAND IS AIR SPACE. THE AIR FORCE GAVE NO CREDIT OR POINTS FOR THE AIR SPACE ADVANTAGES IN MANSFIELD. MANSFIELD'S AIRSPACE IS VIRTUALLY OUR TO USE. THERE ARE NO COMPETING COMMERCIAL OR REGULARLY SCHEDULED PRIVATE CARRIERS. THERE ARE NO AIRSPACE FLOW CONTROL PROBLEMS COMPARED TO OTHER FACILITIES.

ALONG THESE SAME LINES, THE AIR FORCE ERRONEOUSLY ASSUMED THAT THE C-130'S OF THE 179TH NEEDED TO USE HIGH SPEED IR AND VR ROUTES DESIGNED FOR JET FIGHTER/BOMBER OPERATIONS. THIS IS FLAT OUT WRONG. C-130'S USE LOW ALTITUDE SLOW ROUTES TO REACH THE 9 DROP ZONES AND ONE LANDING ZONE, WHICH IT EFFICIENTLY SHARES WITH FIVE OTHER AIR GUARD AND RESERVE UNITS. THE 179TH ROUTINELY PARTICIPATES IN JOINT AIRDROP OPERATIONS WITH THE ARMY'S ACTIVE DUTY, GUARD AND RESERVE SPECIAL FORCES AND PATHFINDER UNITS, AS WELL AS NAVY SEAL UNITS.

ADVANCE TO SLIDE SEVEN

FROM A COST SAVINGS STANDPOINT, WHICH IS INDEED THE STATUTORY PURPOSE OF BRAC, TRANSFORMATION ASIDE, THE BED DOWN PRICE TAG FOR ADDING FOUR ADDITIONAL AIRCRAFT AT MANSFIELD IS \$13.7 MILLION WHILE THE COST OF

MOVING FOUR AIRPLANES (THAT'S HALF OF MANSFIELD'S FLEET OF C-130'S) TO MAXWELL AFB IS \$15.9.

I THINK ITS SAFE TO ASSUME THAT MOVING THE OTHER FOUR PLANES TO LITTLE ROCK WILL COST MILLIONS MORE. WE SEE THIS RECOMMENDATION AS RESULTING IN A NEGATIVE RETURN FOR THE DEPARTMENT.

ADVANCE TO SLIDE EIGHT

I'D ALSO LIKE TO ILLUSTRATE THE ERRORS, AS WE SEE THEM, IN THE CALCULATION OF THE NET PRESENT VALUE ARRIVED AT BY THE DEPARTMENT OF DEFENSE. I SPOKE EARLIER OF HOW MANSFIELD HAS SHOWN THAT IT CAN EXPAND TO TWELVE AIRCRAFT AT A COBRA MODELED INFRASTRUCTURE COST OF \$13.7 MILLION COMPARED TO A TOTAL RELOCATION COST OF \$21.6 MILLION TO MOVE 179TH ASSETS TO 4 DIFFERENT LOCATIONS. THIS WOULD BE A NEGATIVE \$7.9 RETURN ON TAXPAYER INVESTMENT.

THE 179TH'S INVESTMENT IN PEOPLE AMOUNTS TO AT LEAST \$214 MILLION AND THAT WILL BE ESSENTIALLY LOST SINCE THE CLOSE COMMUNITY TIES OF AN AIR GUARD MEMBER PRECLUDES THEIR ABILITY OR DESIRE TO "MOVE WITH THE IRON".

THE COBRA COSTS ALSO IGNORE PROJECTIONS FOR AIRCRAFT CONVERSION OR ASSOCIATED

RETRAINING COSTS AT EITHER MAXWELL OR LITTLE ROCK. WE ESTIMATE THAT COST AT \$41 MILLION AT MAXWELL ALONE.

FINALLY, THE COBRA COSTS DO NOT INCLUDE ALLOWANCES FOR THE HALLMARK EFFICIENCY EXHIBITED BY UNITS SUCH AS THE 179TH. THE TAXPAYER ONLY PAYS FOR OUR TRADITIONAL MEMBERS WHEN THEY ARE USED. AN ACTIVE DUTY UNIT OF THE SAME SIZE AS THE 179TH WOULD COST THE TAXPAYER AN ADDITIONAL \$54 MILLION PER YEAR. THAT FACT WAS NOT TAKEN INTO CONSIDERATION. SO WHEN YOU ADD THESE FIGURES UP, WE ESTIMATE THAT THE BRAC MISCALCULATION IN THE COST OF CLOSURE OF THE 179TH AIRLIFT WING IS OVER \$773 MILLION, OR THREE QUARTERS OF A BILLION, IF YOU PREFER.

