

Executive Correspondence
DCN 4890

BRAC Commission

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BRAC Commission

July 18, 2005

The Honorable Anthony J. Principi - Chairman
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

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Received

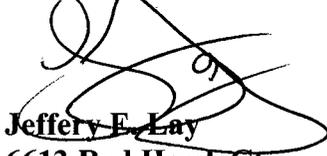
Dear Sir,

The enclosed coversheet supports a letter originally submitted via the comment section of the BRAC website. I posted that letter on July 11, 2005, but the text was broken and parsed into 5 sections. Thus, I felt compelled to submit my letter to you personally in its entirety.

I have enclosed a copy for your analysts, should you find my research helpful in your deliberations.

Thank you very much for all of your hard work, and for reviewing my findings.

Very respectfully submitted,



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Executive Correspondence
 Base Score Sheet for PCN 4890 Springfield-Beckley MPT AGS
 MCI: Fighter

(The questions that lost the most points are at the top of the list.)

- Max Points** This is the maximum number of points this formula can contribute to the overall MCI score
- Earned Points** This is the number of points this formula did contribute to the overall MCI score for this base
- Lost Points** The difference between Max Points and Earned Points
- Running Score from 100** The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base

Formula	Max Points	Earned Points	Lost Points	Running Score From 100
1245.00 Proximity to Airspace Supporting Mission (ASM)	22.08	3.73	18.35	81.65
1203.00 Access to Adequate Supersonic Airspace	6.72	0.00	6.72	74.93
1246.00 Proximity to Low Level Routes Supporting Mission	7.25	1.36	5.89	69.04
1271.00 Prevailing Installation Weather Conditions	5.52	0.00	5.52	63.52
1266.00 Range Complex (RC) Supports Mission	11.95	6.56	5.39	58.13
1233.00 Sufficient Munitions Storage	4.79	0.00	4.79	53.34
8.00 Ramp Area and Serviceability	2.97	0.00	2.97	50.37
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.64	0.19	2.45	47.92
1232.00 Sufficient Explosives-sited Parking	3.65	1.21	2.45	45.47
1221.00 Hangar Capability - Small Aircraft	3.88	1.62	2.26	43.21
1235.00 Installation Pavements Quality	2.97	0.74	2.23	40.98
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.08	1.88	39.10
1205.20 Buildable Acres for Air Operations Growth	1.96	0.08	1.88	37.22
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	36.55
1241.00 Ability to Support Large-Scale Mobility Deployment	1.76	1.32	0.44	36.11
1250.00 Area Cost Factor	1.25	0.90	0.35	35.76
1402.00 BAH Rate	0.88	0.64	0.23	35.53
1269.00 Utilities cost rating (U3C)	0.13	0.03	0.09	35.44
1207.00 Level of Mission Encroachment	2.28	2.25	0.03	35.41
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	35.38
9.00 Runway Dimension and Serviceability	2.28	2.28	0.00	35.38
1242.00 ATC Restrictions to Operations	5.98	5.98	0.00	35.38
1270.00 Suitable Auxillary Airfields Within 50NM	5.18	5.18	0.00	35.38

BRAC Reported Data Calculations				
Max Points	Earned Points	Lost Points	Running Score From 100	
22.08	3.73	18.35	81.65	
6.72	0.00	6.72	74.93	
7.25	1.36	5.89	69.04	
5.52	0.00	5.52	63.52	
11.95	6.56	5.39	58.13	
4.79	0.00	4.79	53.34	
2.97	0.00	2.97	50.37	
2.64	0.19	2.45	47.92	
3.65	1.21	2.45	45.47	
3.88	1.62	2.26	43.21	
2.97	0.74	2.23	40.98	
1.96	0.08	1.88	39.10	
1.96	0.08	1.88	37.22	
1.68	1.01	0.67	36.55	
1.76	1.32	0.44	36.11	
1.25	0.90	0.35	35.76	
0.88	0.64	0.23	35.53	
0.13	0.03	0.09	35.44	
2.28	2.25	0.03	35.41	
0.25	0.22	0.03	35.38	
2.28	2.28	0.00	35.38	
5.98	5.98	0.00	35.38	
5.18	5.18	0.00	35.38	

Independent Research Data Calculations				
Correct Earned Points	Correct Lost Points	Correct Running Score From 100.00	BRAC Data Error	Note
7.48	14.60	85.40	3.75	1, 2
0.00	6.72	78.68	0.00	3
6.65	0.60	78.08	5.29	4
3.20	2.32	75.76	3.20	5
6.56	5.39	70.37	0.00	6
4.79	0.00	70.37	4.79	7
0.74	2.23	68.14	0.74	8
0.19	2.45	65.69	0.00	
3.65	0.00	65.69	2.44	9
1.94	1.94	63.75	0.32	10
2.23	0.74	63.01	1.49	11
1.96	0.00	63.01	1.88	12
1.96	0.00	63.01	1.88	12
1.01	0.67	62.34	0.00	
1.76	0.00	62.34	0.44	13
0.90	0.35	61.99	0.00	
0.64	0.24	61.75	0.00	
0.03	0.10	61.65	0.00	
2.25	0.03	61.62	0.00	
0.22	0.03	61.59	0.00	
2.28	0.00	61.59	0.00	
5.98	0.00	61.59	0.00	
5.18	0.00	61.59	0.00	

TOTAL POINTS IN ERROR -> 26.22 14,15

Notes

- 1 **Formula incorrect** - failed to account for full MOA capabilities (24 hours NOTAM availability, NVG lights our capable, etc).
- 2 **Formula incorrect** - improperly excluded 144 cubic miles.
- 3 Our MOA is one of only 3 areas east of the Mississippi River with overland airspace to 50k', and Supersonic Airspace above 30k'.
- 4 **Formula incorrect** - improperly failed to account for all IR and VR routes, listed in the BRAC data supporting the question.
- 5 **Formula incorrect** - claims Wright Patterson AFB (only 10 miles away!) has better weather than our base 33 days per year.
- 6 Our range has recently added LGB and Laser Capability and is gaining a very large MOA, schedule to become active in 2006.
- 7 **Formula incorrect** - fails to account for existing courtesy storage at Wright Patterson AFB (only 10 miles away!).
- 8 **Formula incorrect** - fails to account for a brand new ramp with an additional 18 parking spots.
- 9 **Formula incorrect** - fails to credit previously existing sited parking spots, plus completely overlooks an additional 18 new spots, due to AETC mission.
- 10 **Formula incorrect** - fails to credit full capacity of hangar to support shelter for F-15 aircraft.
- 11 **Formula incorrect** - airfield improvements so new PCN data not available; entire airfield taxiways, runway and ramps fully capable with max life remaining.
- 12 **Formula incorrect** - fails to recognize acreage in excess of 150 acres available for growth.
- 13 **Formula incorrect** - airfield improvements so new PCN data not available; entire airfield taxiways, runway and ramps fully capable of 6 x C-17's.
- 14 **Ranking incorrect** - correcting for these errors, Springfield-Beckley MPT AGS rises from # 128 in fighter MCI ranking to # 24 in the entire USAF.
- 15 More than \$50M in improvements invested in new 2 squadron operations building, new supply building, new dining and medical facility, new front gate, new firehouse, extensive airfield perimeter force protection measures, new runway lighting and barriers, new runway overruns, new NDI facility, plus extensive hangar renovations since 1998. Practically all of these facilities must be reconstituted elsewhere; yet Springfield-Beckley possesses 108% manning levels. Relocating flying operations from Springfield-Beckley MPT AGS does not account for the loss of trained personnel who will not relocate. Nearly the entire projected complement of trained full-time aircrew and personnel are already in place thus dislocating the most people when compared to other bases that survived the DOD recommendations. The COBRA model projects a \$700k savings, yet takes 17 years to recoup an additional estimated multi-million dollar investment. This fails to account for separation incentives and re-training costs of new aircrew and personnel.

