

**DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**  
**2521 CLARK STREET, SUITE 600**  
**ARLINGTON, VIRGINIA 22202**  
**(703) 699-2950**

**MEMORANDUM OF MEETING**

**DATE:** July 25th, 2005

**TIME:** 10:00 – 11:00 am

**MEETING WITH:** Ellington Field Task Force Representatives

**SUBJECT:** Concerns about BRAC Recommendation to realign Ellington Field Air Guard Station

**PARTICIPANTS:**

<i>Name</i>	<i>Title</i>	<i>Organization</i>	<i>Phone Number</i>	<i>E-Mail</i>
Ryan Flood	Leg Asst	Congressman Delay's Office	202 225-5954	Ryan.Flood@mail.house.gov
John Martinec	Director	Ellington Field Task Force	281 283-3703	John@martinec.com
Charles McKay	Member	Ellington Field Task Force	281 283-3703	McKay@cl.uh.edu
Lanny McNeely	Commander	147 <sup>th</sup> Fighter Wing	281 929-2222	Lanny.mcneely@txelli.ang.af.mil
Gene Tulich	Deputy Director	Ellington Field Task Force	281 376-0061	Gene42@flash.net

***Commission Staff:***

Ken Small, Lead, Air Force Team  
 Karl Gingrich, COBRA Analyst/Lead, COBRA Team  
 \*Colleen Turner, Senior Analyst, Joint Cross-Service Team

**MEETING SUMMARY:**

The primary purpose of this meeting was for community representatives from the Ellington Field Task Force to share information with BRAC Commission representatives regarding their concerns about the proposed realignment of Ellington Field's 147<sup>th</sup> Fighter Wing Air Guard Station. Their major concerns related to the following issues:

1. Opinion that the military value was assessed incorrectly and would be higher if issues like ramp space and surge capacity were evaluated accurately
2. The recommendation will cause costs to go up and provide no synergy of savings
3. The issues of homeland defense, extremely significant to the Houston area, were not considered at all. The impact of an attack on industry in the area would have national ramifications. Major industries include 25% of the US gasoline supply and the Port of Houston. The Mayor of Houston considers the 147<sup>th</sup> the only protection in area.
4. Army Reserve is moving to Ellington
5. If the ASA mission is provided by another unit, costs include \$2500-\$3500/flying hour. The Ellington representatives asserted that the cost of operating an ASA that is not associated with an existing unit is approximately \$4 mil/year.

\* Denotes individual responsible for completing the memorandum