

*The 28th Bomb Wing Welcomes
the BRAC Commissioners
June 24, 2005*

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ITINERARY FOR BRAC Commissioner Visit

1. BRAC will visit Ellsworth Air Force Base on 21 June 05.
2. Purpose: Base Visit
3. Accompanied by: Samuel K. Skinner, Commissioner
Philip Coyle, Commissioner
James H. Bilbray, Commissioner
Tim Johnson, US Senator, State of South Dakota
John Thune, US Senator, State of South Dakota
Stephanie Herseth, US Congresswoman, State of South Dakota
Michael Rounds, South Dakota State Governor
Mr. Bob Cook, Deputy Director BRAC Review and Analyst Team
Ms Tanya Cruz, BRAC Analyst, Air Force Team
Mr. Art Beauchamp, BRAC Commission Analyst
Ms Christine Hill, Director Legislative Affairs
Ms Jody Bennett, Office of Sen Tim Johnson
Mr Qusi Al'Haj, Office of Sen John Thune
Mr Jeff Navin, Office of Rep Stephanie Herseth
Mr. Rob Skjonsber, Office of Gov Mike Rounds
4. Arrive: 0730L, Tuesday, 21 June, Radisson Hotel, 445 Mt Rushmore Road, Rapid City, SD
Depart: 1210L, Tuesday, 21 June, Visitors Center, Ellsworth AFB, SD
5. Transportation: Primary Bus: Services Bus with SSgt David Thurston driver
6. Project Officers: Lt Col David Garrett
Capt Jennifer Rollins
Mark Wheeler
Arliss Sakos
7. Dress: Service Dress for Base Visit
Casual attire for Downtown Event
8. Helpful Numbers: Col Smith - DSN 675-2801
Protocol Office - DSN 675-1205
Command Post - DSN 675-3800
Radisson Hotel - COM 605-348-8300

Current as of:06/18/05 2:23 PM

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9. Itinerary:

Tuesday, 21 June

0730 Pick up Commissioners at Radisson Hotel
Vehicle: Contracted Bus
Escorted by: Colonel Smith

Passengers: Commissioner Skinner, Commissioner Coyle, Commissioner Bilbray, Senator Johnson, Senator Thune, Congresswoman Herseth, Governor Rounds, Mr Art Beauchamp, Ms Christine Hill, Ms Jody Bennett, Mr Qusi Al'Haj, Mr Jeff Navin and Mr Rob Skjonsber

0750 Arrive at Bomb Wing Headquarters, Office Call
Greeted by: Col Smith, 28 Bomb Wing Commander
Attendees: Commissioner Skinner, Commissioner Bilbray, and Commissioner Coyle

0750 Pre-Unit Mission Brief Reception in Executive Conference Room
Greeted by: 28th Bomb Wing Group Commanders
Attendees: Sen Johnson, Sen Thune, Representative Herseth, and Gov Rounds

0815 Arrive Wing Conference Room for Unit Mission Brief
Greeted by: Colonel Smith, 28th Bomb Wing Commander
28th Bomb Wing Group Commanders
Lt Col Garrett, Lt Col Singh, Mr. Mark Wheeler

0900 Depart Bomb Wing Headquarters via Services Bus
POC: Mr. Mark Wheeler
Guests: Commissioner Skinner, Commissioner Coyle, Commissioner Bilbray, Sen. Tim Johnson, Sen. John Thune, Congresswoman Stephanie Herseth, Gov Michael Rounds, Col Jeffry Smith, Lt Col Dave Garrett, Mr. Art Beauchamp, Ms Christine Hill, Ms Jody Bennett, Mr Qusi Al'Haj, Mr Jeff Navin and Mr Rob Skjonsber

0905 Arrive at the 37th Squad Ops
Greeted by: Mr. Larry Herges, Base Architect
Lt Col Tim Schepper, 37BS/DO
Lt Col Joseph Seufzer, 28 AMXS/CC

0925 Depart 37th Squad Ops

0930 Arrive Static Display at LOLA
Greeted by: ?????

1000 Depart Static Display for B-1 Take off and Fire Department Tour
Current as of:06/18/05 2:23 PM

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1010 Arrive Fire Department
Greeted by: Chief Ed Blick, Fire Chief and Lt Col Nav Singh, 28 CES/CC

(Comfort Break and tour)

1040 Depart Fire Department for Rushmore Center

1045 Arrive Rushmore Center
Greeted by: Major Frank Battistelli, 28 MSS/CC

1055 Depart Rushmore Center for Prairie View Housing

1100 Arrive at 316 Birch, Prairie View Housing
Greeted by: Mr. Larry Herges, Lt Col Nav Singh, Mr. Bob Allman

1115 Depart MFH, 316 Birch for Education Center

1120 Arrive Education Center
Greeted by: Major Frank Battistelli, 28 MSS/CC and Mr Dale Walker

1125 Depart Education Center for Dakota's

1130 Arrive Dakota's for Lunch
Greeted by: Major Eliza Knutson, 28 SVS/CC
Dean Warrington (Club Manager)

(NOTE: Lunch served in the Eagles Nest...Commissioner Skinner, Commissioner Coyle, Commissioner Bilbray, Senator Johnson, Senator Thune, Congresswoman Herseth, Gov Rounds Group CC's will join Colonel Smith for lunch)

The Rest if the group will have lunch in the Bismark Lounge

**Departure Arrangements: 5 Suburban will be staged in front of Dakota's for departure.
Once the luncheon is over a police escorted motorcade will
depart for Rapid City Civic Center**

1210 Depart for Rapid City Civic Center

Current as of:06/18/05 2:23 PM

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28th Bomb Wing

**Ellsworth AFB
Unit Mission Brief**



Col Jeffry Smith
28th Bomb Wing Commander
21 June 2005

This Briefing is:
UNCLASSIFIED



OUR MOTTO



"People First – Mission Always"



OUR MISSION



“Provide rapid, decisive and sustainable combat air power and expeditionary combat support”