July 11, 2005

**The Honorable Anthony J. Principi - Chairman
2005 Defense Base Closure and Realignment Commission
2521 S. Clark Street, Suite 600
Arlington, VA 22202**

Dear Sir,

As a 1987 graduate of the United States Naval Academy, naval aviator and career fighter pilot with more than 3400 flight hours, 440 carrier landings, 3 world-wide deployments, and 50 plus combat missions, I must wholeheartedly express to the commission that the realignment of the 178th Fighter Wing is an absolute tragedy of historic proportions.

Having previously served assignments on nine active duty installations, it is obvious to me that errors in the BRAC process have undermined and diminished the fabulous accomplishments and absolute military value of Springfield-Beckley MPT AGS – the finest aviation installation upon which I have ever served.

With more than 20 years of active duty military service, I have deployed to or flown from hundreds of aviation installations in the United States and around the world. Without question, Springfield-Beckley MPT AGS is the epitome of a world class facility and leading edge combat training environment. Many F-16 student pilots wish they could be trained here for reasons that simply can not be recounted herein. I have never served on an installation that is as well suited geographically to its mission, nor have I ever had the pleasure of working with personnel as professional and in facilities as eye-watering as those at Springfield-Beckley MPT AGS.

More disturbing than the dismissal of the incredible value our nation enjoys due to the men and women of the 178th Fighter Wing is the complete lack of reliable data contained in the DOD recommendations for closure and realignment. I have personally spent several hundred hours reviewing the data on Springfield-Beckley MPT AGS as disclosed on the Defense Link website, and have discovered significant deviations and errors.

To wit, I have documented a 26.22 point formula calculation error in the Fighter MCI category alone, one which when properly recalculated vaults Springfield-Beckley MPT AGS from a previously incorrect #128 ranking to #24 in the entire US Air Force.

These errors include:

(1) Formula 1245.00 (3.75 POINT ERROR) Proximity to Airspace Supporting Mission: the oversight of 24 hour NOTAM and Restricted airspace capability, combined with other errors in calculating our MOA's strengths, severely miscalculated the value of the finest military airspace in which I have ever flown on a daily basis. Another 144 cubic miles of airspace could not be accounted for and was not included in the formula calculation. Our airspace, less than 40 miles from the runway, is 1 of only 3 operating areas east of the Mississippi River with an upper altitude limit of 50,000 feet MSL; and the supersonic airspace above 30,000 feet MSL was purposefully excluded from consideration. When

combined with the soon to be activated Racer MOA, the unique geographical location of Springfield-Beckley MPT AGS represents tremendous potential and opportunity for inclusion in the Future Total Force. These areas will support F/A-22, F-35, Unmanned Combat Aerial Vehicles (UCAVs), GPS Guided Joint Direct Attack Munition (JDAM), Laser Guided Bomb (LGB) and Small Diameter Bomb (SDB) employment. The incredible potential for synergy of these future weapon systems being tested in close proximity to Wright Patterson Air Force Base may not have been considered because there was no way to document these benefits to the Future Total Force in the BRAC process. Lastly, the close proximity to dozens of aerial refueling assets secured at Rickenbacker ANGB in Columbus, Ohio thru 2040 has gone unnoticed. None of this capability was captured.

(2) Formula 1246.00 (5.29 POINT ERROR) Proximity to Low Levels Supporting Mission: this formula was grossly miscalculated by DOD, ignoring dozens of IR and VR routes within 150 miles. There aren't many other installations in the United States with access to as many low levels in close proximity to its home station as Springfield-Beckley MPT AGS. Even better, unlike other parts of the country, practically every low level training route terminates in the same military and restricted operating areas detailed above yielding unprecedented value.

(3) Formula 1271.00 (3.20 POINT ERROR) Prevailing Installation Weather Conditions: this formula was terribly miscalculated by DOD using incomplete and misleading data. To wit, the apparent conclusion that Wright Patterson Air Force Base (only 8 air miles to the west of Springfield) has 33 better weather days per year seems to be a significant stretch, and I have documented this to be in complete error. This is likely attributed to the use of reported vice realistic data as, unlike most every active duty base or regional / international airport, our installation weather personnel are not "on station" 24/7/365. As a result, Springfield-Beckley MPT AGS painfully received no points in this category whatsoever.

(4) Formula 1233.00 (4.79 POINT ERROR) Sufficient Munitions Storage: the existence of standing courtesy storage agreements at Wright-Patterson Air Force Base is completely disregarded, ignoring the incredible capability and value with absolutely no additional costs whatsoever to the ANG or DOD. Springfield-Beckley MPT AGS has long used courtesy storage of live weapons at Wright Patterson AFB, and to needlessly construct a facility here would have been unwise and a waste of valuable taxpayer dollars; yet, this good judgment ultimately resulted in a deficiency rather than a strength. Further, the 178th Fighter Wing can stage Air Sovereignty Alert (ASA) missions out of Wright Patterson Air Force Base without dislocating any personnel whatsoever, yet this is wrongfully not even considered. Few ANG bases can tout such a capability, and the cost savings to DOD combined with the quality of life benefits for aircrew and maintenance personnel are enormous.

(5) Formula 8.00 (0.74 POINT ERROR) Ramp Area and Serviceability: DOD would lead you to believe that Springfield-Beckley MPT AGS only possesses ramp space for 24 fighter aircraft. This was reportedly based upon a satellite photo used in their determination; unfortunately, that photo was several years old. The truth is the installation has an additional brand new 18 parking spot ramp, as well as 2 brand new arming areas with 6

spots each, for an additional 30 spots and a total capability of parking 54 fighter aircraft. Further, the new ramp design allows for several more parking spots to be added between the new ramp and the new arming area thanks to the foresight of the 178th Fighter Wing. DOD states that the cost to add a second squadron is \$45,300,000, yet their estimate is more than \$20,000,000 in error – and a large part of this error can be attributed to this oversight. This resulted in the installation receiving 0 points for what I can honestly say is one of the finest fighter ramps in the ANG, if not the entire Air Force. Though the DOD calculation was in error, worse yet is the slighted formula itself which does not allow any sliding scale points for ramp space between 66k and 174k square yards (the next square yardage level required to achieve significantly more points in this category). This inconsistent calculation (there were other formulas that used sliding point scales) obviously favored active duty over Air National Guard bases (and Springfield-Beckley MPT AGS) who have long remained disciplined in building / sustaining only what is required for mission accomplishment.

(6) Formula 1232.00 (2.44 POINT ERROR) Sufficient Explosive-sited Parking: DOD completely erred in their own estimation of 24 parking spots, with the correct number being 54 available. That miscalculation further misrepresented Springfield-Beckley MPT AGS by denying the existence of explosive sited parking. The fact that our installation is now an AETC operation means that the base does not have a current need for this siting. But that does not mean we are not capable. The original 24 aircraft parking spots at Springfield-Beckley MPT AGS were previously certified for explosive siting as recently as 1998 when it was an F-16 General Purpose (GP) fighter unit. It would only take a few weeks (worst case) to receive renewed explosive siting certification. Additionally, all 30 additional parking spots meet all explosive siting design requirements; yet the true 54 aircraft explosive siting capability at Springfield-Beckley MPT AGS goes completely unaccounted for in the DOD's recommendation.

(7) Formula 1221.00 (0.32 POINT ERROR) Hangar Capability Small Aircraft: the formula drew data from a misleading question, and incorrectly summarized the storage capability of F-15 sized aircraft at Springfield-Beckley MPT AGS. Correcting the reporting error would result in additional Fighter MCI points.