WHILE MY TIME IS LIMITED, I WOULD BE REMISS IF I DIDN'T ADDRESS THE ISSUE OF THE 179TH AND HOMELAND SECURITY AS WELL AS THE CRITICAL VALUE OF THE MANSFIELD GUARD UNIT TO THE STATE OF OHIO.

AS YOU CERTAINLY KNOW, ANOTHER ESSENTIAL DIFFERENCE BETWEEN THE GUARD AND THE RESERVE OR ACTIVE COMPONENTS IS THE GUARD'S DOUBLE DUTY – THAT IS, THEIR ROLE IN PROVIDING SERVICES BOTH TO THE FEDERAL MISSION AS WELL AS TO THEIR STATE MISSION.

THE 179TH AT MANSFIELD BOASTS A UNIQUE MEDICAL CAPABILITY IN TERMS OF SPECIALISTS WHO CAN USE THEIR LIFE SAVING SKILLS WHEN AND WHERE THEY ARE NEEDED. AS WELL AS THE ABILITY TO MOVE PEOPLE, SUPPLIES OR EMERGENCY EQUIPMENT ANYWHERE AT ANY TIME.

FURTHER, WHEN THE GOVERNOR OF OHIO HAS TO MANAGE THE RECOVERY FROM A NATURAL DISASTER, OR THE PREVENTION OF OR RECOVERY FROM AN ACT OF TERROR, HE LOOKS TO THE AIR GUARD TO PROVIDE ESSENTIAL SERVICES.

ONE OTHER FACT JUMPED OUT AT ME AS I CONSIDERED THE DOD'S RECOMMENDATIONS. AS THEY STAND, THEY WOULD RESULT IN LITTLE ROCK'S AIRFIELD ENDING UP WITH 116 PLANES AND JUST ONE RUNWAY; MEANING OPERATIONS COULD BE SHUT DOWN BY AN ACCIDENT, WEATHER EMERGENCY OR, GOD FORBID, A TERRORIST ATTACK. THE CRITICAL VALUE OF OUR C-130 FLEET, BOTH IN SUPPORT OF OUR FEDERAL DEFENSE MISSIONS, BUT ALSO TO OUR STATE MISSIONS, IS FAR TO GREAT TO PUT AT THIS RISK.

ADVANCE TO SLIDE NINE

MANSFIELD LAHM AIRPORT HAS TWO RUNWAYS; ONE OVER 9,000 FEET THE OTHER OVER 7000 FEET. MANSFIELD AIR GUARD STATION EMBODIES THE "DEPLOY AND EMPLOY" BRAC PRINCIPAL.

AS I CLOSE, I'D LIKE TO LEAVE YOU WITH THIS SHORT STORY. ABOUT A WEEK AFTER THE BRAC THE MAY 13TH ANNOUNCEMENT THAT THE 179TH AIRLIFT WING HAD BEEN RECOMMENDED FOR CLOSURE THE UNIT UNDERWENT A STANDARD READINESS INSPECTION. YOU MAY BE CURIOUS HOW THIS BASE, CURRENTLY DESTINED FOR CLOSURE, SCORED.

WELL, THEY RECEIVED AN EVALUATION OF "OUTSTANDING – BEST SEEN IN THE AIR NATIONAL GUARD".

THIS SHOULD TELL YOU MORE THAN ANYTHING I CAN SAY ABOUT NOT ONLY THE DEDICATION AND PROFESSIONALISM EXHIBITED BY ALL WHO CALL THE 179TH HOME, BUT ALSO THE EFFECTIVENESS, UTILITY AND MILITARY VALUE OF THE INSTALLATION ON WHICH THEY WORK.

THIS IS A DEMONSTRATION OF THEIR CONTINUED OUTSTANDING PERFORMANCE BY THE EXPERIENCED MEMBERS OF THE 179TH. "OUTSTANDING" AND "EXCELLENT" RATINGS ARE THE NORM FOR THE 179TH'S PERFORMANCE OVER THE YEARS. THE 179TH HAS NOT HAD A MAJOR AIRCRAFT ACCIDENT IN 38 YEARS AND OVER 136,000 FLYING HOURS.

THIS BASE SHOULD NOT BE THE VICTIM OF A FLAWED PROCESS IN WHICH THE POWERS THAT BE

SUBSTANTIALLY DEVIATED FROM THE RULES THEY
SET FOR THEMSELVES.

I AM GRATEFUL TO YOU ALL FOR YOUR SERVICE TO
OUR NATION IN YOUR ROLE AS BRAC
COMMISSIONERS. I TOO HAVE FACED
MONUMENTALLY DIFFICULT TASKS DURING MY
CAREER AS A PUBLIC SERVANT, AND I EMPATHIZE
WITH THE TASK LAID BEFORE YOU TODAY.

I THANK YOU FOR YOUR TIME, AND YOUR
GRACIOUSLY ALLOWING ME TO BE HERE.