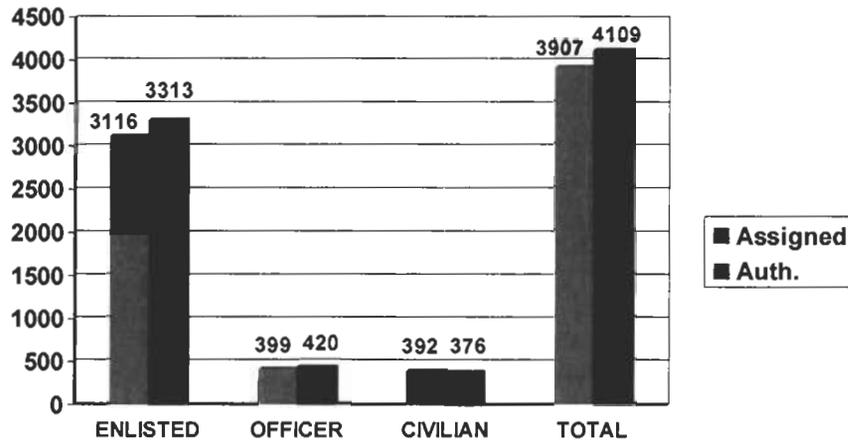


OUR MISSION

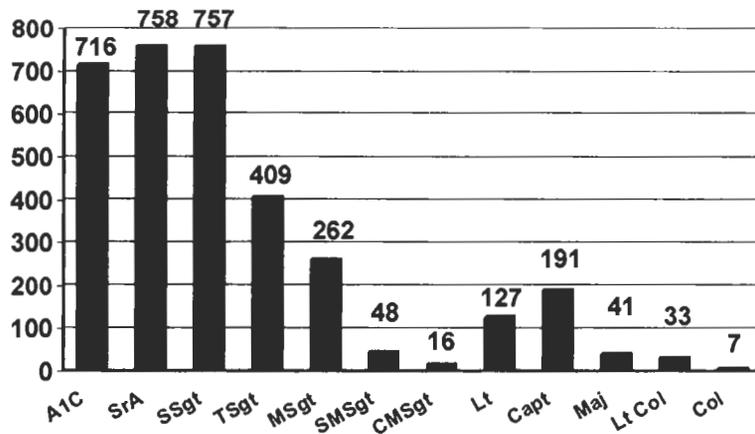




PEOPLE FIRST...



PEOPLE FIRST...





PEOPLE FIRST... *Quality of Life*



OUR MISSION



“Provide rapid, decisive and sustainable combat air power and expeditionary combat support”



MISSION ~~MISSIONS~~ DAYS



MISSION ALWAYS



B-1



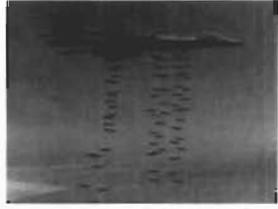
Crew
2 Pilots
2 Weapon Systems
Officers

Performance Data
Cruise Speed: .65 - 1.2M
Altitudes: 200 ft - FL 350
Range: Unlimited with Air
Refueling

All Weather
Night Capable
Terrain Following



MISSION ALWAYS



Yesterday
dumb bombs



Today
near-precision



Today
stand-off



MISSION ALWAYS



Mk 82



CBU



JDAM



WCMD



JSOW

Present
Capability



- 84 - Mk 82, Mk 62
- 30 - CBU 87, 89, 97
- 24 - Mk 84, JDAM
- 30 - WCMD
- 12 - JSOW
- 24 - JASSM



JASSM



5 CONFLICTS IN 6 YEARS



1998 – Operation DESERT FOX

1999 – Operation ALLIED FORCE

2001 – Operation ENDURING FREEDOM

2003 – Operation SOUTHERN WATCH

2003 – Operation IRAQI FREEDOM





ENDURING FREEDOM
(Post Strike)
SHINDAND AIRFIELD AIRCRAFT
AFGHANISTAN, 2001



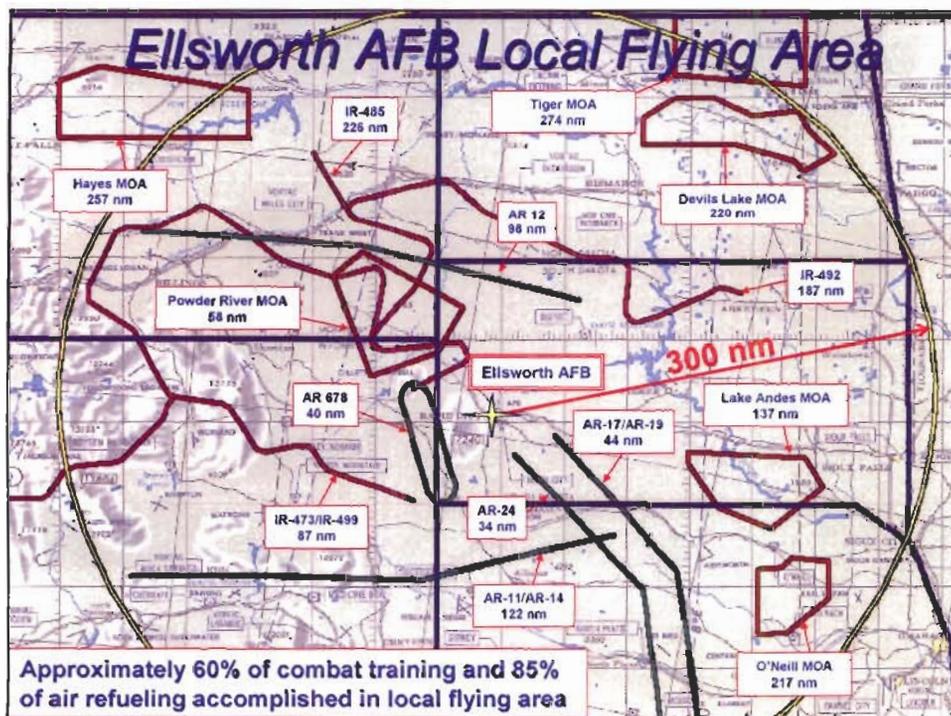
IRAQI FREEDOM
(Strike)
COMMUNICATIONS TOWER
IRAQ, 2003