(8) Formula 1235.00 (1.49 POINT ERROR) Installation Pavement Quality: airfield ramp, apron, runway and taxiway additions / improvements at Springfield-Beckley MPT AGS are so new that PCN and ACN data has only now become available – a full year after BRAC data collection began. The airport and its aprons / taxiways / runways can handle the absolute maximum number of passes for any aircraft, ranging in size and weight from every class of fighter to C-17; the result is absolutely no deficiency nor degradation in pavement quality whatsoever. Unfortunately, this is completely overlooked in the formula calculation. This error does not reflect the incredible infrastructure already in place at Springfield-Beckley MPT AGS which can meet DOD requirements of hosting 6 x C-17 aircraft.

(9) Formula 1205.10 (1.88 POINT ERROR) Buildable Acres for Industrial Growth: the current land lease at Springfield-Beckley MPT AGS offers (at a minimum) an additional

167.9 acres in long term lease options through 2048, with 228.3 total acres secured in the already approved long range installation site plan. That the 178th Fighter Wing is not currently paying for the land grossly devalues and underestimates the buildable acreage upon which industrial growth could easily be erected. Agreements are already in place with the local government, and the land has been secured / committed exclusively for ANG use. The installation frontage road has even been committed to future Springfield-Beckley MPT AGS exclusive use to further enhance the already substantial force protection capabilities currently in place. Visually comparing bases which survived DOD's recommendation using any commercially available overhead satellite imagery program reveals the glaring miscalculation made in this formula. To make matters worse, this error resulted in significant points lost in many other MCI categories as well.

(10) Formula 1205.20 (1.88 POINT ERROR) Buildable Acres for Air Operations Growth: incredibly, the installation was punished not once but twice in the gross miscalculation of this formula as well. All subjects detailed above in Formula 1205.10 are exactly the same, resulting in significant data errors and a misleading misrepresentation of Springfield-Beckley MPT AGS's true capacity for air operations growth.

(11) Formula 1241.00 (0.44 POINT ERROR) Ability to Support Large-Scale Mobility: as with Pavement Quality, the PCN and ACN data was not available during BRAC data calls for the countless new / improved paved surfaces on the installation. Research of newly published data reveals that Springfield-Beckley MPT AGS is capable of the maximum large-scale mobility capacity, defined by DOD as the ability to support 6 x C-17's.

Other anomalies exist, specifically:

(1) The COBRA model was found to be flawed and in error. The calculations don't take into account the cost of human capital and the very expensive cost to reconstitute / replicate their training. The COBRA model does not address the correct salaries of those assigned to supporting flying operations at Springfield-Beckley MPT AGS. Further, support personnel such as civilian simulator and ground training school house personnel aren't even included in the criterion, and hence the calculation itself. This becomes problematic when the COBRA model showed human capital leaving in FY07 but the aircraft remaining until FY10 (an additional 3 years). Currently, Springfield-Beckley MPT AGS has F-16 student PFT training loads scheduled through FY08. The end result is a \$13,062,000 error in purported DOD cost savings estimates. Ultimately, disbanding the 178th Fighter Wing and terminating flying operations at Springfield-Beckley MPT AGS will cost the American taxpayer \$12,362,000, and will likely never result in the previously reported meager cost savings of \$700,000 in 17 years. Worse yet, when the 225 full-time federal jobs necessary to meet DOD recommendations for continued flying operations through 2010 are considered, an actual \$49,406,625 error was made (\$73,195 per year times 225 employees). This entire scenario completely calls into question the accuracy of the COBRA model itself.

(2) The local community is severely impacted. Springfield-Beckley MPT AGS is the number 8 employer in Clark County, Ohio and the economic impact will be significant. Worse yet is that the bases and communities gaining our F-16's possess significantly more business activity and population base supporting their local community than Springfield,

Ohio. Our total job loss among a local population of 67,753 results in a 0.6% loss, yet the redistribution of these positions as detailed in the DOD recommendation doesn't even amount to a 0.1% net gain for those 3 communities combined. In fact, the job loss relative to our population is 34 times greater than the gain experienced by those 3 communities. Even more disturbing is the oversight of actual jobs lost by disbanding the 178th Fighter Wing; in reality, 450 full and part-time Federal jobs will be lost – not the 291 jobs claimed by DOD. This significant discrepancy is the result of DOD overlooking contractor (Lockheed Martin / L3 Communications personnel) and state employees (firefighters, tower personnel, weather forecasters, etc). The decision does not appear to be fair on the surface, punishing a community with considerable dependence on the income of personnel assigned to Springfield-Beckley MPT AGS.

The DOD's claim that Springfield-Beckley MPT AGS is an ideal selection for realignment is absolutely false. The installation is much more ideally suited for conversion back to a General Purpose F-16 Combat unit. The best timing for this conversion would come at the expiration of the Air Force's requirement for the 178th Fighter Wing to serve in its current assignment as an F-16 Formal Training Unit. Ultimately, the installation is incredibly well positioned to become a 48 PAA F-35 Joint Strike Fighter General Purpose unit as part of the Future Total Force, currently under consideration and being drafted by DOD for implementation. To wit:

(1) Current 178th Fighter Wing manning is at 109.08%; that's #1 in Ohio and #2 in the entire Air National Guard nationwide. Units on the list to which our aircraft are to be reassigned have as much as 20% lower in total manning percentages. In fact, current aircrew manning already in place at Springfield-Beckley MPT AGS would fulfill 100% of the projected full-time pilot requirements for a 24 PAA General Purpose F-16 or Joint Strike Fighter F-35 squadron as calculated by DOD. Not one full-time pilot needs to be trained or moved to the Springfield, Ohio area to support this mission as we're already in place, well trained, and highly experienced. The current investment in our cadre of instructor pilots alone is estimated to be more than \$120,000,000, and is likely to be lost in its near entirety should DOD's recommendation be approved.

(2) The 178th Fighter Wing also has 78% of projected full-time aircraft maintenance personnel manning required for a 24 PAA squadron as calculated by DOD already in place. 80% of our maintenance personnel are 5 level or above, with 74% at 7 level or above. Our experience and performance are so superb that our 15.49 UTE rate is practically equivalent to the 15.58 Active Duty Air Force Block 30 UTE rate. DOD should have considered that active duty Air Force units employ two fully manned maintenance shifts while Springfield-Beckley MPT AGS's only employs one to one-and-a-third maintenance shifts. This is made possible by our extensive experience and efficiency, something the BRAC process completely overlooked.

(3) Springfield-Beckley MPT AGS has served numerous other units by relieving their past and present manning deficiencies, with aircrew / maintenance / support personnel deploying across the nation and overseas to fill gaps left by insufficient recruiting and retention. Further, several national leadership positions have been filled by former members of the 178th Fighter Wing, representing an irreplaceable success story in the

constituting this capability at Springfield-Beckley MPT AGS. It also fails to calculate the incredible potential for cost savings represented by devices and cost effective facilities already in place at the 178th Fighter Wing. Even worse is the ongoing consideration of Burlington, Vermont to fulfill this much needed mission, yet that installation has no 360 degree visual training system and no dedicated simulator building whatsoever. Selecting any other installation purposefully chooses to reconstitute devices and facilities elsewhere at considerable taxpayer expense.

