



178<sup>th</sup> FIGHTER WING

Commander

MEMO FOR:

28 Jan 05

Brad & Dave

Here is a letter from the 178 FW  
of the entire Ok AOC. Also  
included are multi page data  
sheets, the first or second is  
based on the latest data just  
released.

Thanks for the visit &  
the last time.

Sincerely,  
Brad & Dave



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

28 June 2005

Colonel Richard L. Lohnes  
Commander  
5319 Regula Avenue  
Springfield, OH 45502

Mr. Brad McRee, Senior Analyst  
Mr. Dave Van Saun, Joint Issues Team Leader  
Base Closure and Realignment Commission  
2521 South Clark Street Suite 600  
Arlington, VA 22202

The men and women of the 178<sup>th</sup> Fighter Wing and staff members from the offices of Governor Bob Taft, Senator Mike DeWine, and Congressman David Hobson would like to thank you for visiting us in Springfield. We sincerely appreciated your candor, honesty, and open-minded attention to our concerns reference the possible elimination of the 178 FW. Additionally, we were indeed pleased that we shared a mutual concern that the USAF BRAC data was obviously skewed and/or incomplete in regards to ANG recommendations, and seemingly unjustified/unfair closures and realignments. The recommendation appeared to be more programmatic by the USAF and therefore a substantial deviation from the stated BRAC process, and there is no description or mention of the follow-on mission for the "realignment". Our message in simplified terms was as follows:

- The 178 FW has excess capacity now
  - Ramp space for 42 fighters vs. 24
  - Total parking for 54 fighters
  - Operations space for 2 squadrons now
  - Maintenance and logistics capacity for 24 PAA now
- Capacity investments in Springfield will require "0" dollars in 2010
  - Surviving F-16 units will require \$54 million minimum to replace 178 FW facilities elsewhere
- Military value was underestimated
  - 10% manning with 80% of maintenance at 7 level
  - 80,000 hours of pilot experience
  - Airspace and training routes were incorrectly rated
  - Multiple FTU assets/functions not included
  - Current PCN data not used for pavement analysis

- Proximity to WPAFB not considered
- ANG sortie and F-16 student-production leadership ignored
- COBRA data inaccurate
  - \$700K NVP savings based upon personnel leaving 3 years before aircraft depart
  - Actually a \$12 million NVP loss.
  
- Economic impact unfairly punished the Springfield community by - 0.6% while larger cites retained/gained F-16 jobs.

Again, thanks for visiting and listening. If we can be of any assistance with data collection or explanations, please feel free to call or E-mail. I have included a point paper on BRAC data errors we have discovered since release of the additional data as well as miscellaneous supporting information.

Sincerely,

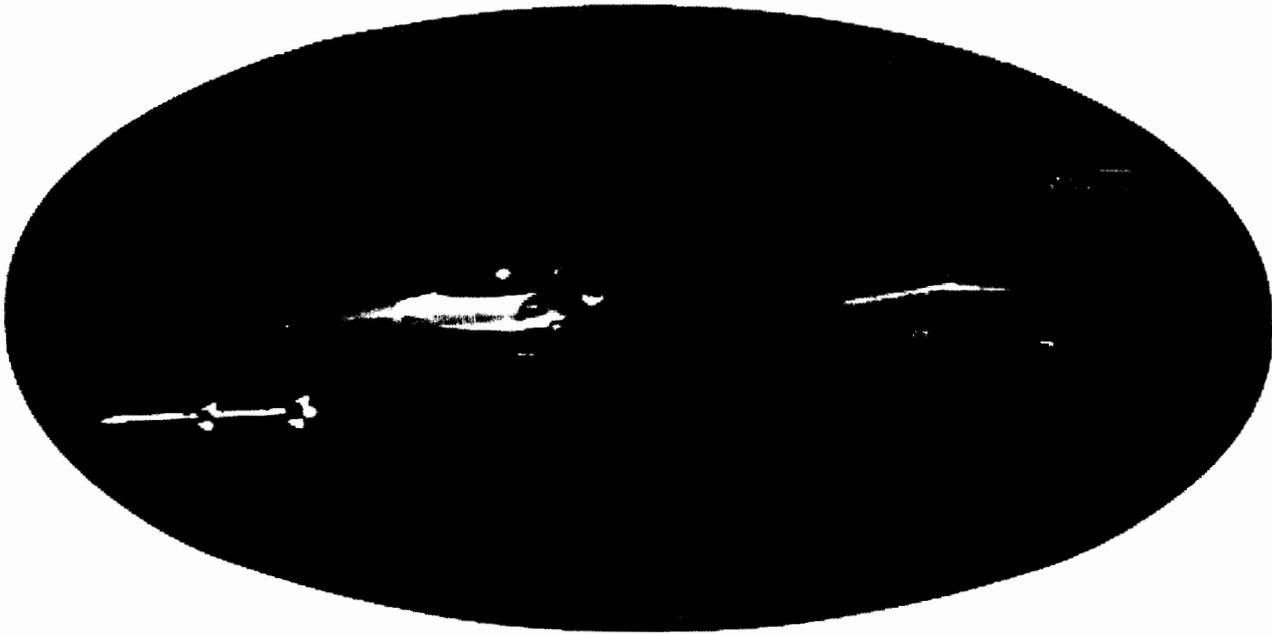


RICHARD L. LOHNES, Colonel, Ohio ANG  
Commander

Attachments:  
Point Paper/Chart of BRAC Data Errors  
Supporting Misc Documentation

# *178<sup>th</sup> Fighter Wing*

*BRAC Reference Sheets*



*5319 Regula Ave. ♦ Springfield ANGB ♦  
Springfield, OH 45502 ♦ Comm: 937-327-2178 ♦  
Fax: 937-327-2121*

POINT PAPER

ON

BRAC FORMULA DATA ERRORS – 178<sup>TH</sup> FIGHTER WING

- Multiple and systematic errors exist in the data used to make BRAC recommendations to close the 178<sup>th</sup> Fighter Wing at Springfield-Beckley Municipal Airport, Ohio.

-- No checks and balances procedures were in place to insure that responses by bases were correct, accurate, valid, current or truthful

-- USAF Audit Agency personnel and ANGB personnel refused some answers and directed some responses

- ANG units and specifically FTU (Formal Training Units) were restricted from including some data

- 178<sup>th</sup> Fighter Wing mission accomplishments and performance were not considered when negative data had no effect upon the mission

-- Lack of “owned/scheduled” ranges, supersonic airspace, military operations areas had no negative impact upon the 178<sup>th</sup> Fighter Wing mission production

-- BRAC questions ignored alternate entry points for VR/IR military training routes.

- Inaccurate and outdated data was used when good data was not readily available.

-- New PCN (Pavement Condition Number) data for Springfield arrived after BRAC data calls ended – A very large penalty in points!

- Data entered by Springfield, Ohio was not used and resulted in lost points

-- WPAFB and Toledo, Ohio were credited with 33 and 30 days respectively better weather than Springfield!

- Published BRAC data did not reflect available fighter parking at Springfield

-- BRAC data uses 24 spots versus actual 42!

- Springfield was punished for weapons siting because it was within FTU guidelines.

-- Neither was credit given for live ordnance storage capability at WPAFB – just 15 minutes away

- ANG F-16 bases that survived have NO such access.
- Overall, using just the seven (7) BRAC data formulas on the attached spread sheet, Springfield, Ohio and the 178<sup>th</sup> FW scored 35.37 in the fighter MCI.
  - This equaled **128<sup>th</sup>** ranking on the overall fighter MCI
  - With simple corrections of the data, the score would be 50.55 and **68<sup>th</sup>** on the MCI
    - With credit for all available land to lease the score is 51.07 and **63<sup>rd</sup>**
    - With credit for weapons storage at WPAFB the score is 54.82 and **51<sup>st</sup>**
  - Surely the #2 manned and #2 sortie producer in the ANG should be ranked better than number **128!**



## BRAC DATA ERRORS

Formula #	Max Points	Points Earned	Lost Points	Remarks
8.00 Ramp Area & Serviceability	2.97	0.00	2.97	BRAC credit for only 24 jets vs. 42.
1205.10 Acreage for Industrial Growth	1.96	0.08	1.88	Lease options denied as credit.
1205.20 Acreage for Airspace Growth	1.96	0.08	1.88	Lease options denied as credit.
1233 Weapons Storage	4.79	0.00	4.79	WPAFB storage is/has been used and closer than what surviving F-16 units have.
1271 Prevailing Weather	5.52	0.00	5.52	Entered data not used. WPAFB credited higher numbers by?
1246 * Access to IR/VR Routes	7.25	1.36	5.89	True availability of entry points not used.
1245 * Proximity to Airspace	22.08	3.73	18.35	“Owned” airspace and description is invalid.
1235 ** Pavement Quality	2.97	0.74	2.23	New pavement at SGH had no new PCN data.

\* Obviously no effect to second-rated ANG sortie production and 97% on-time graduation rate.

\*\* More points lost in Airlift and Tanker MCIs.

178<sup>th</sup> Fighter Wing, Springfield-Beckley Air National Guard Base



## BRAC Analyst Visit



# 178<sup>th</sup> Fighter Wing Capacity Investment Squadron Operations Building - 2002



“State of the Art”

- 30,800 sq ft (24 PAA requires 27,300) NOW!
- Full-time Pilot manning for 24 PAA NOW!
- Sensitive Compartmented Information Facility (SCIF) ready NOW!
- Eight flight briefing rooms for **2 squadrons** NOW!



