



DCN: 5028
OHIO AIR NATIONAL GUARD
HEADQUARTERS 178TH FIGHTER WING
Springfield-Beckley Municipal Airport
Springfield, OH 45502-8784

BRAC Commission

JUL 18 2005

Received
11 July 2005

MEMORANDUM FOR THE BRAC COMMISSION

FROM: MEN AND WOMEN OF THE 178TH FIGHTER WING

SUBJECT: BRAC Errors to the Close the 178th Fighter Wing

Volumes of data used in the BRAC process have been released since the recommendations for closures and realignments on 13 May 2005. We have studied this data and have come to the conclusion that it is most likely flawed and/or incomplete in many areas. Our conclusion is based upon not only our knowledge of the data provided by the 178th Fighter Wing (178FW) but, also our knowledge of other ANG F-16 bases, especially some of those that survived the initial BRAC recommendations. Most units were uncontested in their data entries, possibly resulting in intentional or unintentional “inflationary” results, yet only a few installations were audited as was the 178FW. Some current data was not available, such as the PCN (Pavement condition Number) for Springfield-Beckley Municipal Airport (SBMAP), and therefore the process deferred to older inaccurate data. There were data questions that were not applicable to ANG units and also to Formal Training Units (FTU’s) such as the 178FW. Additionally, there were many questions heavily weighted too large USAF installations where ANG bases, although much cheaper and more efficient, just simply could not compete. The inadequacies of all this data would appear to be a great departure from the definition of the true BRAC process as publicized.

When the 178FW at SBMAP is compared to four similar ANG F-16 bases, it is clear that the 178FW should have rated much higher in total “military value”. Ft Wayne, IN; Toledo, OH; Des Moines, IA; and Dannelly Field, AL are all smaller F-16 units compared to Springfield with fewer aircraft and older-smaller facilities. The facility investment at Springfield since 1998 will be duplicated at these smaller units to bring them up to 24 PAA capabilities and beyond. In fact, Toledo already has a \$7 million supply complex planned and will need millions more to expand the aircraft parking ramp and move the engine hush house. Yet the larger F-16 unit, with more jobs to displace and better/bigger facilities is being eliminated?

In a review of the data for each of these four F-16 bases in the four flying Mission Capability Indexes (MCI’s) it is obvious that Springfield should have been rated higher. As examples, here are seven (7) of the problematic MCI formulas, in which the 178FW suffered in the **Bomber, Airlift, Fighter, and Tanker MCI’s**.

- **Formula #1235 – Installation Pavement Quality** – The updated PCN or 60 was not available due to the recent upgrades/changes in overruns, taxiways, arming areas, and aircraft parking ramp. Up to 11.95 points were lost in a single MCI!

• **Formula #1245 – Proximity to Airspace Supporting Mission** – Up to **18.35**

points were lost in one of the four MCI's. The airspace description could only be met by off-shore airspace! Scheduling ownership was also required. The 178FW was #2 in ANG sorties flown, #1 in American F-16 students produced in the ANG, and 97% on-time graduations. Airspace had NO negative impact.

• **Formula #1246 – Proximity to Low Level Routes Supporting Mission** – Up to **10.08** points were lost due to “entry point” and “ownership” requirement. Legal alternate entry points were not considered. Again, the 178FW was #2 in ANG sorties flown, #1 in American F-16 students produced in the ANG, and 97% on-time graduations.

• **Formula #1271 – Prevailing Installation Weather Conditions** – Up to **5.52** points were lost. The BRAC data did not reflect the answer produced by 178FW. As a result, Wright Patterson Air Force Base (WPAFB) reflected 33 days higher in the minimum questioned weather days, and Toledo reflected 30 days more! How can units 15 miles away and 100 miles north have better weather than Springfield?

• **Formula #8.00 – Ramp Area Serviceability** – BRAC documents show fighter aircraft parking spots for Springfield at 24, yet there are 42 spots available! Toledo's were listed at 45 yet only 24 are available!

• **Formula #1232/1233 – Explosives Sited Parking and Sufficient Munitions Storage** – Up to **7.25** points were lost because FTU's like the 178FW do not rescurer sighting or storage of certain munitions. Additionally, the WPAFB munitions storage capacity is just 15 miles away!

• **Formula #1205/1205.3 – Buildable Acres for Industrial and Air Operations Growth** – Up to **3.76** points total were lost because BRAC data reflected only to acres available for growth. ANG units only lease what has been required for the mission, yet the 178FW has 130 acres leased and master plans coordinated with Springfield City for up to 228!

In conclusion, these 7 examples of poor/inaccurate/invalidated data show a serious flaw and deviation from the publicized BAC process. Had just these 7 items been accurate the 178FW would have rated more than 10 points higher on the MCI rating lists, substantially higher than Des Moines, Ft Wayne, or Toledo. Just the data errors alone invalidate the BRAC recommendations. Additionally in Ohio, logic is simply defied by retaining a smaller, less mission capable unit with fewer people to disperse to close a larger unit like Springfield with more facilities, more capacity, and more personnel to disperse into a smaller community.

Sincerely,

The 178th Fighter Wing