(8) Extensive additions and renovations have occurred since conversion to a Formal Training Unit (FTU) in 1998. The total expenditure to date has exceeded \$50M, and is significantly greater when forecasted in 2010 Dollars. If the 178th Fighter Wing flying operation is disbanded and is reconstituted at other locations, many if not all of the facilities and infrastructure improvements procured in the last 5 years at Springfield-Beckley MPT AGS will need to be constructed at those bases. Many of these same gaining bases already have plans on the books to construct these same facilities, representing tens of millions in potentially wasted taxpayer Dollars. These facilities and infrastructure improvements include:

- (a) new explosive sited arming areas and an F-35 Joint Strike Fighter capable hush house (the only one in the ANG, a combined \$4,800,000 investment in 2003 / \$8,100,000 value in 2010). Note – Springfield-Beckley MPT AGS has one of only four 75,000 pound thrust tie downs systems in the United States. The remaining three locations are on active duty Air Force bases (Nellis, Eglin and Langley). This is a natural requirement for F/A-22 and F-35 Joint Strike Fighter aircraft and was purposefully designed and built with this capability in mind;**
- (b) new supply building (\$4,900,000 investment in 1999 / \$10,000,000 value in 2010);**
- (c) new dining and medical facility (\$4,400,000 investment in 1995 / \$10,600,000 value in 2010);**
- (d) new firehouse (\$5,600,00 investment in 2005 / \$8,500,000 value in 2010);**
- (e) new civil engineering building (\$4,200,000 investment in 2000 / \$8,200,000 value in 2010);**
- (f) new front gate with complete force protection (\$300,000 investment in 2005 / \$600,000 value in 2010);**
- (g) new control tower (\$4,200,000 invested in 2005 / \$6,100,000 value in 2010)**
- (h) new parking ramp (\$4,250,000 investment in 2003 / \$6,800,000 million value in 2010);**
- (i) new taxiway / barriers / runway overruns (\$5,200,000 invested in 2002 / \$8,800,000 value in 2010);**

defense of our nation.

(4) Given the manning situation detailed above, the assumption that personnel at a realigned facility such as Springfield-Beckley MPT AGS would simply “move with the aircraft” to another location in order to support the forecasted increase in that unit’s full-time employment is neither cost effective nor realistic. At best, it displaces the most people while at the same time ignoring the considerable cost and pain associated with relocation. More likely, a significant loss will be experienced as practically every unit member has close ties to their local community, with many living in the Columbus and Cincinnati areas as well. Many members of the 178th Fighter Wing who did not begin their career at Springfield-Beckley MPT AGS have moved here to be closer to their family and raise their children where they grew up as I did in 2001.

(5) A brand new state of the art operations building was recently completed (\$7,000,000 investment in 2002 / \$12,600,000 value in 2010), and is already capable of completely housing two separate 24 PAA F-16 or F-35 JSF General Purpose squadrons for a total of 48 PAA fighter aircraft and all associated aircrew/personnel. Further, the facility is already Sensitive Compartmentalized Information Facility (aka SCIF) capable, an extremely costly requirement which will have to be duplicated elsewhere. The 178th Fighter Wing has spent years designing and configuring the building, and in my estimation there are few other operations buildings as functional and Joint Strike Fighter ready as that here at the Springfield-Beckley MPT AGS.

(6) Springfield-Beckley MPT AGS is one of only three ANG units in the United States to possess 3 or more flight simulators, and the only installation in the nation with 4 x Block 30 F-16C devices. Our scheduled 4000 square foot simulator expansion, previously approved and ready for construction, can house 4 x full 360 degree field of view simulator devices, complete with a state of the art brief and debrief system, for less than \$3,000,000 (\$1,500,000 in minor construction, and \$1,500,000 in additional equipment). This facility, previously scheduled for completion in Spring 2006, is capable of sustaining not only local Formal Training Unit workloads, but can also support up to 480 active duty Air Force and ANG pilots per year in fully immersive air combat simulation training. To wit, our simulator facility has recently received a significant upgrade in long haul network connectivity, permitting our training devices to simultaneously connect to any other Army, Navy, Air Force, or Marine simulator around the world. The incredible value of this impressive Distributed Mission Training (DMT) capability is further highlighted when compared to that which Air Force and ANG aircrew receive at the Air Force Research Laboratory in Mesa, Arizona. That facility only supports air-to-air mission training, whereas our facility permits full employment in all F-16 mission areas (air-to-air, air-to-ground, Night Vision Goggle, Laser Guided Bombs with Targeting Pods, etc). All of this is conducted using a photo-realistic terrain database of several critical areas of concern in the Global War on Terror, including North Korea, Iraq and Afghanistan. Even better, this training represents a potential \$15,360,000 annual flying hour savings - not to mention the wear and tear on our aircraft inventory.

(7) The DOD recommendation to relocate the Air Force Research Laboratory from Mesa, Arizona to Wright Patterson Air Force Base does not account for the possibility of

- (j) **new Non-Destructive Inspection (NDI) facility (\$700,000 invested in 2003 / \$1,200,000 value in 2010). Note – Springfield-Beckley MPT AGS does NDI work for several other ANG bases. This necessary capability would have to be duplicated elsewhere, yet this fact goes unmentioned in the DOD’s recommendation;**
- (k) **new airfield lighting (\$1,200,000 invested in 2005 / \$1,600,000 value in 2010);**
- (l) **new corrosion facility (\$2,100,000 invested in 1999 / \$5,200,000 value in 2010);**
- (m) **total aircraft hangar renovation (\$6,400,000 invested in 2003 / \$10,200,000 value in 2010);**
- (n) **extensive airfield perimeter force protection measures too numerous to detail.**

(9) Ultimately, the proximity to Wright Patterson Air Force Base is completely ignored. The Air Force seeks to institute a “community basing” concept at Burlington, Vermont; yet this overlooks the benefit to active duty personnel assigned to Springfield-Beckley MPT AGS of having access to the third largest Air Force Base in the United States as measured by active duty, civilian and contractor personnel. The hospital itself is expanding in size and scope, and the housing / commissary / exchange privileges constitute irreplaceable value. As a cancer survivor, I rely heavily on the medical professionals at Wright Patterson AFB, and can not imagine another area better suited for consideration as the ideal geographical model for the community basing concept.

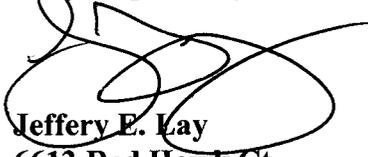
The value of the Air National Guard to the Homeland Security Mission and Global War on Terror (GWOT) is simply amazing. Springfield-Beckley MPT AGS and the 178th Fighter Wing epitomize this in every single way, from infrastructure, to growth capacity, to the countless professionals that have committed their lives to serving their nation, their state and their community. Springfield-Beckley MPT AGS is the number 2 fighter sortie generation squadron in the Air National Guard, second only to another ANG fighter wing with three times the number of aircraft. We’re the number one F-16 student producer since inception as a Formal Training Unit in 1998, even training other Active Duty instructors from Luke AFB in Night Vision Goggles (NVG) when the Air Force could not meet their own requirements.

Springfield-Beckley MPT AGS graduates its F-16 students in 16 fewer training days than does the Active Duty using an imbedded syllabus; the result is a graduate fully qualified in Targeting Pod (TGP) employment who needs only one home station certification flight to become an NVG combat wingman. As a result of our incredible efficiency, Springfield-Beckley MPT AGS was only credited for producing one student per syllabus. In contrast, Luke AFB, which re-enrolls their students twice in order to complete two additional follow on courses (TGP and NVG) was credited for three times the student flow as Springfield-Beckley MPT AGS. This is hardly fair since we produce a more combat capable student in a shorter time period using a more effective syllabus. All of this is made possible by the superior experience level of our Instructor Pilots and maintenance personnel, and the resulting UTE rate detailed herein. In stark contrast, the Active Duty chose not to adopt

our approach given their lesser experience levels among Instructor Pilots and maintenance personnel – a testament to our ability to excel on many levels.