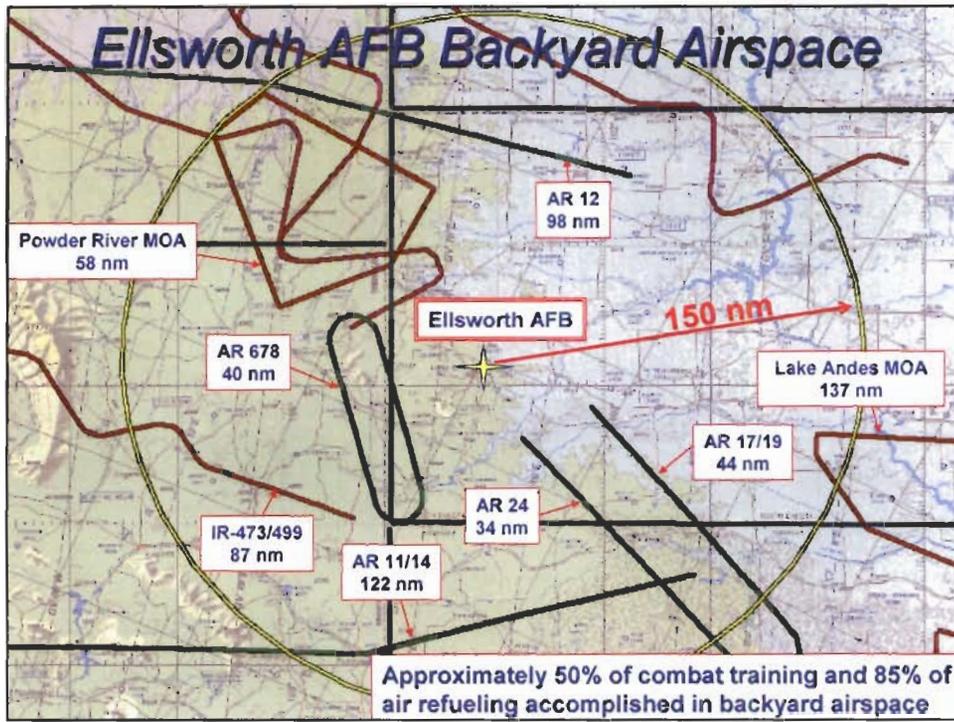


B-1 FLIGHT OPERATIONS



- Outstanding local area flight training opportunities
 - Multiple low-altitude training areas
 - Numerous air refueling tracks
 - Defensive training (electronic attack, maneuvering)
 - Electronic bomb scoring
- Low volume of local and regional air traffic
- Low population density around training areas
- Favorable weather conditions for flight operations







Powder River Training Complex



POWDER RIVER ATCAA

POWDER RIVER MOAs
SURFACE AREA: 4,836 SQ. NM

CROSSBOW ATCAA

GATEWAY ATCAA

BLACK HILLS ATCAA

AR-678

Powder River Facts

- Distance: 58 nm (8 mins flight time)
- Usage: ~700 per year (28 BW)
- Capability: Low-level training
- High-level training

Low population densities in Powder River permits high-quality, low-altitude training

Managed and Scheduled by 28/BW



Belle Fourche Electronic Scoring Site



- Situated within Powder River Training Complex
- Provides electronic bomb scoring
- Generates complex electronic combat scenarios through array of 12 radar sites
 - High-fidelity defensive training
- Capacity to handle more aircraft



Managed by 28/BW



ELLSWORTH AFB CLIMATOLOGICAL DATA



Feb 1939 - Feb 2003 Data

- Moderate Temperatures
 - Average Annual Max Temp: 59° F
 - Average Annual Low Temp: 36° F
- Low annual precipitation totals
 - Liquid: 16.5 inches
 - Frozen: 41.9 inches
 - 46 thunderstorm days
- Prevailing winds down the runway

Bottom line

Low 3.2% weather sortie cancel rate



RADAR APPROACH CONTROL (RAPCON)

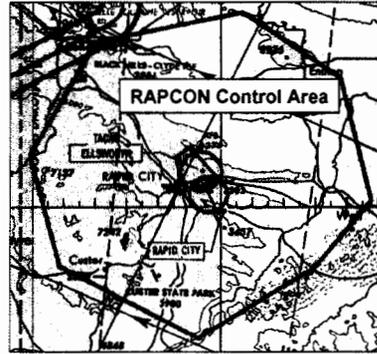


Mission

Control Class D airspace over Ellsworth and Rapid City Regional Airport

Historical data

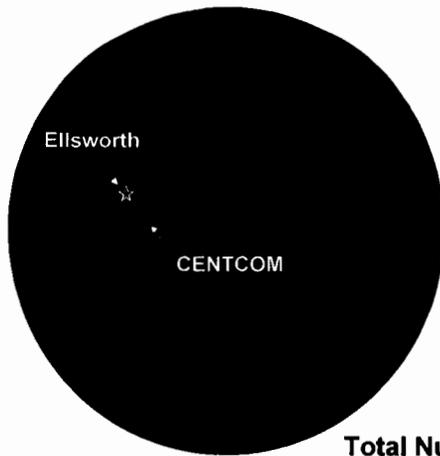
~90% of traffic is general aviation
~3,000 aircraft movements per month



Possesses capability to handle increased military traffic



DEPLOYMENT



Total Number: 163



ECONOMIC IMPACT



- **2nd Largest Employer in the State**
 - Largest employer west of the river
(source Rapid City Area Chamber of Commerce)
- **6th Largest city in the State**
 - Douglas School District 11th largest of 165 in the State
(source Rapid City Area Chamber of Commerce)
- **\$278 Million Contributed Annually** (direct spending, no multiplier)
 - Annual payroll: \$161 million
 - Annual expenditures: \$68 million
 - Estimated dollar value of jobs created: \$49 million
(source FY04 Ellsworth Economic Impact Analysis)



ECONOMIC IMPACT





Base Support





28th Bomb Wing



**Ellsworth AFB
Infrastructure/Facilities**



Mr. Mark Wheeler
28 BW/CES/CD
21 June 2005

This Briefing is:
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Infrastructure



- 5,416 acres of land on base and 3,774 acres off base
- 95 miles of roads on base, 1.8 miles off base
- 1.5 million square yards of airfield pavements
- 382 buildings (4.4 million square feet) on and off base
- 1,860 Family Housing Units (3.4 million square feet)
- 6 dormitories with 742 single bed spaces
- 5 water tanks with 3.9 million gallons capacity
- 1.5M gallons per day wastewater treatment plant



New Military Construction Mission Support



FY	Facility	Amt. (\$M)
05	Base Operations/ RAPCON	9.3
04	B-1 Weapons System Trainer	8.5
03	37 th Squadron Operations	14.6
02	Live Ordnance Loading Area	10.0
01	Civil Engineering Maint.	9.5
00	Education Center	9.5
99	34 th Squadron Operations	6.0
98	Fire/Crash Rescue Station	6.9
97	Child Development Center	4.0
94-96	Consolidated Base Support Complex	14.9

56% of base buildings built since 1980



New Military Construction Military Family Housing



FY	Old Units Demolished	New Units Built	Cost (\$ millions)
05	212	75	21
04	80	75	16.3
02/03	100	100	16.9

By 2007, all housing will be 18 yrs old or newer



Utilities



Lowest Utility Rates in ACC and AF CONUS!