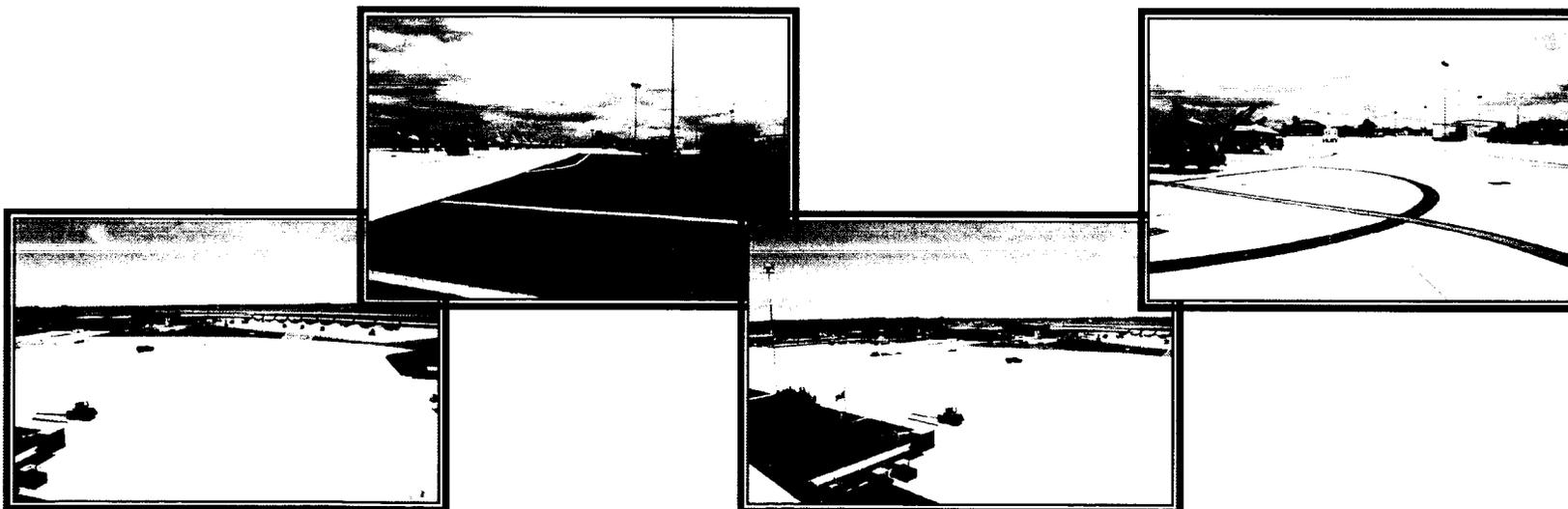
## BRAC Analyst Visit

# 178<sup>th</sup> Fighter Wing Capacity Investment

Parking Ramp  
BRAC Question #28.8

*No Credit*

- Ramp space for 42 F-16s
- Total space for 54 F-16



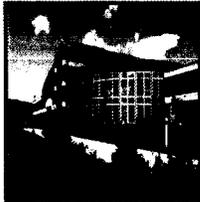
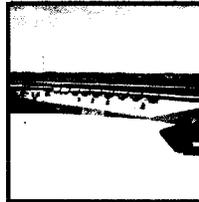
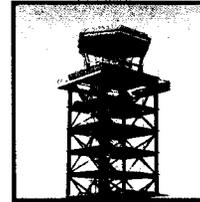


# BRAC Analyst Visit



## Capacity in 2010

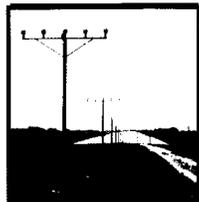
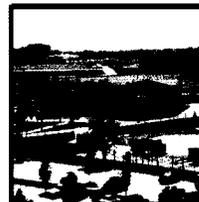
### Required Investments

	2 Squadron Operations	Hush House/ Arm/DeArm	Overrun/ Dual Barrier	Aircraft Parking	Base Supply	Control Tower	NDI Building
Springfield							
Base X 2010	\$12.6M	\$8.1M	\$8.8M	\$6.8M	\$10.0M	\$6.1M	\$1.2M

**Springfield 2010... \$0.00**

**Base X 2010... \$ 53.6 Million**

### Additional Investments

	Hangar	Airfield Lighting	Corrosion Facility	Fire House	Civil Engineering	Medical Facility	Main Gate
Springfield							



## BRAC Analyst Visit



# 178<sup>th</sup> Fighter Wing Military Value

## Lost Maintenance Experience

\*\* Personnel = 339

- 100 Personnel > 20 years
- 86 Personnel > 15 years
- 80% Personnel at 5 level or above
- 74% Personnel at 7 level or above

NOTE: 78% Full-time manning for 24 PAA NOW!!



## BRAC Analyst Visit



### 178<sup>th</sup> Fighter Wing Military Value

#### Lost Pilot Experience

28 Total Pilots = 79,145 Flying Hours

- 18 Years/pilot    AVG
- 2827 Hours/pilot    AVG
- 10 Years more per pilot than Luke AFB (est)
- Net Loss in 2010
  - \$120 Million in pilot experience  
(20 pilots x 10 years flying hours)



## BRAC Analyst Visit



# 178<sup>th</sup> Fighter Wing Military Value

## Owned Airspace

### BRAC Question #1.169

#### *Lower Points – Restricted to Owned Airspace*

- 3 Total MOAs within 150NM
- 2 Ranges with NVG, Laser, and Inert capability
- 1 Range with Live capability within 250NM (Ft. Campbell)
- 1 MOA/ATCAA to FL 500 within 40NM (JSF capable)
  - Only 2 others to FL 500 East of Mississippi River
- 8 Low levels
- Multiple ranges/MOA's at CRTC's during two annual deployments
- FTU results
  - 97% on-time graduation
  - All B course students get DACT or live bombs
  - All-weather experience



# BRAC Analyst Visit



## 178<sup>th</sup> Fighter Wing Military Value

Classrooms – size, number, quality

BRAC Question #11.97

*Lower Points – Restriction to Answer*

- 14 Classrooms with 656 total seats not counted



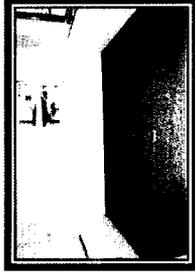
Operations Auditorium



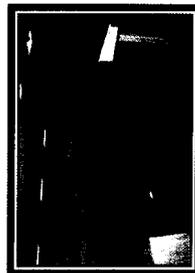
Mission Support Flight



Security Forces



New Fire House



Chapel



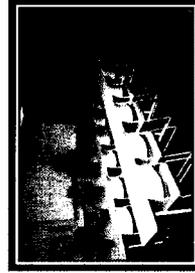
269CBCS



Civil Engineering 1



Civil Engineering 2



Medical Group



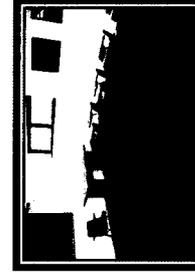
Communications Flight



Supply



Hangar



Motorpool



Operations Group



## BRAC Analyst Visit



# 178<sup>th</sup> Fighter Wing Military Value

## Specialized Courses Taught

BRAC Question #11.104

*No Points – N/A to ANG*

- Our primary mission!
- Teach 23 F-16 specialized courses in five syllabi
- We produce new F-16 pilots in 16 training days  
LESS than USAF
- First to imbed NVG & TGP into formal syllabus



## BRAC Analyst Visit



### 178<sup>th</sup> Fighter Wing Military Value

Large Scale Mobility

BRAC Question #37.1234 - #37.1241

#### *Lower Points*

- Pavement Condition Number (PCN) delay reduced C-17 capability
- Six (6) C-17s vs. five as reported
- PCN now updated



## BRAC Analyst Visit

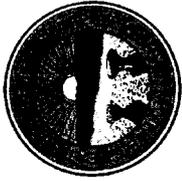


### 178<sup>th</sup> Fighter Wing Military Value Mission Production Comparison

	<u>Mission</u>	<u>BLK</u>	<u>A/C</u> <u>Total</u>	<u>Sorties</u> <u>FY01-04</u>	<u>UTE</u> <u>(12mo)</u>	<u>MXS</u> <u>Shifts</u>
Springfield	FTU	30	20	13695**	<b>15.49*</b>	1.3
Lackland	FTU	30	20	12581	15.48	1.3
Buckley	GP	30	17	11559	14.65	1
Ft. Wayne	GP	25	17	10301	14.65	1
Des Moines	GP	42	17	9592	12.20	1

\* USAF BLK 30 UTE Rate = 15.58 with 2 x maintenance personnel

\*\* 178FW – With just 18% more A/C flew up to 43% more than a wing that survived BRAC



## BRAC Analyst Visit



### 178<sup>th</sup> Fighter Wing

## COBRA

### Scenario/Analysis

- Jets Leave in 2010
  - PFT scheduled → 2008
- COBRA model shows personnel gone 2007
- Miscalculated cost saving (2008 – 2010)
  - \$8,019,000 Personnel\*
  - \$144,000 Land lease
  - \$2,463,000 Contractor (Lockheed Martin)
  - \$2,436,000 Contractor (Link Communications)

→ Total error in savings = \$13,062,000

→ Actual NVP (cost) / Savings = (\$-12,362,000)

\* 225 Federal jobs x \$73,195/year x 3 = \$49,406,625



## BRAC Analyst Visit



# 178<sup>th</sup> Fighter Wing Economic Impact Air Force BRAC Data

<u>Location</u>	<u>Jobs/Population</u>		<u>Gain/Loss</u>
• Des Moines	+47 jobs / 367,175	=	0.0%
• Buckley	+94 jobs / 1,545,580	=	0.0%
• Toledo	+126 jobs / 403,161	=	0.1%
• Springfield	-291 jobs / 67,753	=	-0.6%

Actual Jobs Lost = 450 (Federal, Contractor, State, Guardsmen)

\*\* 178 FW is the #8 employer in Clark County, Ohio

# Reference

## Slide #21

Manning Break Down Chart  
 IAW 4 Apr 05 OH ANG MPV

	Technician	AGR	Title 5	State	Contractor	Total
178 FW	272	90	11	52	13	438
251 CCG	7	3				10
269 CBCS	19	3				22
123 ACS	28	6				34
Total @ SPANGB	326	102	11	52	13	504

# Reference

## Slide #22

<b>May 2005 - 178th Strength Report</b>								
MPF	AUTHORIZED		ASSIGNED		Off Pct	Enl Pct	Total	Goal
	Officer	Enlisted	Officer	Enlisted				
<b>178 FW</b>	<b>102</b>	<b>779</b>	<b>85</b>	<b>876</b>	<b>83.33%</b>	<b>112.45%</b>	<b>109.08%</b>	<b>0.00%</b>
Minorities			3	60	3.53%	6.85%	6.56%	0.00%
Females			15	157	17.65%	17.92%	17.90%	0.00%
<b>251 CCG</b>	<b>14</b>	<b>25</b>	<b>14</b>	<b>21</b>	<b>100.00%</b>	<b>84.00%</b>	<b>89.74%</b>	<b>0.00%</b>
Minorities			0	2	0.00%	9.52%	5.71%	0.00%
Females			0	5	0.00%	23.81%	14.29%	0.00%
<b>269 CCS</b>	<b>5</b>	<b>121</b>	<b>6</b>	<b>117</b>	<b>120.00%</b>	<b>96.69%</b>	<b>97.62%</b>	<b>0.00%</b>
Minorities			1	12	16.67%	10.26%	10.57%	0.00%
Females			0	21	0.00%	17.95%	17.07%	0.00%
<b>Totals</b>	<b>121</b>	<b>925</b>	<b>105</b>	<b>1014</b>	<b>86.78%</b>	<b>109.62%</b>	<b>106.98%</b>	