In closing, please accept my gratitude for all of your hard work and personal effort in fully researching the recommendations made by DOD. Your service to our nation is purposeful and appreciated, and I hope that my research will assist you in preventing what I believe to be a terrible mistake by concurring with realignment of Springfield-Beckley MPT AGS – an installation with much more to offer than previously reported. The 178th Fighter Wing represents an organization the Air Force and the Air National Guard should be proud to use as a benchmark for other F-16 units. To eliminate the mission at Springfield-Beckley MPT AGS will potentially result in greater exposure to risk for the Air Force, the Air National Guard, and our nation's present and future security. The DOD recommendation to disband the 178th Fighter Wing should be rejected in favor of continuing the current mission until such time as transition to a 24 x F-16 PAA or 48 x F-35 PAA Joint Strike Fighter General Purpose unit is timely.

Very respectfully submitted,



**Jeffery E. Lay
6613 Red Hawk Ct
Maineville, Ohio 45039**

513-608-0681

Executive Correspondence
 Base Score Sheet for PCN 4890 Springfield-Beckley MPT AGS
 MCI: Fighter

(The questions that lost the most points are at the top of the list.)

- Max Points** This is the maximum number of points this formula can contribute to the overall MCI score
- Earned Points** This is the number of points this formula did contribute to the overall MCI score for this base
- Lost Points** The difference between Max Points and Earned Points
- Running Score from 100** The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base

Formula	BRAC Reported Data Calculations				Independent Research Data Calculations				
	Max Points	Earned Points	Lost Points	Running Score From 100	Correct Earned Points	Correct Lost Points	Correct Running Score From 100.00	BRAC Data Error	Note
1245.00 Proximity to Airspace Supporting Mission (ASM)	22.08	3.73	18.35	81.65	7.48	14.60	85.40	3.75	1, 2
1203.00 Access to Adequate Supersonic Airspace	6.72	0.00	6.72	74.93	0.00	6.72	78.68	0.00	3
1246.00 Proximity to Low Level Routes Supporting Mission	7.25	1.36	5.89	69.04	6.65	0.60	78.08	5.29	4
1271.00 Prevailing Installation Weather Conditions	5.52	0.00	5.52	63.52	3.20	2.32	75.76	3.20	5
1266.00 Range Complex (RC) Supports Mission	11.95	6.56	5.39	58.13	6.56	5.39	70.37	0.00	6
1233.00 Sufficient Munitions Storage	4.79	0.00	4.79	53.34	4.79	0.00	70.37	4.79	7
8.00 Ramp Area and Serviceability	2.97	0.00	2.97	50.37	0.74	2.23	68.14	0.74	8
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.64	0.19	2.45	47.92	0.19	2.45	65.69	0.00	
1232.00 Sufficient Explosives-sited Parking	3.65	1.21	2.45	45.47	3.65	0.00	65.69	2.44	9
1221.00 Hangar Capability - Small Aircraft	3.88	1.62	2.26	43.21	1.94	1.94	63.75	0.32	10
1235.00 Installation Pavements Quality	2.97	0.74	2.23	40.98	2.23	0.74	63.01	1.49	11
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.08	1.88	39.10	1.96	0.00	63.01	1.88	12
1205.20 Buildable Acres for Air Operations Growth	1.96	0.08	1.88	37.22	1.96	0.00	63.01	1.88	12
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	36.55	1.01	0.67	62.34	0.00	
1241.00 Ability to Support Large-Scale Mobility Deployment	1.76	1.32	0.44	36.11	1.76	0.00	62.34	0.44	13
1250.00 Area Cost Factor	1.25	0.90	0.35	35.76	0.90	0.35	61.99	0.00	
1402.00 BAH Rate	0.88	0.64	0.23	35.53	0.64	0.24	61.75	0.00	
1269.00 Utilities cost rating (U3C)	0.13	0.03	0.09	35.44	0.03	0.10	61.65	0.00	
1207.00 Level of Mission Encroachment	2.28	2.25	0.03	35.41	2.25	0.03	61.62	0.00	
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	35.38	0.22	0.03	61.59	0.00	
9.00 Runway Dimension and Serviceability	2.28	2.28	0.00	35.38	2.28	0.00	61.59	0.00	
1242.00 ATC Restrictions to Operations	5.98	5.98	0.00	35.38	5.98	0.00	61.59	0.00	
1270.00 Suitable Auxiliary Airfields Within 50NM	5.18	5.18	0.00	35.38	5.18	0.00	61.59	0.00	
TOTAL POINTS IN ERROR-->								26.22	14,15

Notes

- 1 **Formula incorrect** - failed to account for full MOA capabilities (24 hours NOTAM availability, NVG lights our capable, etc).
- 2 **Formula incorrect** - improperly excluded 144 cubic miles.
- 3 Our MOA is one of only 3 areas east of the Mississippi River with overland airspace to 50k', and Supersonic Airspace above 30k'.
- 4 **Formula incorrect** - improperly failed to account for all IR and VR routes listed in the BRAC data supporting the question.
- 5 **Formula incorrect** - claims Wright Patterson AFB (only 10 miles away!) has better weather than our base 33 days per year.
- 6 Our range has recently added LGB and Laser Capability and is gaining a very large MOA, schedule to become active in 2006.
- 7 **Formula incorrect** - fails to account for existing courtesy storage at Wright Patterson AFB (only 10 miles away!).
- 8 **Formula incorrect** - fails to account for a brand new ramp with an additional 18 parking spots.
- 9 **Formula incorrect** - fails to credit previously existing sited parking spots, plus completely overlooks an additional 18 new spots, due to AETC mission.
- 10 **Formula incorrect** - fails to credit full capacity of hangar to support shelter for F-15 aircraft.
- 11 **Formula incorrect** - airfield improvements so new PCN data not available; entire airfield taxiways, runway and ramps fully capable with max life remaining.
- 12 **Formula incorrect** - fails to recognize acreage in excess of 150 acres available for growth.
- 13 **Formula incorrect** - airfield improvements so new PCN data not available; entire airfield taxiways, runway and ramps fully capable of 6 x C-17's.
- 14 **Ranking incorrect** - correcting for these errors, Springfield-Beckley MPT AGS rises from # 128 in fighter MCI ranking to # 24 in the entire USAF.
- 15 More than \$50M in improvements invested in new 2 squadron operations building, new supply building, new dining and medical facility, new front gate, new firehouse, extensive airfield perimeter force protection measures, new runway lighting and barriers, new runway overruns, new NDI facility, plus extensive hangar renovations since 1998. Practically all of these facilities must be reconstituted elsewhere; yet Springfield-Beckley possesses 108% manning levels. Relocating flying operations from Springfield-Beckley MPT AGS does not account for the loss of trained personnel who will not relocate. Nearly the entire projected complement of trained full-time aircrew and personnel are already in place thus dislocating the most people when compared to other bases that survived the DOD recommendations. The COBRA model projects a \$700k savings, yet takes 17 years to recoup an additional estimated multi-million dollar investment. This fails to account for separation incentives and re-training costs, of new aircrew and personnel.

July 11, 2005

The Honorable Anthony J. Principi - Chairman
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Sir,

As a 1987 graduate of the United States Naval Academy, naval aviator and career fighter pilot with more than 3400 flight hours, 440 carrier landings, 3 world-wide deployments, and 50 plus combat missions, I must wholeheartedly express to the commission that the realignment of the 178th Fighter Wing is an absolute tragedy of historic proportions.

Having previously served assignments on nine active duty installations, it is obvious to me that errors in the BRAC process have undermined and diminished the fabulous accomplishments and absolute military value of Springfield-Beckley MPT AGS – the finest aviation installation upon which I have ever served.