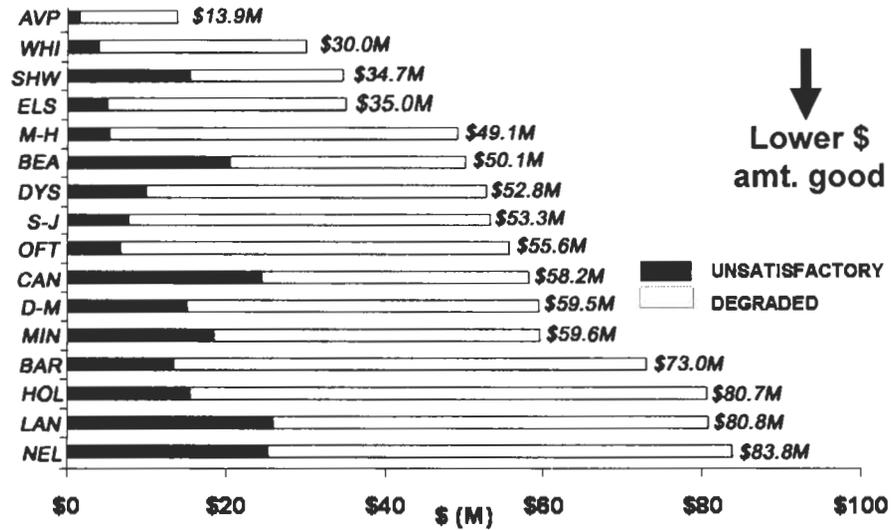
- **Electrical Distribution:**
 - Replaced entirely in 1990's
 - Over 50% spare capacity
 - Distribution system completely redundant
- **Water:**
 - The base uses 43% of its potable water capacity
- **Sewer:**
 - 3% of all main base sewer lines are less than 5 years old - \$5M asset



Infrastructure Assessments Cost Summary By Base



(Source: HQ ACC/CE Infrastructure Assessment 2004)



Environmental Stewardship



- Restoration sites
 - Less than 1% of buildable acres present major constraints on construction
- Air Quality
 - attainment area for all criteria pollutants (incl. new ozone and particulate matter rules)
 - meet all the national ambient air quality standards
- Environmental Stewards
 - enforcement action free for 9 years

2nd Best of 17 ACC Installations!



Ellsworth AFB

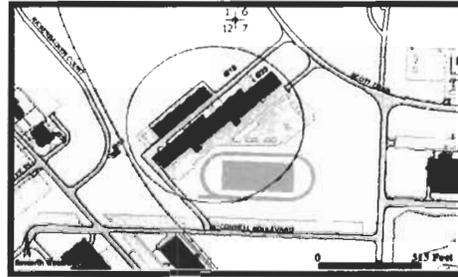




Base Engineering Maintenance Complex



Perspective



Project Location

Project Background

The Base Engineering Maintenance Complex (BEMC) consolidates the Civil Engineer function into a singular center for operating efficiency, maintenance efficiency and mission effectiveness. This project also demolishes approximately 8,978 SM (105,613 SF) of existing 40-year old substandard facilities. Administrative functions are currently located in converted three-story metal barracks. Previous facilities included converted Class VI Store, bowling alley, and an old dining facility. The configuration of these buildings were not conducive to efficient operation of administrative and engineering functions. Maintenance functions were located in 14 facilities throughout the Base. This resulted in poor inter-office coordination and interaction, making business operations and infrastructure connectivity difficult to conduct. The DD Form 1391 estimated that approximately \$150,000 was wasted annually in RPM and utility costs.

Project Scope

The new BEMC project will house the following entities:

Power Production	Liquid Fuels
Electrical	Utilities
HVAC	CASS Shops
Controls	Vertical - Metals
Training Room	Vertical - Carpentry
Restrooms, Showers, and Lockers	Break rooms

Detailed Project Information

BUILDING SQUARE FOOTAGE: 59,900

PROJECT COST: \$9.5 million

AWARD DATE: FY 01

CONTRACTOR: Scull Construction

COMPLETION DATE: FY 03

PROJECT STATUS: Complete

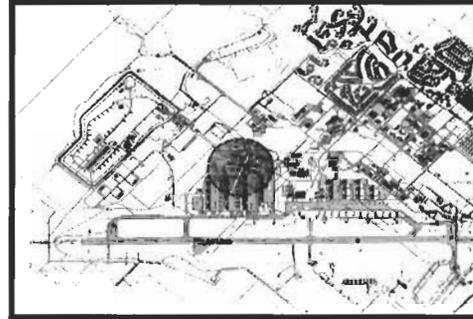
NOTES



34th Sq Ops Facility



Rendering



Project Location

Project Background

The 34th Bomb Squadron is one of two squadrons located at Ellsworth AFB. The squadron was located in six separate facilities which required extra time and manpower to coordinate mission activities. A single building was desired that consolidated aircrew, support and maintenance activities for rapid mission deployment and flexible war fighting capabilities.