**F-16 B-Course Student Class Comparison – Springfield ANGB and Luke AFB**

<b>LOCATION</b>	<b>SYLLABUS</b>	<b>DATE</b>	<b># of Students</b>	<b># of Training Days</b>
Springfield	<b>B</b>	September 2004	12	145
Luke	<b>B</b>	March 2005	12	127
	<b>NS</b>	January 2004	12	34
			Total:	161

**Lohnes Richard Col 178FW/CC 346-2155**

---

**From:** Lay Jeffery E Lt Col 178FW/XP 346-2129  
**Sent:** Tuesday, May 17, 2005 11:14 PM  
**To:** Lohnes Richard Col 178FW/CC 346-2155  
**Cc:** Roberts Mike Col 178FW/CV 346-2237  
**Subject:** Sim Q & A

**Importance:** High

Sir:

- 1) No other ANG unit (barring FTU operations) has more than one sim.
- 2) Kelly has 1 x UTD, and 2 x Simuspheres.
- 3) Cannon and Hill AFB both have 4 x Simuspheres each.
- 4) Luke has 10 x UTDs, and 4 x Simuspheres.
- 5) Estimated cost to "move" a Simusphere domestically is \$150K-\$175K each.
- 6) Estimated cost to "move" a UTD is \$12K-\$14K each (approx \$50K total).
- 8) TOTAL estimate to "move" our devices domestically is \$200K-\$225K.
- 9) Our CURRENT 4000 sq ft facility is valued at \$905K.
- 10) Our Expansion (which includes 4000 sq ft addition, plus 4000 sq ft renovation) is estimated to cost \$1.75M (\$750K for addition, and \$500K for renovation).
- 11) A "new" 8000 sq ft facility, including 4000 sq ft "open bay" would cost approximately \$2.05M.

The construction costs are based upon historical data plus money needed for design, supervision, and contingency.

All of these historical values and calculations were taken from the OSD pricing guide for construction, and are in FY05 dollars.

v/r,

E

\*Data source - Guardian data as of 21 Jun 05 for FY 2003.

MDS	UNIT	Metric	FY2002	FY2003	FY2004
F-16C/D	162FW	Sorties Flown	4,681	5,790	6,076
<b>F-16C/D</b>	<b>178FW</b>	<b>Sorties Flown</b>	<b>3,488</b>	<b>3,397</b>	<b>3,403</b>
F-16C/D	140WG	Sorties Flown	3,046	3,092	2,816
F-16C/D	149FW	Sorties Flown	3,300	3,054	3,231
F-16C/D	188FW	Sorties Flown	3,199	3,051	3,012
F-16C/D	177FW	Sorties Flown	2,759	3,016	2,294
F-16C/D	115FW	Sorties Flown	2,626	2,934	2,753
F-16C/D	169FW	Sorties Flown	2,979	2,880	3,008
F-16C/D	144FW	Sorties Flown	2,907	2,828	2,705
F-16C/D	181FW	Sorties Flown	2,867	2,823	2,743
F-16C/D	138FW	Sorties Flown	2,888	2,769	2,689
F-16C/D	180FW	Sorties Flown	2,307	2,732	2,497
F-16C/D	114FW	Sorties Flown	2,678	2,690	2,674
F-16C/D	122FW	Sorties Flown	2,682	2,687	2,431
F-16C/D	158FW	Sorties Flown	2,833	2,658	2,461
F-16C/D	183FW	Sorties Flown	2,801	2,585	2,273
F-16C/D	120FW	Sorties Flown	2,235	2,525	2,676
F-16C/D	187FW	Sorties Flown	2,348	2,435	293
F-16C/D	147FW	Sorties Flown	2,300	2,335	2,607
F-16C/D	174FW	Sorties Flown	2,326	2,241	2,408
F-16C/D	113WG	Sorties Flown	2,304	1,866	n/a
F-16C/D	148FW	Sorties Flown	n/a	969	2,517
F-16C/D	127WG	Sorties Flown	2,657	729	596
F-16C/D	192FW	Sorties Flown	2,700	458	2,365
F-16C/D	185AW	Sorties Flown	2,249	327	51
F-16C/D	132FW	Sorties Flown	2,421		2,499
F-16C/D	150FW	Sorties Flown	3,374		2,935

# Reference

## Slide #23, 60

### F-16 Syllabi Taught at the 178<sup>th</sup> FW

	<b>SYLLABUS</b>	<b>DATE</b>	<b>TRACK</b>	<b>Description</b>
1	<b>B</b>	September 2004		Basic Course
2	<b>TX</b>	October 2004	1A	Transition (a/a emphasis)
3			1B	Transition (a/g emphasis)
4			2	Re-qual
5	<b>IPUG</b>	October 2003	1	FTU IP
6			2	Operational IP
7			3	Academic Platform Instructor
8	<b>NS</b>	January 2004	1	TGP qual, NVG wingman
9			2A	NVG flight lead (already TGP flt lead)
10			2B	NVG and TGP instructor
11			3A	TGP qual
12			3B	TGP instructor
13			5	NVG wingman
14			6A	NVG flight lead
15			6B	NVG instructor
16			7	NVG LOWAT
17	<b>SOC</b>	March 2002	1A	Academics and training devices only
18			1B	Basic qual
19			1C	Basic qual + ACBT + 2 theater a/g
20			1D	Basic qual + ACBT + 2 theater a/a
21			1E	Aggressor pilot transition
22			1F	Basic qual + 4 theater a/g
23			2	Thunderbird selectee

<b>Student Numbers</b>		
<b>Course</b>	<b># Classes</b>	<b># Students</b>
A-C	11	66
A-C	1	1
NVG	19	65 (these numbers include Goggles & TGP)
SOC	6	9
IP	10	21
TX	12	36
B	6	39 graduates, 12 currently attending course
<b>Totals</b>	<b>65</b>	<b>249</b>

Breakdown of withdrawals:

- 1 NVG
- 2 TX
- 1 B

# Reference

## Slide #26, 36

# North and South Parking Ramps



Reference  
Slide #32, 37

**Lohnes Richard L Col 178FW/CC 346-2155**

**From:** Gebhard Mark J Lt Col 178CES/CC 346-2279  
**Sent:** Tuesday, June 21, 2005 8:24 AM  
**To:** Lohnes Richard L Col 178FW/CC 346-2155  
**Cc:** Williams Bev Civ 178CES/CER 346-2586  
**Subject:** Reference used for Facility Authorized Space  
**Sensitivity:** Personal

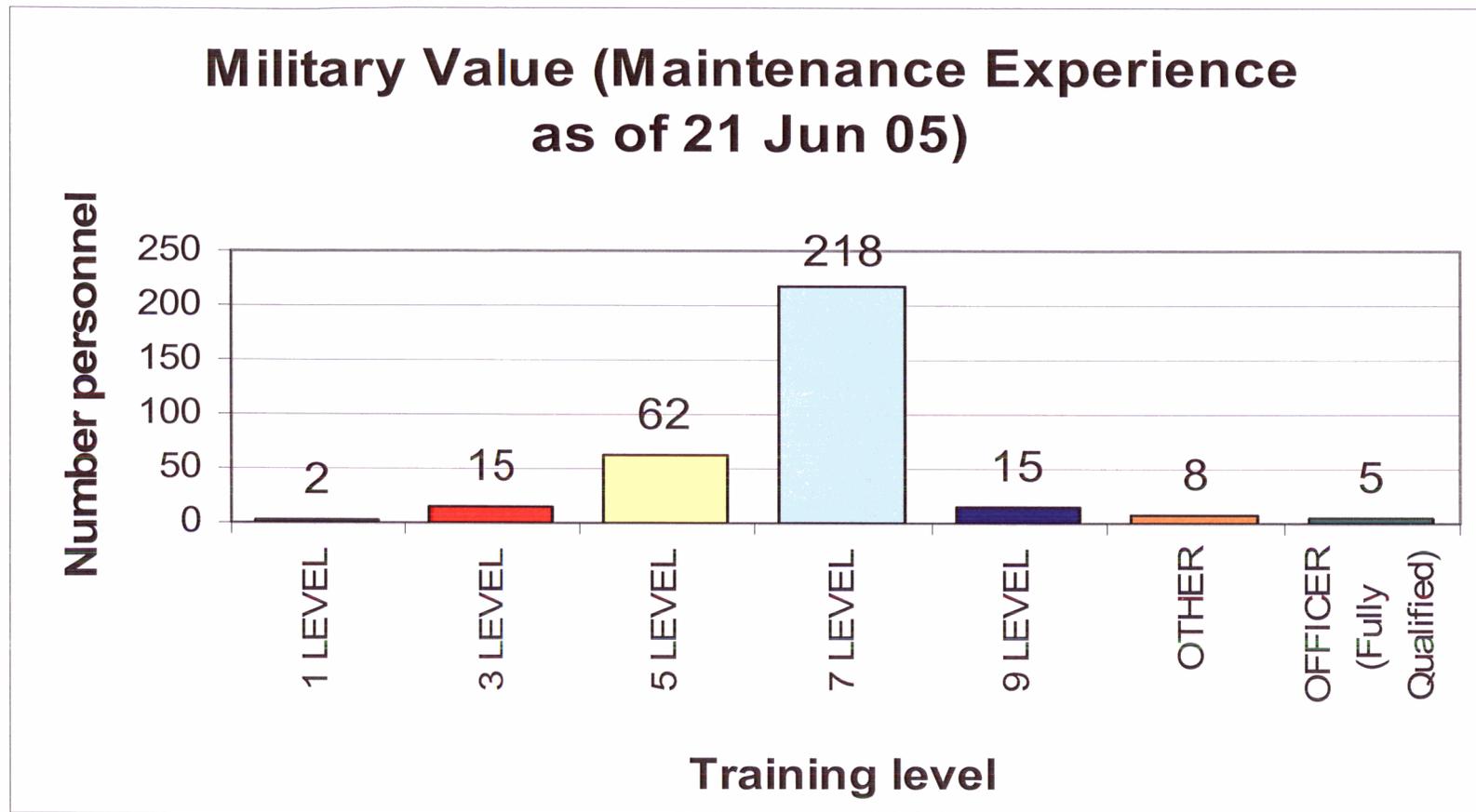
Sir,

1. The Air National Guard Handbook, ANGH 32-1084 "ANG Facility Requirements" (Draft, dated 30 November 2003), is the reference used to determine the authorized space for our base and the 24 PAA F-16 Fighter Unit.
2. The ANG reference supplements the Air Force Handbook, AFH 32-1084 "Standard Facility Requirements Handbook".
3. I had Bev Williams check ANGH 32-1084 reference today and it is still used in the "draft" mode.