With more than 20 years of active duty military service, I have deployed to or flown from hundreds of aviation installations in the United States and around the world. Without question, Springfield-Beckley MPT AGS is the epitome of a world class facility and leading edge combat training environment. Many F-16 student pilots wish they could be trained here for reasons that simply can not be recounted herein. I have never served on an installation that is as well suited geographically to its mission, nor have I ever had the pleasure of working with personnel as professional and in facilities as eye-watering as those at Springfield-Beckley MPT AGS.

More disturbing than the dismissal of the incredible value our nation enjoys due to the men and women of the 178th Fighter Wing is the complete lack of reliable data contained in the DOD recommendations for closure and realignment. I have personally spent several hundred hours reviewing the data on Springfield-Beckley MPT AGS as disclosed on the Defense Link website, and have discovered significant deviations and errors.

To wit, I have documented a 26.22 point formula calculation error in the Fighter MCI category alone, one which when properly recalculated vaults Springfield-Beckley MPT AGS from a previously incorrect #128 ranking to #24 in the entire US Air Force.

These errors include:

(1) Formula 1245.00 (3.75 POINT ERROR) Proximity to Airspace Supporting Mission: the oversight of 24 hour NOTAM and Restricted airspace capability, combined with other errors in calculating our MOA's strengths, severely miscalculated the value of the finest military airspace in which I have ever flown on a daily basis. Another 144 cubic miles of airspace could not be accounted for and was not included in the formula calculation. Our airspace, less than 40 miles from the runway, is 1 of only 3 operating areas east of the Mississippi River with an upper altitude limit of 50,000 feet MSL; and the supersonic airspace above 30,000 feet MSL was purposefully excluded from consideration. When

combined with the soon to be activated Racer MOA, the unique geographical location of Springfield-Beckley MPT AGS represents tremendous potential and opportunity for inclusion in the Future Total Force. These areas will support F/A-22, F-35, Unmanned Combat Aerial Vehicles (UCAVs), GPS Guided Joint Direct Attack Munition (JDAM), Laser Guided Bomb (LGB) and Small Diameter Bomb (SDB) employment. The incredible potential for synergy of these future weapon systems being tested in close proximity to Wright Patterson Air Force Base may not have been considered because there was no way to document these benefits to the Future Total Force in the BRAC process. Lastly, the close proximity to dozens of aerial refueling assets secured at Rickenbacker ANGB in Columbus, Ohio thru 2040 has gone unnoticed. None of this capability was captured.

(2) Formula 1246.00 (5.29 POINT ERROR) Proximity to Low Levels Supporting Mission: this formula was grossly miscalculated by DOD, ignoring dozens of IR and VR routes within 150 miles. There aren't many other installations in the United States with access to as many low levels in close proximity to its home station as Springfield-Beckley MPT AGS. Even better, unlike other parts of the country, practically every low level training route terminates in the same military and restricted operating areas detailed above yielding unprecedented value.

(3) Formula 1271.00 (3.20 POINT ERROR) Prevailing Installation Weather Conditions: this formula was terribly miscalculated by DOD using incomplete and misleading data. To wit, the apparent conclusion that Wright Patterson Air Force Base (only 8 air miles to the west of Springfield) has 33 better weather days per year seems to be a significant stretch, and I have documented this to be in complete error. This is likely attributed to the use of reported vice realistic data as, unlike most every active duty base or regional / international airport, our installation weather personnel are not "on station" 24/7/365. As a result, Springfield-Beckley MPT AGS painfully received no points in this category whatsoever.

(4) Formula 1233.00 (4.79 POINT ERROR) Sufficient Munitions Storage: the existence of standing courtesy storage agreements at Wright-Patterson Air Force Base is completely disregarded, ignoring the incredible capability and value with absolutely no additional costs whatsoever to the ANG or DOD. Springfield-Beckley MPT AGS has long used courtesy storage of live weapons at Wright Patterson AFB, and to needlessly construct a facility here would have been unwise and a waste of valuable taxpayer dollars; yet, this good judgment ultimately resulted in a deficiency rather than a strength. Further, the 178th Fighter Wing can stage Air Sovereignty Alert (ASA) missions out of Wright Patterson Air Force Base without dislocating any personnel whatsoever, yet this is wrongfully not even considered. Few ANG bases can tout such a capability, and the cost savings to DOD combined with the quality of life benefits for aircrew and maintenance personnel are enormous.

(5) Formula 8.00 (0.74 POINT ERROR) Ramp Area and Serviceability: DOD would lead you to believe that Springfield-Beckley MPT AGS only possesses ramp space for 24 fighter aircraft. This was reportedly based upon a satellite photo used in their determination; unfortunately, that photo was several years old. The truth is the installation has an additional brand new 18 parking spot ramp, as well as 2 brand new arming areas with 6

spots each, for an additional 30 spots and a total capability of parking 54 fighter aircraft.

Further, the new ramp design allows for several more parking spots to be added between the new ramp and the new arming area thanks to the foresight of the 178th Fighter Wing. DOD states that the cost to add a second squadron is \$45,300,000, yet their estimate is more than \$20,000,000 in error – and a large part of this error can be attributed to this oversight. This resulted in the installation receiving 0 points for what I can honestly say is one of the finest fighter ramps in the ANG, if not the entire Air Force. Though the DOD calculation was in error, worse yet is the slighted formula itself which does not allow any sliding scale points for ramp space between 66k and 174k square yards (the next square yardage level required to achieve significantly more points in this category). This inconsistent calculation (there were other formulas that used sliding point scales) obviously favored active duty over Air National Guard bases (and Springfield-Beckley MPT AGS) who have long remained disciplined in building / sustaining only what is required for mission accomplishment.

(6) Formula 1232.00 (2.44 POINT ERROR) Sufficient Explosive-sited Parking: DOD completely erred in their own estimation of 24 parking spots, with the correct number being 54 available. That miscalculation further misrepresented Springfield-Beckley MPT AGS by denying the existence of explosive sited parking. The fact that our installation is now an AETC operation means that the base does not have a current need for this siting. But that does not mean we are not capable. The original 24 aircraft parking spots at Springfield-Beckley MPT AGS were previously certified for explosive siting as recently as 1998 when it was an F-16 General Purpose (GP) fighter unit. It would only take a few weeks (worst case) to receive renewed explosive siting certification. Additionally, all 30 additional parking spots meet all explosive siting design requirements; yet the true 54 aircraft explosive siting capability at Springfield-Beckley MPT AGS goes completely unaccounted for in the DOD's recommendation.

(7) Formula 1221.00 (0.32 POINT ERROR) Hangar Capability Small Aircraft: the formula drew data from a misleading question, and incorrectly summarized the storage capability of F-15 sized aircraft at Springfield-Beckley MPT AGS. Correcting the reporting error would result in additional Fighter MCI points.

(8) Formula 1235.00 (1.49 POINT ERROR) Installation Pavement Quality: airfield ramp, apron, runway and taxiway additions / improvements at Springfield-Beckley MPT AGS are so new that PCN and ACN data has only now become available – a full year after BRAC data collection began. The airport and its aprons / taxiways / runways can handle the absolute maximum number of passes for any aircraft, ranging in size and weight from every class of fighter to C-17; the result is absolutely no deficiency nor degradation in pavement quality whatsoever. Unfortunately, this is completely overlooked in the formula calculation. This error does not reflect the incredible infrastructure already in place at Springfield-Beckley MPT AGS which can meet DOD requirements of hosting 6 x C-17 aircraft.