Project Scope

The project consisted of modification to an existing 12,000 SF facility and design and construction of an additional 32,000 SF to the facility to provide a consolidated new operations facility for the 34th Bomb Squadron. The single story facility is located along Bergstrom Drive immediately south of the 37th Bomb Squadron and will house offices and administrative support consolidating functions from six separate buildings.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 44,000

PROJECT COST: \$5.7 million

AWARD DATE: September 1999

CONTRACTOR: Corner Construction

COMPLETION DATE: April 2001

NOTES



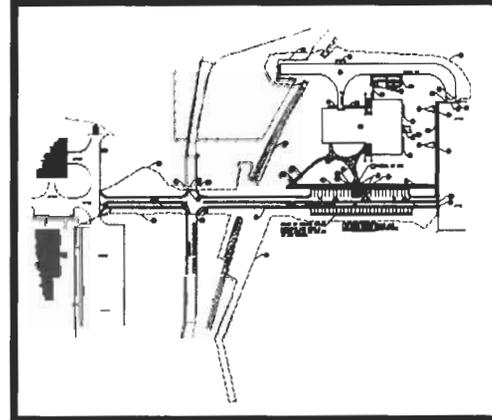
B-1 Weapons System Trainer



2005 ACC Honor Award, Concept Design



Rendering



Site Plan

Background

Ellsworth, being one of only two B-1 bases remaining, is required to provide the most current and up-to-date training methods possible for B-1 war fighters. True mission rehearsal, a requirement of DMO, which requires accurate training from which our aviators can develop tactics, evaluate risks, and make critical decisions, can not be achieved. Limiting all training to the current one-ship simulator would degrade the training of our aviators need to accomplish their mission

Project Scope

Construct a two-ship simulator for operations and training functions adjacent to the two bomb squadrons. The recent B-1 consolidation plan required Ellsworth to add one more simulator to achieve DMT requirements. The additional Weapons System Trainer (WST) could not be housed in the existing facility due to size constraints. The existing facility is located within a Quantity-Distance (Q-D) arc and is geographically separated by the two bomb squadrons.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 30,000.

PROJECT COST: \$8.5 million

AWARD DATE: 30 Aug 2005

CONTRACTOR: Heavy Constructors

PROJECT STATUS: 35% complete, ECD is Mar 2006

NOTES



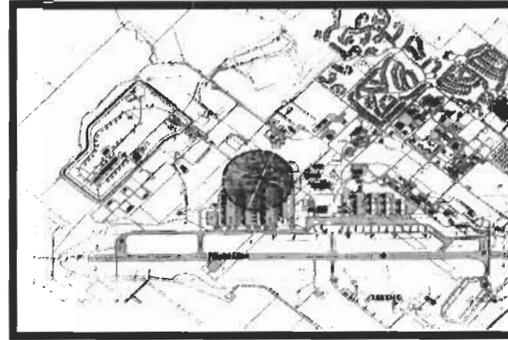
37th Sq Ops Facility



2003 ACC Merit Award, Concept Design



Rendering



Project Location

Project Background

The 37th Bomb Squadron is currently one of two squadrons located at Ellsworth AFB. The squadron was previously located in four separate facilities which required extra time and manpower to coordinate mission activities. A single building was desired that consolidates aircrew, support and maintenance activities for rapid mission deployment and flexible war fighting capabilities.

Project Scope

The project consists of design and construction of a new operations facility for the 37th Bomb Squadron and 37th Aircraft Maintenance Unit. The single story facility is located along Bergstrom Drive immediately north of the 34th Bomb Squadron and will house offices and administrative support consolidating functions from four separate buildings.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 58,125

PROJECT COST: \$14.6 million

AWARD DATE: 12 Aug 2003

CONTRACTOR: Dean Kurtz Construction

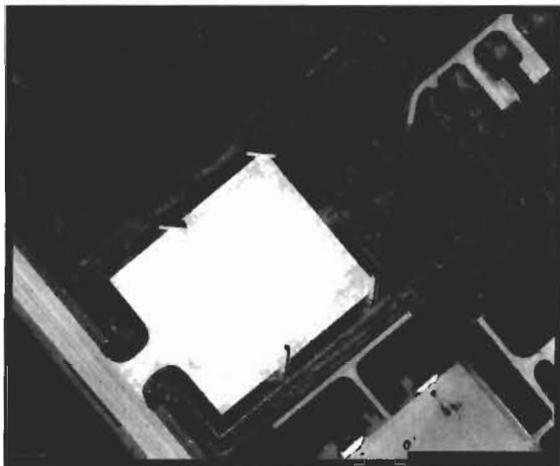
COMPLETION DATE: 7 June 2005

PROJECT STATUS: Complete

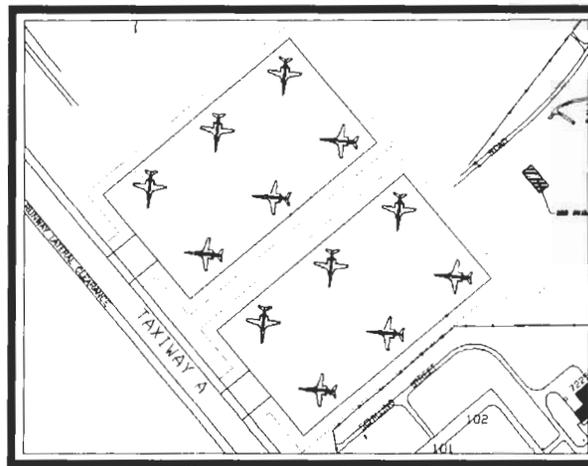
NOTES



Live Ordnance Loading Area (LOLA)



Perspective



Site Plan

Project Background

LOLA is a concrete apron to load/unload B-1's and other combat aircraft that is necessary to resolve weekly work-arounds that degrade the 28th Bomb Wing's mission. EAFB previous explosive site plan would not support projected requirements for 3-bay Joint Direct Attack Munitions (JDAM) loaded B-1 aircraft. Previous capacity was 16,322 lb Net Explosive Weight (NEW). JDAM will raise overall spot requirements to 22,680 lb NEW. An Air Combat Command directed review of the elimination of explosive waivers and exceptions in December 1997 resulted in this long term solution of a dedicated bomber loading area. The LOLA project has been split into three phases of which phase one has been constructed, remaining phases have been sited.

Project Scope

LOLA is a concrete apron large enough for twelve B-1's to be parked and loaded with live ordnance, based on intermagazine distance of 331 feet between bomb bays to facilitate preloading capabilities of the MHU-196 trailer. The project also includes the construction of an AGE support facility, partial relocation of the base obstacle course, replacement of the secondary bomb haul route and utility construction.

Detailed Project Information from Phase One

APRON SQUARE FOOTAGE FOR 4 LOADING SPOTS: 446,000

APRON DIMENSIONS: 561 Ft. x 640 Ft. x 20 Inches Thick

BUILDING SQUARE FOOTAGE: 5873

PROJECT COST: \$10.0 Million

AWARD DATE: 9 August 2002

CONTRACTOR: Heavy Constructors

COMPLETION DATE: 16 March, 2004

NOTES



North B-1 Ramp



Perspective



Site Plan

Operational Ramp Background

The north operational ramp is home of the 34thBS and 37thBS B-1's.