# Reference Slide #48



Enlisted: 95% Personnel at 5 level or above

75% Personnel at 7 level or above

Officer: 100% Fully Qualified

\* Data source J4-Master-Enlisted Classification OJT Roster dated 21 Jun 05

# Reference

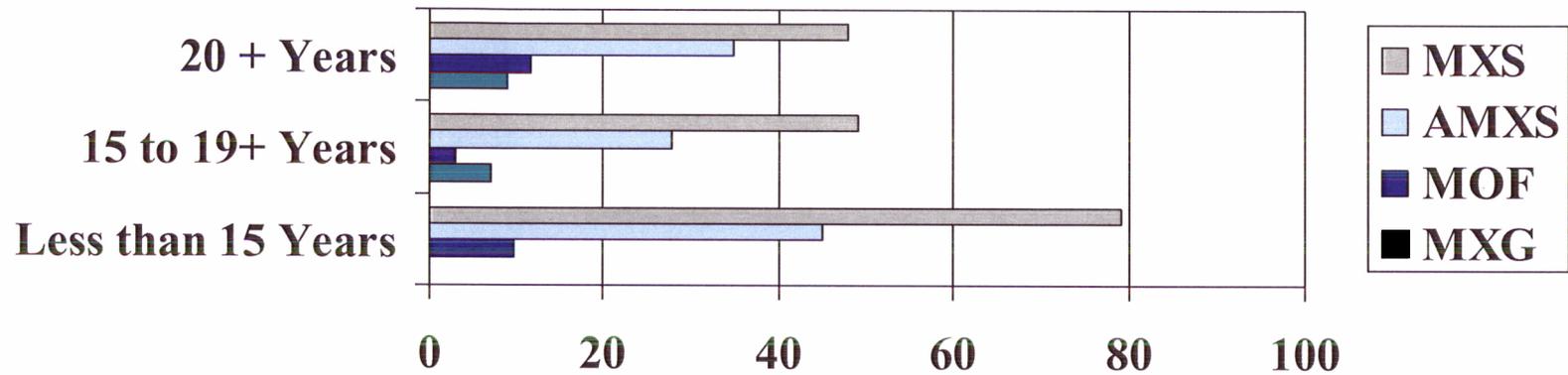
## Slide #49

# 178 MXG Military Manning as of 21 Jun 05

## Stable Work Force

- Spread over a spectrum of experience

- No Gaps/Bow Waves



	Less than 15 Years	15 to 19+ Years	20 + Years
■ MXS	79	49	48
■ AMXS	45	28	35
■ MOF	10	3	12
■ MXG	0	7	9

\*Data derived from Services date for all.xls as provided by MPF.

**MAINTENANCE GROUP 15 PAA VS 24 PAA VS 120 DAY AEF (FULL-TIME & TRADITIONAL)**

Squadron/Shop	15 PAA	24 PAA	INCREASE	15PAA	24 PAA	INCREASE	TOTAL	178 MXG	178 MXG	INCREASE	INCREASE
	TECH	TECH		TRAD	TRAD			18 PAA	18 PAA		
<b>Maintenance Gp</b>	<b>8</b>	<b>15</b>	<b>7</b>	<b>25</b>	<b>42</b>	<b>17</b>	<b>24</b>	<b>12</b>	<b>19</b>	<b>3</b>	<b>25</b>
Leadership	1	1	0	0	0	0	0	1	2	0	0
Orderly Rm	0	0	0	4	6	2	2	1	1	0	5
QA	5	10	5	12	20	8	13	8	8	2	12
Weapons Stand	0	1	1	5	8	3	4	0	4	1	4
Pro Sup/Exped	2	3	1	4	8	4	5	3	4	0	4
<b>Maintenance Sq</b>	<b>80</b>	<b>147</b>	<b>67</b>	<b>131</b>	<b>217</b>	<b>86</b>	<b>153</b>	<b>116</b>	<b>185</b>	<b>31</b>	<b>69</b>
Leadership	5	5	0	2	3	1	1	4	5	1	0
Orderly rm	1	1	0	3	5	2	2	1	3	0	2
Egress	2	4	2	4	6	2	4	5	9	0	0
Electric	6	10	4	10	12	2	6	9	16	1	0
R & R	1	4	3	2	3	1	4	3	3	4	0
Hydraulic	3	5	2	3	5	2	4	4	7	1	0
Fuels	5	8	3	14	16	2	5	6	13	2	3
AIS	6	7	1	9	9	0	1	12	13	0	0
ECM	3	8	5	6	9	3	8	0	0	8	9
Engine	15	32	17	15	20	5	22	26	33	6	0
Inspection/Phase	6	12	6	7	13	6	12	9	12	3	1
Fabrication	1	1	0	0	0	0	0	2	3	0	0
Metals	2	6	4	4	7	3	7	4	7	2	0
St Rep	5	11	6	6	14	8	14	7	11	4	3
NDI	3	6	3	2	4	2	5	4	6	2	0
Survival Equip	2	5	3	1	2	1	4	4	5	1	0
Munitions	8	13	5	35	78	43	48	9	27	4	51
Age	6	9	3	8	11	3	6	7	12	2	0

<b>Acft Maint Sq</b>	<b>48</b>	<b>81</b>	<b>35</b>	<b>107</b>	<b>161</b>	<b>54</b>	<b>89</b>	<b>62</b>	<b>111</b>	<b>19</b>	<b>48</b>
Leadership	2	0	0	3	5	2	2	3	3	0	0
Orderly Rm	0	1	1	2	4	2	3	1	3	0	1
Avionics FL	11	19	8	14	27	13	21	15	21	4	6
Weapons	17	27	10	51	70	19	29	18	37	9	33
Crew Chiefs	18	34	16	37	55	18	34	26	47	8	8
<b>Maint Ops Flight</b>	<b>12</b>	<b>23</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>22</b>	<b>33</b>	<b>16</b>	<b>27</b>	<b>7</b>	<b>19</b>
Leadership	1	1	0	1	1	0	0	1	2	0	0
MOC/PS & D	4	12	8	12	29	17	25	7	15	5	14
CEMS	2	3	1	4	6	2	3	2	3	1	3
Analysis	2	3	1	4	6	2	3	2	4	1	2
Training	2	3	1	1	2	1	2	2	3	1	0
Funds	1	1	0	0	0	0	0	2	0	0	0
<b>TOTAL</b>	<b>148</b>	<b>266</b>	<b>120</b>	<b>285</b>	<b>464</b>	<b>179</b>	<b>299</b>	<b>206</b>	<b>342</b>	<b>60</b>	<b>161</b>

## 24 PAA Stand Up Information

178 MXG Current (18 PAA)

24 PAA

Full Time: 205

266\*

Drill Status Guardsmen: 313

464\*\*

\* Full time – 78% of required personnel are on board full time to support a 24 PAA organization.  
Need less than 70 additional hires to be full up.

\*\* Drill Status Guardsmen – 151 slots to become a full up 24 PAA organization.

178<sup>th</sup> FW 109.08 % manning / 95+ % Retention

**MAINTENANCE GROUP 15 PAA VS 24 PAA VS 120 DAY AEF (FULL-TIME & TRADITIONAL)**

Squadron/Shop	15 PAA	24 PAA	INCREASE	15PAA	24 PAA	INCREASE	TOTAL	178 MXG	178 MXG	INCREASE	INCREASE
	TECH	TECH		TRAD	TRAD			18 PAA	18 PAA	24 PAA	24 PAA
<b>Maintenance Gp</b>	<b>8</b>	<b>15</b>	<b>7</b>	<b>25</b>	<b>42</b>	<b>17</b>	<b>24</b>	<b>12</b>	<b>19</b>	<b>3</b>	<b>25</b>
Leadership	1	1	0	0	0	0	0	1	2	0	0
Orderly Rm	0	0	0	4	6	2	2	1	1	0	5
QA	5	10	5	12	20	8	13	8	8	2	12
Weapons Stand	0	1	1	5	8	3	4	0	4	1	4
Pro Sup/Exped	2	3	1	4	8	4	5	3	4	0	4
Leadership	5	5	0	2	3	1	1	4	5	1	0
Orderly rm	1	1	0	3	5	2	2	1	3	0	2
Egress	2	4	2	4	6	2	4	5	9	0	0
Electric	6	10	4	10	12	2	6	9	16	1	0
R & R	1	4	3	2	3	1	4	3	3	4	0
Hydraulic	3	5	2	3	5	2	4	4	7	1	0
Fuels	5	8	3	14	16	2	5	6	13	2	3
AIS	6	7	1	9	9	0	1	12	13	0	0
ECM	3	8	5	6	9	3	8	0	0	8	9
Engine	15	32	17	15	20	5	22	26	33	6	0
Inspection/Phase	6	12	6	7	13	6	12	9	12	3	1
Fabrication	1	1	0	0	0	0	0	2	3	0	0
Metals	2	6	4	4	7	3	7	4	7	2	0
St Rep	5	11	6	6	14	8	14	7	11	4	3
NDI	3	6	3	2	4	2	5	4	6	2	0
Survival Equip	2	5	3	1	2	1	4	4	5	1	0
Munitions	8	13	5	35	78	43	48	9	27	4	51
Age	6	9	3	8	11	3	6	7	12	2	0

<b>Acft Maint Sq</b>	<b>48</b>	<b>81</b>	<b>35</b>	<b>107</b>	<b>161</b>	<b>54</b>	<b>89</b>	<b>62</b>	<b>111</b>	<b>19</b>	<b>48</b>
Leadership	2	0	0	3	5	2	2	3	3	0	0
Orderly Rm	0	1	1	2	4	2	3	1	3	0	1
Avionics FL	11	19	8	14	27	13	21	15	21	4	6
Weapons	17	27	10	51	70	19	29	18	37	9	33
Crew Chiefs	18	34	16	37	55	18	34	26	47	8	8
<b>Maint Ops Flight</b>	<b>12</b>	<b>23</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>22</b>	<b>33</b>	<b>16</b>	<b>27</b>	<b>7</b>	<b>19</b>
Leadership	1	1	0	1	1	0	0	1	2	0	0
MOC/PS & D	4	12	8	12	29	17	25	7	15	5	14
CEMS	2	3	1	4	6	2	3	2	3	1	3
Analysis	2	3	1	4	6	2	3	2	4	1	2
Training	2	3	1	1	2	1	2	2	3	1	0
Funds	1	1	0	0	0	0	0	2	0	0	0
<b>TOTAL</b>	<b>148</b>	<b>266</b>	<b>120</b>	<b>285</b>	<b>464</b>	<b>179</b>	<b>299</b>	<b>206</b>	<b>342</b>	<b>60</b>	<b>161</b>