(9) Formula 1205.10 (1.88 POINT ERROR) Buildable Acres for Industrial Growth: the current land lease at Springfield-Beckley MPT AGS offers (at a minimum) an additional

167.9 acres in long term lease options through 2048, with 228.3 total acres secured in the already approved long range installation site plan. That the 178th Fighter Wing is not currently paying for the land grossly devalues and underestimates the buildable acreage upon which industrial growth could easily be erected. Agreements are already in place with the local government, and the land has been secured / committed exclusively for ANG use. The installation frontage road has even been committed to future Springfield-Beckley MPT AGS exclusive use to further enhance the already substantial force protection capabilities currently in place. Visually comparing bases which survived DOD's recommendation using any commercially available overhead satellite imagery program reveals the glaring miscalculation made in this formula. To make matters worse, this error resulted in significant points lost in many other MCI categories as well.

(10) Formula 1205.20 (1.88 POINT ERROR) Buildable Acres for Air Operations Growth: incredibly, the installation was punished not once but twice in the gross miscalculation of this formula as well. All subjects detailed above in Formula 1205.10 are exactly the same, resulting in significant data errors and a misleading misrepresentation of Springfield-Beckley MPT AGS's true capacity for air operations growth.

(11) Formula 1241.00 (0.44 POINT ERROR) Ability to Support Large-Scale Mobility: as with Pavement Quality, the PCN and ACN data was not available during BRAC data calls for the countless new / improved paved surfaces on the installation. Research of newly published data reveals that Springfield-Beckley MPT AGS is capable of the maximum large-scale mobility capacity, defined by DOD as the ability to support 6 x C-17's.

Other anomalies exist, specifically:

(1) The COBRA model was found to be flawed and in error. The calculations don't take into account the cost of human capital and the very expensive cost to reconstitute / replicate their training. The COBRA model does not address the correct salaries of those assigned to supporting flying operations at Springfield-Beckley MPT AGS. Further, support personnel such as civilian simulator and ground training school house personnel aren't even included in the criterion, and hence the calculation itself. This becomes problematic when the COBRA model showed human capital leaving in FY07 but the aircraft remaining until FY10 (an additional 3 years). Currently, Springfield-Beckley MPT AGS has F-16 student PFT training loads scheduled through FY08. The end result is a \$13,062,000 error in purported DOD cost savings estimates. Ultimately, disbanding the 178th Fighter Wing and terminating flying operations at Springfield-Beckley MPT AGS will cost the American taxpayer \$12,362,000, and will likely never result in the previously reported meager cost savings of \$700,000 in 17 years. Worse yet, when the 225 full-time federal jobs necessary to meet DOD recommendations for continued flying operations through 2010 are considered, an actual \$49,406,625 error was made (\$73,195 per year times 225 employees). This entire scenario completely calls into question the accuracy of the COBRA model itself.

(2) The local community is severely impacted. Springfield-Beckley MPT AGS is the number 8 employer in Clark County, Ohio and the economic impact will be significant.

Worse yet is that the bases and communities gaining our F-16's possess significantly more business activity and population base supporting their local community than Springfield,

Ohio. Our total job loss among a local population of 67,753 results in a 0.6% loss, yet the redistribution of these positions as detailed in the DOD recommendation doesn't even amount to a 0.1% net gain for those 3 communities combined. In fact, the job loss relative to our population is 34 times greater than the gain experienced by those 3 communities. Even more disturbing is the oversight of actual jobs lost by disbanding the 178th Fighter Wing; in reality, 450 full and part-time Federal jobs will be lost – not the 291 jobs claimed by DOD. This significant discrepancy is the result of DOD overlooking contractor (Lockheed Martin / L3 Communications personnel) and state employees (firefighters, tower personnel, weather forecasters, etc). The decision does not appear to be fair on the surface, punishing a community with considerable dependence on the income of personnel assigned to Springfield-Beckley MPT AGS.

The DOD's claim that Springfield-Beckley MPT AGS is an ideal selection for realignment is absolutely false. The installation is much more ideally suited for conversion back to a General Purpose F-16 Combat unit. The best timing for this conversion would come at the expiration of the Air Force's requirement for the 178th Fighter Wing to serve in its current assignment as an F-16 Formal Training Unit. Ultimately, the installation is incredibly well positioned to become a 48 PAA F-35 Joint Strike Fighter General Purpose unit as part of the Future Total Force, currently under consideration and being drafted by DOD for implementation. To wit:

(1) Current 178th Fighter Wing manning is at 109.08%; that's #1 in Ohio and #2 in the entire Air National Guard nationwide. Units on the list to which our aircraft are to be reassigned have as much as 20% lower in total manning percentages. In fact, current aircrew manning already in place at Springfield-Beckley MPT AGS would fulfill 100% of the projected full-time pilot requirements for a 24 PAA General Purpose F-16 or Joint Strike Fighter F-35 squadron as calculated by DOD. Not one full-time pilot needs to be trained or moved to the Springfield, Ohio area to support this mission as we're already in place, well trained, and highly experienced. The current investment in our cadre of instructor pilots alone is estimated to be more than \$120,000,000, and is likely to be lost in its near entirety should DOD's recommendation be approved.

(2) The 178th Fighter Wing also has 78% of projected full-time aircraft maintenance personnel manning required for a 24 PAA squadron as calculated by DOD already in place. 80% of our maintenance personnel are 5 level or above, with 74% at 7 level or above. Our experience and performance are so superb that our 15.49 UTE rate is practically equivalent to the 15.58 Active Duty Air Force Block 30 UTE rate. DOD should have considered that active duty Air Force units employ two fully manned maintenance shifts while Springfield-Beckley MPT AGS's only employs one to one-and-a-third maintenance shifts. This is made possible by our extensive experience and efficiency, something the BRAC process completely overlooked.

(3) Springfield-Beckley MPT AGS has served numerous other units by relieving their past and present manning deficiencies, with aircrew / maintenance / support personnel deploying across the nation and overseas to fill gaps left by insufficient recruiting and retention. Further, several national leadership positions have been filled by former members of the 178th Fighter Wing, representing an irreplaceable success story in the

defense of our nation.

(4) Given the manning situation detailed above, the assumption that personnel at a realigned facility such as Springfield-Beckley MPT AGS would simply “move with the aircraft” to another location in order to support the forecasted increase in that unit’s full-time employment is neither cost effective nor realistic. At best, it displaces the most people while at the same time ignoring the considerable cost and pain associated with relocation. More likely, a significant loss will be experienced as practically every unit member has close ties to their local community, with many living in the Columbus and Cincinnati areas as well. Many members of the 178th Fighter Wing who did not begin their career at Springfield-Beckley MPT AGS have moved here to be closer to their family and raise their children where they grew up as I did in 2001.

(5) A brand new state of the art operations building was recently completed (\$7,000,000 investment in 2002 / \$12,600,000 value in 2010), and is already capable of completely housing two separate 24 PAA F-16 or F-35 JSF General Purpose squadrons for a total of 48 PAA fighter aircraft and all associated aircrew/personnel. Further, the facility is already Sensitive Compartmentalized Information Facility (aka SCIF) capable, an extremely costly requirement which will have to be duplicated elsewhere. The 178th Fighter Wing has spent years designing and configuring the building, and in my estimation there are few other operations buildings as functional and Joint Strike Fighter ready as that here at the Springfield-Beckley MPT AGS.