Ramp Scope

- 11 Hangars (10 new hangars and 1 old configuration hangar)
 - Four Tail Out Maintenance (TOM) Docks
 - One Fuel Cell
 - Five Full In Docks (FID) (1 also used for corrosion control)
 - One Corrosion Control Dock
 - Computation Factor for Hangars is .30 X # Aircraft (AC)
 - 30 Aircraft X .30 = Nine Hangars
 - Other two hangars are Fuel Cell and Corrosion Control
 - Three additional hangars available for rehab after Aircraft Ground Equipment (AGE) MILCON
- Apron Space on the LOLA, 100, 90, 80, 70, 60 Rows
 - 33 Parking Spaces, All 33 are sited for munitions loading
- The main taxiway (Taxiway A) completely rebuilt in 2004
- Fully operational Centralized Aircraft Support System (CASS)
 - Hydrant Fuel, 400HZ power, Coolanol system, Start Air
 - New Munitions Load Crew Training Facility, 1990
- AC Parts Store Supply Warehouse and Readiness Spares Pkgs (RSP) adjacent to the FIDs
- New Deicing Support Facility adjacent to ramp, 2001
- Building 7239 Available Sq Ops and Aircraft Maintenance (AMU) 19 KSF
- Building 7503 Available Sq Ops and AMU 43 KSF

Detailed Ramp Information

- 398K SF (11 Hangars, 370K SF new, 28K SF old configuration)
 - \$53M Replacement Value
 - 85K SF Additional three Hangars available for rehab upon completion of AGE MILCON
- 283K SY apron and 40K SY Live Ordinance Loading Area (33 Parking Spots)
 - \$74M Replacement Value
 - Additional 28K SY of Apron available upon completion of AGE MILCON

NOTES

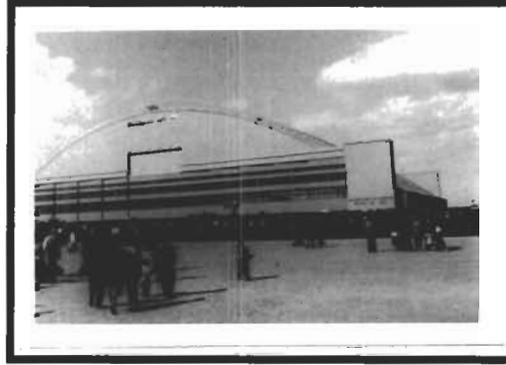


PRIDE Hanger

Flightline Fitness to Hanger



Perspective



1949 Perspective

Background

The Professional Results in Daily Efforts (PRIDE) Hanger is reputed as the largest monolithic structure in the world. Upon completion it was the world's largest concrete hanger. It is structurally held by 13 ribs supported by pedestals buried two ft deep underground. Its original use from 1949 until 1960 was for maintaining bombers and it is the former home of the B-36 and B-52. After 1960, it was designated to the Missile Wing until 1994. The 34th Bomb Squadron used the hanger prior to their departure to Mt. Home in 1996 and from 1997-2000 the 77th Bomb Squadron resided in the PRIDE Hanger before moving to their new building (7274). In 2004 it was converted into a flightline fitness testing facility.

Scope

An ongoing Demand Side Management (DSM) project is rehabilitating the Pride Hanger to include the lighting, heating, bathrooms, and air stratification of the entire building. Expected completion of this project is Summer 2005. Other programmed rehabilitation includes door repairs, a fire suppression system, office refurbishment, and mechanical repairs to a sum of \$6M. These repairs will make it operational and bring it full circle for its original use.

Detailed Information

Main floor = 103K SF

Side Offices = 17K SF

Roof installed in 1995, verified as structurally sound in 2004

NOTES



Main Fire/Crash Rescue Building



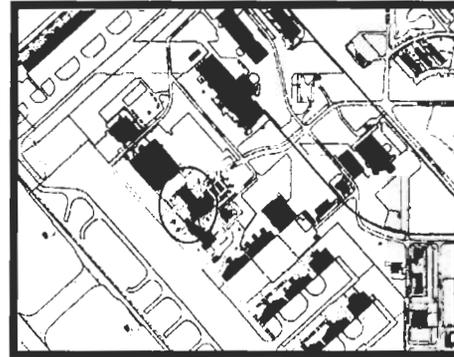
2000 ACC Honor Award, Concept Design

2001 Air Force Merit Award, Facility Design

2002 ACC Merit Award, Facility Design



Perspective



Site Plan

Project Background

The previous fire station was undersized and functionally inadequate which ultimately compromised fire fighting, crash rescue and environmental response. Specifically, the previous facility offered sheltered parking stalls for only 12 of the assigned 23 vehicles with the balance being parked outside and subject to starting delays during cold winter weather. Further, the facility had major deficiencies in the office, recreation and sleeping areas.

Project Scope

Construction of a consolidated 18 bay Main Fire/Crash Rescue Station. The site was located at the midpoint of the flightline and on a primary east/west collector street that bisects the base to facilitate rapid response to all points on the base. The building was organized into three principle areas; administrative, apparatus storage, and residential quarters.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 42,491