# Reference

## Slide #50

F016											
Total	Primary	Instructor	Evaluator	# Sorties	Combat	Combat Supt	Combat Sotrie	Combat Supt Sortie	NVG	Grand Total	Total
949.1	627.2	316.7	0.0	727	0.0	0.0	0	0	13.0	2906.7	2731.7
2419.0	1431.2	938.1	39.3	1794	0.0	0.0	0	0	71.1	3079.0	2900.7
2728.4	1613.0	1046.0	69.4	1955	249.2	4.4	86	3	82.2	3243.8	2767.4
1511.8	1101.7	331.3	71.9	1172	9.9	0.0	3	0	30.1	2114.2	1912.6
809.1	632.9	166.0	0.0	647	0.0	0.0	0	0	14.6	2578.5	2385.9
2130.2	1200.9	900.8	19.3	1607	71.8	0.0	28	0	31.6	3605.0	3435.4
1677.9	1025.0	567.1	82.3	1099	268.1	4.1	65	3	34.3	1930.5	1737.4
1792.3	1236.5	469.7	91.9	1330	15.3	6.9	9	5	90.2	2586.4	2392.2
1891.9	1060.2	695.2	31.3	1259	256.6	9.8	65	5	46.3	2146.9	1946.0
1547.1	1239.2	302.3	0.0	1264	0.0	0.0	0	0	41.4	2626.0	1844.2
1570.7	1001.7	561.5	0.0	1226	12.2	0.0	4	0	44.4	2237.3	2043.2
563.1	232.9	326.0	0.0	458	0.0	0.0	0	0	41.4	3408.5	3408.5
1688.5	898.0	677.5	107.5	1351	37.7	4.3	17	3	46.3	4628.4	4425.6
2211.8	1319.1	857.0	12.3	1517	368.7	2.0	83	1	76.6	2451.1	2231.6
377.2	236.1	132.8	0.0	305	0.0	0.0	0	0	29.3	3048.3	2850.3
2441.7	1487.9	835.5	93.7	1745	0.0	0.0	0	0	82.9	3138.2	2961.0
1841.1	1209.9	612.7	0.0	1253	69.3	4.4	21	2	109.7	2077.9	1867.3
2610.9	1093.2	1317.0	198.2	1956	16.6	0.0	6	0	72.6	4572.8	4388.2
620.0	394.8	219.3	0.0	408	0.0	0.0	0	0	55.2	3439.0	3439.0
1066.4	861.4	195.6	0.0	826	12.2	11.7	6	4	27.8	2055.9	2055.9
1370.4	655.6	711.9	0.0	1029	0.0	0.0	0	0	56.0	2649.7	2455.7
1821.5	792.3	884.6	143.3	1491	0.0	0.0	0	0	58.7	3465.1	2601.0
1533.9	648.1	819.1	50.4	1195	0.0	0.0	0	0	25.8	3048.9	2137.1
2469.7	1038.7	1421.9	2.8	1750	8.7	0.0	3	0	57.8	2760.4	2505.8
2962.2	822.5	1808.3	331.4	2144	87.5	3.1	43	2	22.6	3174.2	2991.5
1613.8	619.4	879.3	111.9	1232	32.9	7.5	14	5	21.9	3601.1	3427.1
1442.2	851.9	584.7	0.0	1047	95.5	4.7	32	4	66.5	1703.9	1509.3
45661.9	25331.3	18577.9	1456.9	33787	1612.2	62.9	485	37	1350.3	78277.7	71351.6
1691.2	938.2	688.1	54.0	1251.4	59.7	2.3	18.0	1.4	50.0	2899.2	2642.7

Career										
Primary	Instructor	Evaluator	# Sorties	Combat	Combat Supt	Combat Sotrie	Supt Sortie	NVG	Years of EXP	
2014.1	316.7	0.0	1706	0.0	0.0	0	0	13.0	20	
1557.8	1286.9	39.3	2316	0.0	0.0	0	0	71.1	20	
1648.6	1046.0	69.4	1995	249.2	4.4	86	3	82.2	16	
1498.7	331.3	71.9	1460	9.9	0.0	3	0	30.1	15	
1336.3	469.5	0.0	1448	0.0	0.0	0	0	14.6	15	
2219.1	1074.2	19.3	2447	71.8	0.0	28	0	31.6	24	
1082.4	567.1	82.3	1156	268.1	4.1	65	3	34.3	13	
1811.4	469.7	91.9	1777	15.3	6.9	9	5	90.2	17	
1112.8	695.2	31.3	1311	256.6	9.8	65	5	46.3	14	
1532.9	302.3	0.0	1524	0.0	0.0	0	0	41.4	22	Navigator
1472.1	561.5	0.0	1572	12.2	0.0	4	0	44.4	17	
3078.3	326.0	0.0	458	0.0	0.0	0	0	41.4	17	Other Service Time
2543.9	1734.5	133.8	2618	37.7	9.0	17	5	46.3	29	
1338.9	857.0	12.3	1539	368.7	2.0	83	1	76.6	12	
1392.1	1410.6	34.8	2259	64.2	0.0	14	0	40.8	15	
1741.3	835.5	93.7	1939	0.0	0.0	0	0	82.9	21	
1235.5	612.7	0.0	1281	70.5	4.4	22	2	109.7	13	
2167.8	2019.7	198.2	3276	16.6	0.0	6	0	72.6	22	
3213.8	219.3	0.0	408	0.0	0.0	0	0	55.2	19	Other Service Time
1850.9	195.6	0.0	911	12.2	11.7	6	4	27.8	20	
1604.5	834.5	0.0	1781	215.3	0.9	59	1	56.0	16	
1542.5	909.4	143.3	2052	0.0	7.7	0	5	58.7	18	
1251.3	819.1	50.4	1592	0.0	0.0	0	0	25.8	18	Navigator
1072.9	1421.9	2.8	1789	8.7	0.0	3	0	57.8	16	
851.8	1808.3	331.4	2175	87.5	3.1	43	2	22.6	19	
2032.6	1220.2	166.5	2419	32.9	19.3	14	14	21.9	25	
901.2	584.7	0.0	1099	95.5	17.8	32	5	66.5	13	Other Service Time
45105.5	22929.4	1572.6	46308	1892.9	101.1	559	55	1361.8	486	
1670.6	849.2	58.2	1715.1	70.1	3.7	20.7	2.0	50.4	18.0	



# Reference

## Slide #53

**Lohnes Richard Col 178FW/CC 346-2155**

**From:** Lay Jeffery E Lt Col 178FW/XP 346-2129  
**Sent:** Wednesday, May 25, 2005 3:27 PM  
**To:** Lohnes Richard Col 178FW/CC 346-2155  
**Cc:** Roberts Mike Col 178FW/CV 346-2237  
**Subject:** ASA Notes  
**Sensitivity:** Personal

**Sir,**

**The ASA pursuit produced the following current status to date:**

- 1. We requested 5 aircraft sit alert for up to 30 days with 2 x 2 x G live.**
- 2. We requested courtesy storage of 12 AIM120C x 12 AIM9M x 3000 HEI.**
- 3. We requested operations for 24/7 alert personnel.**

**Mr. Pete Jacques at FFO confirmed the following:**

- 1. We would most likely be staged operationally out of the old 944 spaces.**
- 2. We would be given exclusive tenant rites.**
- 3. We would likely park on the hot pads until a safety survey could be conducted to explore blast patterns if parked in front of the old 944 spaces... they needed to explore where the funds for such a survey would come from, and specifically stated they would look to the ANG to fund the request.**
- 4. Parking on the hot pads displaces real world airlift operations ISO GWOT.**

**SMSGT Ryan Henry, 127MXS Munitions Flight Chief, Selfridge ANGB confirmed:**

- 1. We could truck / fetch / load munitions as required to support this mission.**
- 2. They have standing agreements with the 180MXS, which we could / would duplicate.**

**I contacted NORAD, et al, and pinpointed operational specifics on tasking, etc.**

**MSF has a plan to put folks on Title 10 when the shooting begins.**

**Diver did all the research on finding the necessary instructions applicable to the operations side of the mission.**

**Walt looked at all aspects of the maintenance side of the equation.**

**All agreed that we could do it out of trailers if necessary, but FFO confirmed that would not be necessary / they would support us. Their only concerns were:**

5/25/2005



# Reference

## Slide #59

**TRAINING REAL ESTATE**

<b>Unit</b>	<b>Location</b>	<b>Seating Capacity</b>
178 MSF	Bldg 118 Testing room	22
178 OG	Bldg 146 Auditorium	100
178 SFS	Bldg 131 Room 127/128	42
178 CF	Bldg 122 CF Computer Training Room	10
269 CBCS	Bldg 109 Classrooms	100
178 CES	Bldg 151 CES Classroom	65
178 CES	Bldg 151 CES Readiness Classroom	55
178 LRS	Bldg 150 LRS Training Room	64
178 FW	Bldg 122 HC Chapel	30
178 CEF	Bldg 153 CEF Classroom	25
178 LRS	Bldg 107 Transportation Classroom	25
178 MDG	Bldg 147 MDG Classroom	30
178 OG	Bldg 146 OG Classroom	18
178 MXG	Bldg 101 MXG Classroom	70

# Reference

## Slide #64

**Expedient Structural Evaluation Report  
 SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT, OHIO  
 AIRFIELD PAVEMENT SUMMARY  
 14 JUNE 2004**

**SUMMARY**

At the request of OHANG 178<sup>th</sup> Fighter Wing, members from the ANG/CECC Pavement Maintenance Management Team conducted an expedient airfield pavement evaluation at Springfield-Beckley Municipal Airport, Ohio, on 14 June 2004. The purpose of the evaluation was to determine the structural capacity of the airfield. Available reports and data consisted of a 2003 ANG/CECC Pavement Condition Survey, a 1991 AFCESA Airfield Pavement Evaluation and as-builts of the airfield pavement. Dynamic Cone Penetrometer (DCP) tests were conducted throughout the airfield. These test locations are shown on the airfield layout included on page [redacted] in this report. DCP test results along with other referenced data were used to calculate the Allowable Passes or Allowable Gross Loads (AGLs) and Pavement Classification Numbers (PCNs) in this report.