(6) Springfield-Beckley MPT AGS is one of only three ANG units in the United States to possess 3 or more flight simulators, and the only installation in the nation with 4 x Block 30 F-16C devices. Our scheduled 4000 square foot simulator expansion, previously approved and ready for construction, can house 4 x full 360 degree field of view simulator devices, complete with a state of the art brief and debrief system, for less than \$3,000,000 (\$1,500,000 in minor construction, and \$1,500,000 in additional equipment). This facility, previously scheduled for completion in Spring 2006, is capable of sustaining not only local Formal Training Unit workloads, but can also support up to 480 active duty Air Force and ANG pilots per year in fully immersive air combat simulation training. To wit, our simulator facility has recently received a significant upgrade in long haul network connectivity, permitting our training devices to simultaneously connect to any other Army, Navy, Air Force, or Marine simulator around the world. The incredible value of this impressive Distributed Mission Training (DMT) capability is further highlighted when compared to that which Air Force and ANG aircrew receive at the Air Force Research Laboratory in Mesa, Arizona. That facility only supports air-to-air mission training, whereas our facility permits full employment in all F-16 mission areas (air-to-air, air-to-ground, Night Vision Goggle, Laser Guided Bombs with Targeting Pods, etc). All of this is conducted using a photo-realistic terrain database of several critical areas of concern in the Global War on Terror, including North Korea, Iraq and Afghanistan. Even better, this training represents a potential \$15,360,000 annual flying hour savings - not to mention the wear and tear on our aircraft inventory.

(7) The DOD recommendation to relocate the Air Force Research Laboratory from Mesa, Arizona to Wright Patterson Air Force Base does not account for the possibility of

constituting this capability at Springfield-Beckley MPT AGS. It also fails to calculate the incredible potential for cost savings represented by devices and cost effective facilities already in place at the 178th Fighter Wing. Even worse is the ongoing consideration of Burlington, Vermont to fulfill this much needed mission, yet that installation has no 360 degree visual training system and no dedicated simulator building whatsoever. Selecting any other installation purposefully chooses to reconstitute devices and facilities elsewhere at considerable taxpayer expense.

(8) Extensive additions and renovations have occurred since conversion to a Formal Training Unit (FTU) in 1998. The total expenditure to date has exceeded \$50M, and is significantly greater when forecasted in 2010 Dollars. If the 178th Fighter Wing flying operation is disbanded and is reconstituted at other locations, many if not all of the facilities and infrastructure improvements procured in the last 5 years at Springfield-Beckley MPT AGS will need to be constructed at those bases. Many of these same gaining bases already have plans on the books to construct these same facilities, representing tens of millions in potentially wasted taxpayer Dollars. These facilities and infrastructure improvements include:

- (a) new explosive sited arming areas and an F-35 Joint Strike Fighter capable hush house (the only one in the ANG, a combined \$4,800,000 investment in 2003 / \$8,100,000 value in 2010). Note – Springfield-Beckley MPT AGS has one of only four 75,000 pound thrust tie downs systems in the United States. The remaining three locations are on active duty Air Force bases (Nellis, Eglin and Langley). This is a natural requirement for F/A-22 and F-35 Joint Strike Fighter aircraft and was purposefully designed and built with this capability in mind;**
- (b) new supply building (\$4,900,000 investment in 1999 / \$10,000,000 value in 2010);**
- (c) new dining and medical facility (\$4,400,000 investment in 1995 / \$10,600,000 value in 2010);**
- (d) new firehouse (\$5,600,00 investment in 2005 / \$8,500,000 value in 2010);**
- (e) new civil engineering building (\$4,200,000 investment in 2000 / \$8,200,000 value in 2010);**
- (f) new front gate with complete force protection (\$300,000 investment in 2005 / \$600,000 value in 2010);**
- (g) new control tower (\$4,200,000 invested in 2005 / \$6,100,000 value in 2010)**
- (h) new parking ramp (\$4,250,000 investment in 2003 / \$6,800,000 million value in 2010);**
- (i) new taxiway / barriers / runway overruns (\$5,200,000 invested in 2002 / \$8,800,000 value in 2010);**

- (j) new Non-Destructive Inspection (NDI) facility (\$700,000 invested in 2003 / \$1,200,000 value in 2010). Note – Springfield-Beckley MPT AGS does NDI work for several other ANG bases. This necessary capability would have to be duplicated elsewhere, yet this fact goes unmentioned in the DOD's recommendation;
- (k) new airfield lighting (\$1,200,000 invested in 2005 / \$1,600,000 value in 2010);
- (l) new corrosion facility (\$2,100,000 invested in 1999 / \$5,200,000 value in 2010);
- (m) total aircraft hangar renovation (\$6,400,000 invested in 2003 / \$10,200,000 value in 2010);
- (n) extensive airfield perimeter force protection measures too numerous to detail.

(9) Ultimately, the proximity to Wright Patterson Air Force Base is completely ignored. The Air Force seeks to institute a "community basing" concept at Burlington, Vermont; yet this overlooks the benefit to active duty personnel assigned to Springfield-Beckley MPT AGS of having access to the third largest Air Force Base in the United States as measured by active duty, civilian and contractor personnel. The hospital itself is expanding in size and scope, and the housing / commissary / exchange privileges constitute irreplaceable value. As a cancer survivor, I rely heavily on the medical professionals at Wright Patterson AFB, and can not imagine another area better suited for consideration as the ideal geographical model for the community basing concept.

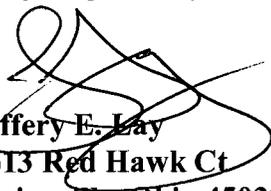
The value of the Air National Guard to the Homeland Security Mission and Global War on Terror (GWOT) is simply amazing. Springfield-Beckley MPT AGS and the 178th Fighter Wing epitomize this in every single way, from infrastructure, to growth capacity, to the countless professionals that have committed their lives to serving their nation, their state and their community. Springfield-Beckley MPT AGS is the number 2 fighter sortie generation squadron in the Air National Guard, second only to another ANG fighter wing with three times the number of aircraft. We're the number one F-16 student producer since inception as a Formal Training Unit in 1998, even training other Active Duty instructors from Luke AFB in Night Vision Goggles (NVG) when the Air Force could not meet their own requirements.

Springfield-Beckley MPT AGS graduates its F-16 students in 16 fewer training days than does the Active Duty using an imbedded syllabus; the result is a graduate fully qualified in Targeting Pod (TGP) employment who needs only one home station certification flight to become an NVG combat wingman. As a result of our incredible efficiency, Springfield-Beckley MPT AGS was only credited for producing one student per syllabus. In contrast, Luke AFB, which re-enrolls their students twice in order to complete two additional follow on courses (TGP and NVG) was credited for three times the student flow as Springfield-Beckley MPT AGS. This is hardly fair since we produce a more combat capable student in a shorter time period using a more effective syllabus. All of this is made possible by the superior experience level of our Instructor Pilots and maintenance personnel, and the resulting UTE rate detailed herein. In stark contrast, the Active Duty chose not to adopt

our approach given their lesser experience levels among Instructor Pilots and maintenance personnel – a testament to our ability to excel on many levels.

In closing, please accept my gratitude for all of your hard work and personal effort in fully researching the recommendations made by DOD. Your service to our nation is purposeful and appreciated, and I hope that my research will assist you in preventing what I believe to be a terrible mistake by concurring with realignment of Springfield-Beckley MPT AGS – an installation with much more to offer than previously reported. The 178th Fighter Wing represents an organization the Air Force and the Air National Guard should be proud to use as a benchmark for other F-16 units. To eliminate the mission at Springfield-Beckley MPT AGS will potentially result in greater exposure to risk for the Air Force, the Air National Guard, and our nation's present and future security. The DOD recommendation to disband the 178th Fighter Wing should be rejected in favor of continuing the current mission until such time as transition to a 24 x F-16 PAA or 48 x F-35 PAA Joint Strike Fighter General Purpose unit is timely.

Very respectfully submitted,



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