PROJECT COST: \$6.9 million

AWARD DATE: Aug 1998

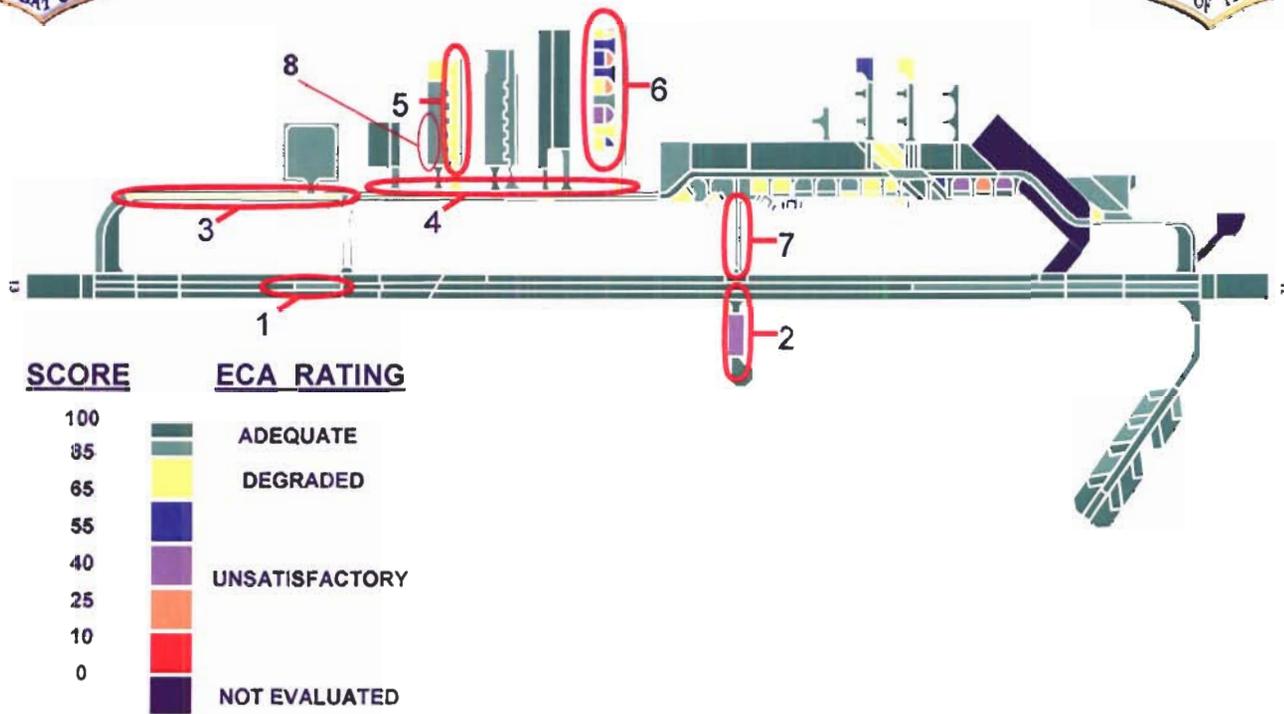
CONTRACTOR: Dean Kurtz Construction

COMPLETION DATE: Feb 2000

NOTES



Airfield Pavements



IMPROVEMENTS SINCE 2004 ASSESSMENT

- | | |
|--------------------|--------------------------|
| 1) RUNWAY 13 | RESEAL CENTERLINE JOINT |
| 2) TAXIWAY D-WEST | RECONSTRUCT |
| 3) TAXIWAY A-NORTH | RECONSTRUCT KEEL |
| 4) TAXIWAY A-NORTH | OVERLAY EDGE & SHOULDERS |
| 5) 90-ROW APRON | REPAIR B-1 PARKING SPOTS |

IMPROVEMENTS FOR 2005 (FUNDED)

- | | |
|-------------------|------------------------------|
| 6) 60 ROW APRON | OVERLAY APRON & SHOULDERS |
| 7) TAXIWAY D-EAST | OVERLAY EDGES & SHOULDERS |
| 8) 90-ROW APRON | REPLACE SLABS, REPAIR SPALLS |

AFCEA TO CONDUCT STRUCTURAL EVALUATION AND FRICTION CHARACTERISTICS TESTING IN AUGUST 2005
LAST AIRFIELD PAVEMENT CONDITION SURVEY (PCI) IN 2003

NOTES



Heavy Airframe Parking Plan



NOTES



Consolidated Base Support Complex

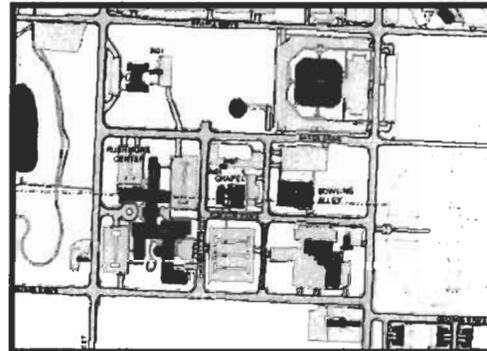


1998 Air Force Merit Award, Concept Design

2001 Air Force Merit Award, Facility Design



Perspective



Site Plan

Project Background

The purpose of the Consolidated Base Support Complex is to provide a central location delivering "one-stop" service for all command personnel functions at Ellsworth AFB. The complex houses 18 separate, yet interrelated, departments with approximately 325 personnel. This 115,000 SF facility was constructed in three phases and demolished 160,000 SF of office space in 10 outdated and inefficient buildings scattered across the base. The consolidation resulted in significantly improved customer convenience, operational efficiency and inter-departmental communication.

Project Scope

The following functions are included:

Accounting and Finance	Contracting	Sexual Assault Counselor
Family Support	Family Services	Civilian Personnel
Area Defense Counsel	Social Actions	Military Personnel
Inspector General	Services	Document Staging
Defense Security Service	Law Center	Mission Support Group HQ
Mission Support Squadron	Red Cross	Equal Employment Office

Detailed Project Information

BUILDING SUARE FOOTAGE: 115,000

PROJECT COST: \$ 14.9 million

AWARD DATE: FY 94

CONTRACTOR: Gustafson Builders, Kurtz Construction

COMPLETETION DATE: FY 96

NOTES



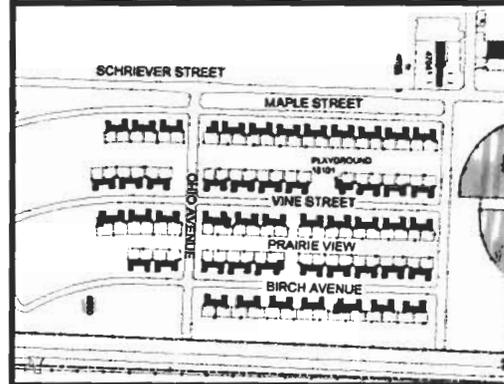
Base Housing Phases 1 & 2



2003 ACC Merit Award, Concept Design



Perspective



Project Location

Project Background

First two phases of multi-phase, multi-year program to replace all of the base's existing family housing units. Previous housing units were approximately 40 to 50 years old. The overall program will replace or demolish approximately 1,000 existing units covering all ranks.