**CONCLUSIONS**

The reported PCNs for the airfield are as follows:

FEATURE	PCN*	ALLOWABLE PASSES	
		C-17**	F-16***
RUNWAY	60RBWT	631,241	No Limit
OLD APRON - WEST	49RCWT	19,838	No Limit
OLD APRON - EAST	39RBWT	3,729	38,931,507
NEW APRON	63RCWT	338,579	No Limit
TIGER RAMP	74RBWT	15,352,599	No Limit
RAIDER RAMP	106RAWT	No Limit	No Limit
TWY A	67FCWT	43,228	No Limit
TWY A - WIDENED	41FCWT	757	No Limit
TWY G	55FCWT	5,148	No Limit

\*based on the AF standard of 50,000 passes of a C-17 weighing 585,000 lbs.

\*\*number of passes at maximum weight of 585,000 lbs before 100% of the pavement design life is used.

\*\*\*number of passes at maximum weight of 37,500 lbs before 100% of the pavement design life is used.

AGL's for all pavement features can be found in Appendix D.

PCN's for all pavement features can be found in Appendix E.

## **1. Structural Capacity:**

**Runway 06/24:** This primary runway was found to be of adequate strength and capable of supporting currently assigned F-16 aircraft at Springfield-Beckley Municipal Airport. For occasional (less than 500 passes) heavy traffic, no limitations are necessary. See Appendix D for AGLs at given pass intensity levels. The standard PCN published in NGA references for U S Air Force airfields is based on the most restrictive primary runway feature and C-17 aircraft at 50,000 passes.

For Springfield-Beckley Municipal Airport, the recommended PCN for publication is

**Runway 06/24: 60/R/B/W/T.**

**Taxiways and Aprons:** For the vast majority, the taxiways and aprons are likewise structurally adequate for assigned F-16 aircraft, but several present potential limitations for heavier aircraft at greater than occasional pass intensity levels. For example, the widened portion of Taxiway A in the vicinity of the fire station was found to be structurally deficient for C-17 aircraft. Other locations within this same pavement feature were found to be adequate. The weakest result from this feature was reported above. See Appendix D for a summary of AGL's for all taxiway and apron features investigated.

## **2. Surface Condition:**

In April 2003, ANG/CECC published *AIRFIELD PAVEMENT CONDITION REPORT And Pavement Maintenance Plan* for the airfield pavements owned by the 178<sup>th</sup> Fighter Wing at Springfield-Beckley Municipal Airport. The 2003 report did not include the runway or majority of the taxiways on the airfield. The new ANG apron and Raider Ramp were not evaluated at that time due to on-going construction projects. Refer to that report for detailed information regarding the PCI for the ANG-owned pavements.

## **RECOMMENDATIONS**

The airfield pavements at Springfield-Beckley Municipal Airport are capable of supporting the currently assigned F-16 aircraft. No major repairs are required. Passes and allowable loads should be reduced on some airfield features for heavier aircraft. See Appendix D for details. See the April 2003 *AIRFIELD PAVEMENT CONDITION REPORT And Pavement Maintenance Plan* for specific maintenance recommendations.

# 178<sup>th</sup> Fighter Wing Apron and Arm/Dearm Pavement Classification Number (PCN)

PREPARED FOR: Norb Schertzer/CH2M HILL

PREPARED BY: Bill VanHercke/CH2M HILL

COPIES:

DATE:

In accordance with the FAA AC 150/5335-5, dated 03/06/87, a pavement condition classification number was developed for the Aircraft Parking Apron and Arm/Dearm pavement at the Ohio ANG, 178<sup>th</sup> Fighter Wing at Springfield-Beckley Municipal Airport. As is described in the referenced AC, the PCN provides a standard method in establishing pavement strength. This standard is used internationally as member countries of ICAO are required to adopt this method of classification.

## Aircraft Parking Apron and Arm/Dearm Pad

The PCN for any pavement is reported by a code consisting of five elements: PCN Numerical Value, Pavement Type, Subgrade Strength, Tire Pressure, and Evaluation Method. The PCN for the Aircraft Parking Apron and Arm/Dearm pavements is:

66/R/C/W/T

Where:

- 66 = PCN value which expresses the relative load carrying capacity of a pavement.
- R = Rigid Pavement Designation
- C = Subgrade Strength Categories (as defined in Table 2-1 of the above referenced FAA AC).
- W = Allowable Tire Pressure Categories (as defined in Table 2-3 of the above referenced FAA AC).
- T = Pavement Strength Evaluation Method

The above PCN was determined in accordance with the above referenced FAA AC as follows:

1. "66" equals the standard single wheel loading carrying capacity and is based on the critical aircraft design load, using Figure 2-6 from FAA AC 150/5335-5. It has been determined that the critical aircraft is the C-17 aircraft, having a dual tandem axle load of 331,400 pounds at minimum take off weight. The C-17 was used at 100 passes during initial pavement design investigations. The Apron and arm/dearm pavements were

constructed at a pavement section of 11-inch PCC, 6-inch drainable base, and 12-inch concrete stabilized sub-base.

2. "R" equals rigid pavement.
3. The "C" designation indicates a subgrade modulus (k-value) of between 100 and 200 pci (125 pci used in the pavement design analysis). It has been assumed that the subgrade strength of the pavements is the same for the Arm/Dearm pads and Aircraft Parking Apron, as the lowest value was used.
4. The "W" designation in the above PCN indicates the High Allowable Tire Pressure for a rigid pavement section versus "X", "Y", or "Z" designation for a flexible pavement section.
5. The "T" designation of the PCN indicates that the pavement carrying capacity has been determined using technical analysis, versus the "U" designation which means that the PCN was determined by selecting the highest aircraft classification number (ACN) among the aircraft currently using the facility and not causing pavement distress.

# Reference

## Slide #69, 70

**Lohnes Richard L Col 178FW/CC 346-2155**

**From:** Mann Anne MSgt 178MOF/MXOP 346-2250  
**Sent:** Friday, June 10, 2005 7:58 AM  
**To:** Walker Stephen Col 178MXG/CC 346-2245; Lohnes Richard L Col 178FW/CC 346-2155  
**Subject:** Guardian and Merlin Sortie UTE rate information

Guardian information From May 04 – Apr 05 (past 12 months)

12  
 Month  
 Sortie UTE Rate

*BLK*

Avg	Unit	TAI	PAA	BAI	Geographic Location
15.49%	178FW 30	20	18	2	SPRGFLD BK APRT OH(TF)
15.48%	140WG 30	17	15	2	BUCKLEY ANGB CO
14.65%	122FW 25	17	15	2	FORT WAYNE IN
12.33%	180FW 42	17	15	2	TOLEDO EXPRESS APRT OH
12.20%	132FW 42	17	15	2	DES MOINES IAP IA

ANG F-16C/D overall average for the same time frame = 13.41%

\*Guardian formula Total Sorties Flown/Avg No. of Possessed Aircraft = Sortie UTE Rate

- Merlin information from May 04 – Apr 05 (past 12 months)

Active Duty Air Force F-16C/D block 30 Sortie UTE Rate = 15.58%

Air Force Reserve F-16C/D block 30 Sortie UTE Rate = 15.27%

\*Merlin formula Total Sorties Flown/Avg No. of Possessed Aircraft = Sortie UTE Rate

Raw data attached

15.58 USAF *BLK* 30  
 • 2.5 shifts maintenance Personnel

MDS	UNIT	Metric	FY2001	FY2002	FY2003	FY2004	FY2005 t
F-16C/D	149FW	Maint Cancels	0	59	65	25	5
	178FW	Maint Cancels	8	31	70	55	14
	149FW	Pilot Reported Discrepancy	209	1,430	1,265	1,192	1,046
	178FW	Pilot Reported Discrepancy	616	886	926	1,024	568
	149FW	Sorties Flown	2,996	3,300	3,054	3,231	2,287
	178FW	Sorties Flown	3,407	3,488	3,397	3,403	2,036
	149FW	Avg No. of Possessed Acft	18.68	19.84	19.25	19.08	19.21
	178FW	Avg No. of Possessed Acft	17.86	18.91	19.14	18.57	18.62
	149FW	Cann Rate Per 100 Sorties	1.80%	9.40%	8.50%	7.60%	7.20%
	178FW	Cann Rate Per 100 Sorties	4.80%	7.10%	6.70%	7.10%	4.70%
	149FW	Code-3 Break Rate	0.50%	9.20%	11.90%	8.00%	9.30%
	178FW	Code-3 Break Rate	6.70%	7.70%	7.70%	7.80%	6.80%
	149FW	FMC Rate	56.00%	57.00%	56.00%	58.20%	44.60%
	178FW	FMC Rate	73.10%	70.70%	61.60%	57.50%	62.90%
	149FW	Ground Abort Rate	1.20%	6.70%	5.90%	4.80%	5.10%
	178FW	Ground Abort Rate	3.10%	5.00%	4.40%	4.40%	4.30%
	149FW	MC Rate	70.40%	68.10%	70.50%	70.70%	69.30%
	178FW	MC Rate	74.40%	71.40%	65.00%	64.00%	72.70%
	149FW	Monthly Attrition Rate	0.00%	8.10%	12.10%	9.20%	9.00%
	178FW	Monthly Attrition Rate	13.20%	10.80%	19.80%	14.00%	22.10%
	149FW	Repeat Rate	1.90%	3.10%	2.50%	2.50%	2.90%
	178FW	Repeat Rate	6.20%	3.60%	5.10%	4.60%	3.00%
	149FW	Sortie UTE Rate	13.40%	13.90%	13.20%	14.10%	14.90%
	178FW	Sortie UTE Rate	15.90%	15.40%	14.80%	15.30%	14.75%

Data from Guardian

MDS	UNIT	Metric	FY2001	FY2002	FY2003	FY2004	FY2005 t
	149FW	Sortie UTE Rate	13.40%	13.90%	13.20%	14.10%	14.90%
	178FW	Sortie UTE Rate	15.90%	15.40%	14.80%	15.30%	14.75%
	149FW	Sorties Flown	2,996	3,300	3,054	3,231	2,287
	178FW	Sorties Flown	3,407	3,488	3,397	3,403	2,036

Average Possessed Aircraft data check

F-16C/D	UNIT	Metric	20.3	19.3	19.6	19.6
F-16C/D	149FW	Avg No. of	20.3	19.3	19.6	19.6
F-16C/D	178FW	Avg No. of	19.2	17.2	17.6	17.6

MDS	UNIT	Metric	Oct-03	Nov-03	Dec-03	Jan-04
F-16C/D	149FW	Avg No. of	19.6	18.6	19	19.3
F-16C/D	178FW	Avg No. of	19.6	18.5	18.6	19.4

MDS	UNIT	Metric	Oct-02	Nov-02	Dec-02	Jan-03
F-16C/D	149FW	Avg No. of	19.6	18.7	19.6	19.6
F-16C/D	178FW	Avg No. of	19.7	19.9	20.7	20.1

MDS	UNIT	Metric	Oct-01	Nov-01	Dec-01	Jan-02
F-16C/D	149FW	Avg No. of	19.1	19	19.7	20.6
F-16C/D	178FW	Avg No. of	19.8	19.4	19.2	18.9

MDS	UNIT	Metric	Oct-00	Nov-00	Dec-00	Jan-01
F-16C/D	149FW	Avg No. of	17.3	18.1	19.6	19
F-16C/D	178FW	Avg No. of	16.5	16	16.1	16.4

**Lohnes Richard L Col 178FW/CC 346-2155**

**From:** Mann Anne MSgt 178MOF/MXOP 346-2250  
**Sent:** Friday, June 10, 2005 9:14 AM  
**To:** Lohnes Richard L Col 178FW/CC 346-2155  
**Cc:** Walker Stephen Col 178MXG/CC 346-2245  
**Subject:** 149FW and 178FW past info (more research to come)

Data from Guardian (Please see expanded comparison data attached):

UNIT	Metric	FY2001	FY2002	FY2003	FY2004	FY2005 to date
149FW	Sortie UTE Rate	13.40%	13.90%	13.20%	14.10%	14.90%
178FW	Sortie UTE Rate	15.90%	15.40%	14.80%	15.30%	14.75%
149FW	Sorties Flown	2,996	3,300	3,054	3,231	2,287
178FW	Sorties Flown	3,407	3,488	3,397	3,403	2,036

I double checked, this is correct.  
They show  
4384 hours  
allocated for FY 05. We have  
4201.

6/10/2005

**Lohnes Richard L Col 178FW/CC 346-2155****From:** Mann Anne MSgt 178MOF/MXOP 346-2250**Sent:** Friday, June 10, 2005 10:19 AM**To:** Lohnes Richard L Col 178FW/CC 346-2155**Subject:** Past 12 months Sortie UTE rate averages

I had to use May 04- Apr 05 because some Units didn't have their May 05 in the Guardian yet.

**12 Month  
Sortie UTE**

<b>Rate Avg</b>	<b>Unit</b>	<b>Geographic Location</b>	<b>TAI</b>	<b>PAA</b>	<b>BAI</b>
15.49%	178FW	SPRGFLD BK APRT OH(TF)	20	18	2
15.48%	140WG	BUCKLEY ANGB CO	17	15	2
14.65%	122FW	FORT WAYNE IN	17	15	2
14.44%	149FW	KELLY AFB TX (TF)	20	18	2
12.33%	180FW	TOLEDO EXPRESS APRT OH	17	15	2
12.20%	132FW	DES MOINES IAP IA	17	15	2

6/10/2005

**Lohnes Richard L Col 178FW/CC 346-2155**

**From:** Mann Anne MSgt 178MOF/MXOP 346-2250  
**Sent:** Friday, June 10, 2005 9:59 AM  
**To:** Lohnes Richard L Col 178FW/CC 346-2155  
**Cc:** Walker Stephen Col 178MXG/CC 346-2245  
**Subject:** RE: 149FW and 178FW past info (more research to come)

Unit	MDS	Metric	FY2001	FY2002	FY2003	FY2004
122FW	F-16C/D	Sorties Flown	2,501	2,682	2,687	2,431
132FW	F-16C/D	Sorties Flown	2,272	2,421	2/100 <del>n/a</del>	2,499
140WG	F-16C/D	Sorties Flown	2,605	3,046	3,092	2,816
149FW	F-16C/D	Sorties Flown	2,996	3,300	3,054	3,231
178FW	F-16C/D	Sorties Flown	3,407	3,488	3,397	3,403
180FW	F-16C/D	Sorties Flown	2,267	2,307	2,732	2,497

The 132FW that says n/a for FY03 means they did not input their data for that entire year. We have a good contact there (Craig Herrick), and I will see what I can do for that number. Good call for data!

-----Original Message-----

**From:** Lohnes Richard L Col 178FW/CC 346-2155  
**Sent:** Friday, June 10, 2005 9:44 AM  
**To:** Mann Anne MSgt 178MOF/MXOP 346-2250  
**Subject:** RE: 149FW and 178FW past info (more research to come)

GOOD STUFF—I NEED SOTIE TOTALS FY 2001-2004 FOR 149<sup>TH</sup>, 178, 140, 122, 180, 132.

TX

RLL

THEN I'M ABOUT DONE.

RICHARD L. LOHNES, COL, OHANG  
 178th Fighter Wing Commander  
 Comm: (937) 327-2178  
 DSN: 346-2178

-----Original Message-----

**From:** Mann Anne MSgt 178MOF/MXOP 346-2250  
**Sent:** Friday, June 10, 2005 9:14 AM  
**To:** Lohnes Richard L Col 178FW/CC 346-2155  
**Cc:** Walker Stephen Col 178MXG/CC 346-2245  
**Subject:** 149FW and 178FW past info (more research to come)

Data from Guardian (Please see expanded comparison data attached):

UNIT	Metric	FY2001	FY2002	FY2003	FY2004	FY200
149FW	Sortie UTE Rate	13.40%	13.90%	13.20%	14.10%	
178FW	Sortie UTE Rate	15.90%	15.40%	14.80%	15.30%	
149FW	Sorties Flown	2,996	3,300	3,054	3,231	

6/10/2005

# Reference

## Slide #71

# Master Plan Ohio Air National Guard



Annual Report

Field, Ohio

December



WOLPERT

FIGURE 1-6



# SHORT-RANGE DEVELOPMENT PLAN

Ohio Air National Guard  
Springfield-Beckley Municipal Airport  
Springfield, Ohio

## LEGEND

- Existing Facilities
- Short-Range Development

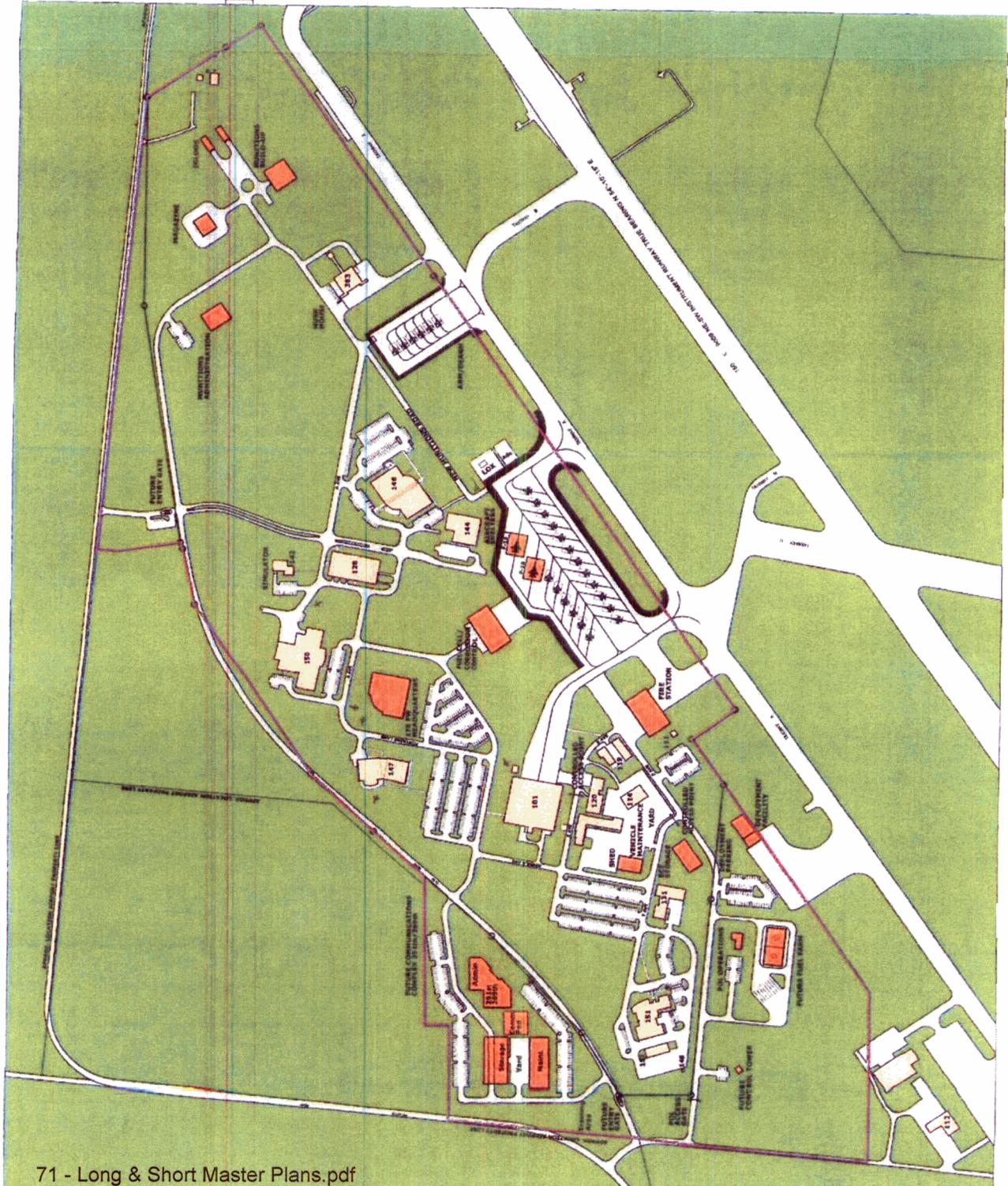


Table 1-1. Short-Range Project List.

Order of Accomplishment			Description	Scope	Unit		
General Order	Special Order	Land Acquisition					
1			<b>Construct Fire Station (130-142)</b>	19,000	SF		
			Demolish Building 130 (Existing Fire Station)	6,731	SF		
			Construct apron, taxiway access road	5,222	SY		
2			<b>Construct Aircraft Shelters</b>	2	EA		
3		LA #1	<b>Construct Air Traffic Control Tower (149-962)</b>	5,800	SF		
			Demolish Building 111 (Existing ATCT)	1,872	SF		
4	1a, 5b		<b>Construct Munitions Complex</b>				
			Construct Conventional Munitions Shop (216-642)	12,100	SF		
			Construct Segregated Magazine Storage (422-258)	2,200	SF		
			Construct Igloo Storage (422-264)	3,600	SF		
			Construct Munitions Administration Building	2,000	SF		
			Construct Munitions Access Roadway	2,025	LF		
			Construct Munitions Access Road to Ramp	760	LF		
			Demolish Buildings 132, 143, and 160 (Existing Munitions Complex)	7,720	SF		
5			<b>Construct Headquarters Facility</b>	<b>32,100</b>	SF		
			Reserve Forces Operations and Training (Wing Headquarters)(171-445)	18,000	SF		
			Communications and Information Management (131-111)	10,600	SF		
			Audio/Visual Services (141-743)	3,500	SF		
			Demolish Buildings 104, 118, 122 (Existing Reserve Forces Operations and Training)	16,096	SF		
6	2a, 3b, 4b	LA #2	<b>Construct 251st CCG/269th CCS Complex</b>				
			Construct Reserve Forces Communications and Electronics Training (269th CCS HQ)	21,120	SF		
			Construct Storage Shed	20,000	SF		
			Construct Maintenance Shed	17,500	SF		
			Construct Communications Power Pad	10,000	SF		
Demolish Buildings 109, 121, and 133 (Existing 251/269 Facilities)	29,147	SF					
7			<b>Relocate State Route 794</b>	7,850	LF		
			Relocate Gatehouses				
			Reuse Existing Road for Cross-Base Roadway				
8			<b>Construct Fuel Cell/Corrosion Control Facility</b>	34,000	SF		
			Fuel Cell (211-179)			17,000	SF
			Corrosion Control (211-159)			17,000	SF
			Demolish Building 129 (Existing Fuel Cell/Corrosion Control)			9,327	SF

Table 1-1. Short-Range Project List. Continued

Order of Accomplishment			Description	Scope	Unit
General Order	Special Order	Land Acquisition			
9			<b>Construct POL Operations Complex</b>		
			Construct POL Operations Facility (121-111)	3,000	SF
			Construct Jet Fuel Storage (124-135)	2,400	BBL
			Construct Loading/Unloading Stands	2	EA
			Construct Refueler Vehicle Parking (852-269)	1,572	SY
			Demolish Buildings 106 and 113, and Existing POL Facilities	2,040	SF
10			<b>Construct Vehicle Operations Parking Shed (214-428)</b>	8,500	SF
			(Demolish Building 114 (Gym))	6,000	SF
11	3a		Construct Base Civil Engineering Open Storage (219-946)	8,500	SF
12			<b>Construct Deployment Processing Center (141-786)</b>	8,000	SF

Source: Woolpert LLP, 2003



Table 1-2. Long-Range Project List

Order of Accomplishment			Description	Scope	Unit
General Order	Special Order	Land Acquisition			
12	2b, 4a		<b>Construct Avionics/Weapons Release and AGE Facility</b>	<b>27,850</b>	<b>SF</b>
			Avionics (217-712)	16,000	SF
			Weapons Release (215-552)	11,850	SF
			Demolish Building 128 (Existing Avionics Facility)	22,591	SF
			Demolish Building 119 (AGE)	5,730	SF
13	1b, 5a, 6b		<b>Construct Jet Engine Inspection/Maintenance Shop (211-157)</b>	<b>16,000</b>	<b>SF</b>
			Demolish Building 144 (Existing Engine Shop)	12,000	SF
14			<b>Construct Aircraft Maintenance Complex</b>	<b>54,520</b>	<b>SF</b>
			Hangar (211-111)	28,000	SF
			General Purpose Shops (211-152)	18,600	SF
			Organization Maintenance Shops (211-154)	7,920	SF
			Demolish Building 101 (Existing Maintenance Hangar)	62,769	SF
15	7a		<b>ADAL Vehicle Maintenance Complex</b>		
			Construct Vehicle Maintenance Shop (214-425)	8,600	SF
			Construct Vehicle Operations Parking Shed (214-428)	6,000	SF
			ADAL Building 107 (Existing Vehicle Maintenance Shop)	9,706	SF
16		LA #3	<b>Construct Army Guard/Reserve Armory Facility</b>	<b>20</b>	<b>AC</b>
17			<b>Construct Aircraft Shelters</b>	<b>4</b>	<b>EA</b>

Source: Woolpert LLP, 2003

**Table 1-1. Short-Range Project List**

General Order	Project Number	Description	Scope	Cost (\$Millions)
1	WAAR 019180	Construct Fire Station	19,000 SF	\$5.5
2	WAAR 039118	Construct Aircraft Shelters	2 ea	\$1.5
3	WAAR 979768	Construct Air Traffic Control Tower	5,800 SF	\$8.0
4	WAAR 889650	Construct Munitions Complex	12,100 SF	\$5.7
5	WAAR 979766	Construct Headquarters Facility	32,100 SF	\$8.1
6	WAAR 009098	Construct 251st CCG/269th CCS Complex	58,620 SF	\$5.5
7	TBD	Relocate State Route 794	7,850 LF	\$2.0
8	TBD	Construct Fuel Cell/Corrosion Control Facility	34,000 SF	\$7.0
9	WAAR 889644	Construct POL Operations Complex	2,400 BBL	\$5.0
10	TBD	Construct Vehicle Operations Parking Shed	8,500 SF	\$1.5
11	TBD	Construct Base Civil Engineering Open Storage Shed	8,500 SF	\$1.5
12	TBD	Construct Deployment Processing Center	8,000 SF	\$1.3
			<b>TOTAL</b>	<b>\$52.6</b>

**Table 1-2. Long-Range Project List**

General Order	Project Number	Description	Scope	Cost (\$Millions)
12	WAAR 009111	Construct Avionics/Weapons Release and ASE	27,850 SF	\$4.0
13	TBD	Construct Jet Engine Inspection/Maintenance Shop	16,000 SF	\$3.5
14	WAAR 009110	Construct Aircraft Maintenance Shop	54,520 SF	\$10.0
15	TBD	Addition/Alteration Vehicle Maintenance Shop	8,600	\$3.0
16	TBD	Construct Army Guard/Reserve Armory Facility	TBD	\$9.0
17	WAAR 039118B	Construct Aircraft Shelters	4 ea.	\$2.3
			<b>TOTAL</b>	<b>\$31.8</b>

# Reference Slide #73

PREPARED DATE JUN 15 20:55

CIVILIAN PAY ACCOUNTING INTERFACE SYSTEM

RCS DD-COMP(AR)1092

SITE ID 50

CIVILIAN MANPOWER AND FUNDING REPORT

MONTH ENDING 05 MAY

OAC 41 AADSN 503000 FUND CODE 58 OBAN/ASN H3

BA PEC	CC ID DESCRIPTION	EEIC	GEN SCH	WAGE EMP	GEN MGR	SES	NON-US DIRECT	NON-US INDIRECT	NON CHARGE	OTHER	TOTAL
	LUMP SUM LV PAY	396	26,552	26,490							53,042
	FERS	393	532,131	853,124							1,385,255
	THRIFT SAV PLAN	393	157,947	264,607							422,554
	FEHB PREMIUMS	393	4,135	6,285							10,420
	MEDICARE-CSR	393	70,784	100,311							171,095
	FED HEALTH BEN	393	377,343	690,876							1,068,219
	FEGLI	393	6,714	10,917							17,631
	CIVIL SVC RETIRE	393	65,381	54,988							120,369
	OASDI	393	253,497	384,171							637,668
	TOTAL EMPLOYEES		141	209							350
	MAN YEARS		84.72	134.78							219.50
	BASIC AVG SAL		58,276.30	52,957.31							55,010.27
	OVERALL AVERAGE SALARY		59,388.33	53,665.16							55,874.12
	<b>[REDACTED]</b>		77,024.55	71,214.34							73,456.90

**Lohnes Richard Col 178FW/CC 346-2155**

**From:** Schulz Joseph Maj 162FS/DOS 346-2324  
**Sent:** Friday, May 20, 2005 11:58 AM  
**To:** Lohnes Richard Col 178FW/CC 346-2155  
**Cc:** Carpenter Scott S Lt Col 162FS/ADO 346-2252  
**Subject:** 3-yr PFT Plan  
**Sensitivity:** Personal

Col Lohnes,

Ref your request for PFT info –

The PFT plan goes for 3 years. The table below is what we are signed up for through FY 08. The meeting for the next 3 years (FY 07-09) will probably be in December.

Below the chart is a link to the web page that shows the F-16 training requirements, allocations and shortfalls.

FY06		Springfield			
CLASS	COURSE	STUDS	CSD	SFD	CGD
06A1S	TX1	10	24-Oct-05	21-Nov-05	28-Apr-06
06AQS	SOC 1B	6	6-Mar-06	16-Mar-06	29-Mar-06
06ABS	B	12	3-Apr-06	1-May-06	8-Dec-06
06BQS	SOC 1B	4	29-May-06	8-Jun-06	21-Jun-06

FY07		Springfield			
CLASS	COURSE	STUDS	CSD	SFD	CGD
07A1S	TX1	8	8-Nov-06	11-Dec-06	18-May-07
07AIS	Ops IP	1	4-Dec-06	11-Dec-06	9-Mar-07
07BIS	Ops IP	2	5-Mar-07	12-Mar-07	8-Jun-07
07AQS	SOC 1B	6	19-Mar-07	2-Apr-07	13-Apr-07
07ABS	B	12	23-Apr-07	21-May-07	28-Dec-07
07BQS	SOC 1B	4	18-Jun-07	9-Jul-07	20-Jul-07

FY08		Springfield			
CLASS	COURSE	STUDS	CSD	SFD	CGD
08A1S	TX1	8	28-Nov-07	2-Jan-08	6-Jun-08
08AIS	Ops IP	1	20-Dec-07	2-Jan-08	21-Mar-08
08BIS	Ops IP	2	17-Mar-08	24-Mar-08	13-Jun-08
08AQS	SOC 1B	6	5-May-08	19-May-08	30-May-08
08ABS	B	12	12-May-08	9-Jun-08	16-Jan-09
08BQS	SOC 1B	4	1-Jul-08	14-Jul-08	25-Jul-08

[https://www.xo.hq.af.mil/xoo/xoot/xoota/Prod\\_Dist/FY06-08%20PFT%20CAF%20v2.1.xls](https://www.xo.hq.af.mil/xoo/xoot/xoota/Prod_Dist/FY06-08%20PFT%20CAF%20v2.1.xls)

V/R  
Maj Joe Schulz  
(Woodstock)

5/20/2005