Project Scope

The first phase (78 units) and second phase (22 units) are a mix of 3-bedroom (60) and 4-bedroom (40) junior enlisted units. The project included demolition of the previous 100 units on the site. These units have all modern appliances, full unfinished basements, front porches, rear patios, and be of a Prairie Style Architecture. This was a design build project. Totalling 100 units in all.

Detailed Project Information

BUILDING SQUARE FOOTAGE: Variable

PROJECT COST: \$16.9 million

AWARD DATE: Award Date: 15 Jul 02

CONTRACTOR: Weis Construction

COMPLETION DATE: Jul 04

PROJECT STATUS: Complete



Consolidated Education Complex

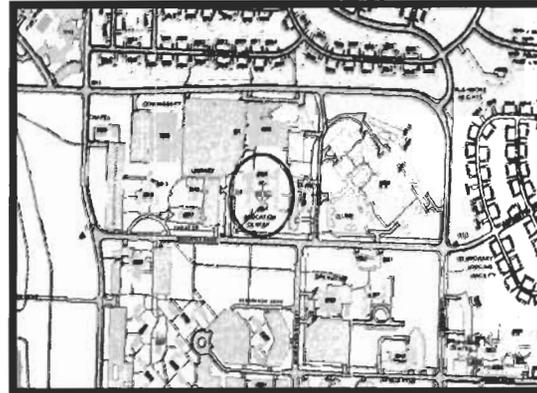


2002 Air Combat Command, Merit Award, Concept Design

2004 ACC Honor Award, Facility Design



Perspective



Site Plan

Project Background

Prior to the construction of the new consolidated education center the education center was located in functionally inadequate buildings in the base "industrial zone". The new educational center replaced seven buildings, at 95,000 SF, with a new consolidated building having only 63,829 SF. It contains a total of 59 rooms to include 37 classrooms, one seminar classroom, one large conference room, one music room, and one science demonstration laboratory/classroom.

Project Scope

The purpose of the Consolidated Education Center is to provide a facility to serve the continuing educational needs of active duty military, civilians and base employees, which presently includes more than 1,500 enrollments through three colleges plus universities throughout the world via the World Wide Web. Serving the entire base populace, the facility is a regional educational resource for the base and the local community. In FY 04 it provided more than \$1.2 M in Tuition Assistance.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 63,829

PROJECT COST: \$9.5 million

AWARD DATE: Aug 2000

CONTRACTOR: Dean Kurtz Construction

COMPLETION DATE: May 2002

NOTES



Future Missions



Sq Ops/AMU	Sq Ops/AMU	Test/Eval/School	Sq Ops/AMU
1008,1011, 1012	7503	7540	7239



- **Available Sq Ops and Aircraft Maintenance Unit (AMU) Building** 137K SF
- **North Ramp**
 - Building 7239 Available Sq Ops and AMU 19 K SF
 - Building 7503 Available Sq Ops and AMU 43 K SF
- **South Ramp**
 - Pride Hangar Available Offices (requires rehab) 17K SF
 - Buildings Available, Adjacent to Bomber Alert Apron 25K SF
 - Buildings 7426, 7437, 7450
 - 7450, Simulator, Available Spring 2006
 - Sq Ops Buildings Available, Adjacent to South Ramp 33K SF
 - Adjacent to 20, 30, 40 Rows
 - Building 1008
 - B1 Test Evaluation and Weapons School Detachments moved from this building to Dyess AFB in July 2002 and January 2003
 - Building 1011, Available July 2005
 - Building 1012, Available Spring 2007
- **10 Available Hanger Have Capacity for 34 Large Aircraft / Additional Hanger Capacity for 34 Aircraft**
 - # Aircraft X .30 = B1 Hangars Authorized
 - Two large aircraft can be accommodated in the Pride Hangar
 - 17 Large Aircraft Hangars have total capacity for: 58 Large Aircraft
 - North Ramp hangar capacity for 30 Aircraft in nine hangars
 - South Ramp hangar capacity for 28 Aircraft in eight hangars
 - Primary Aircraft Assigned to Ellsworth AFB are Authorized 24 Aircraft in 7 hangars
 - In addition there is one Corrosion Control Hangar and one Fuel Cell Hangar Currently Authorized
- **Available Large Aircraft Parking Spaces at Ellsworth AFB** 51 Available Parking Spaces
 - Total Parking Spaces for Aircraft 77
 - LOLA 4
 - 100 Row 3
 - North Docks 26
 - Pride Hangar 6
 - South Ramp 12
 - South Ramp 12
 - Hot Cargo Pad 1
 - Base Ops DV/Transient 1
 - Bomber Alert 12
 - Current Aircraft Parking Spaces Used at Ellsworth AFB 26
 - 24 Primary Assigned Aircraft
 - Hot Cargo Pad
 - Transient Alert/DV Parking by Base Ops



Belle Fourche Electronic Scoring Site (ESS)



Operational Background

The Belle Fourche ESS located 65 miles north of Ellsworth AFB operates the three Powder River Training Complex low level Instrument Routes (IR), IR 473, 485, 492. Accommodates high and low activity from any axis against 17 pre-surveyed targets.

Operational Scope

The Powder River Military Ops Area (MOA) comprised of 1,500,000 acres is available for multi-axis and composite force training. The wide variety of equipment includes:



- MUTES (Multiple Threat Emitter System): Multi-emitter system designed to transmit simulated pre-programmed threat signals or manually selected individual signals with up to 120 different signals stored in the computer.
- Mini-MUTES (Mini-Multiple Threat Emitter System): Smaller more mobile version of the MUTES with five different pedestal configurations. Each pedestal radiates only a particular threat family of signals.
- TRAINS (Threat Reaction Analysis and Indicator System): Transportable van that receives electromagnetic transmissions from airborne and ground Electronic Warfare equipment via antennas to collect the measurement and analysis data necessary to report end of run summaries (EORS).
- SEEK SCORE (Radar Bomb Scoring (RBS)): Automatic bomb scoring system. Simulated weapons release scoring and position scoring for low and high level targets.

Detailed Threat Information:

MUTES scenarios are an assortment of range driven threat scenarios with threat systems or country specific scenarios, and non-reactionary engagements. Also, Passive Run with crew specified signals is available. Real-Time Engagements (RTE) using MUTES and TRAINS provides feedback for unrecognized events (chaff, maneuvers, towed decoy...)



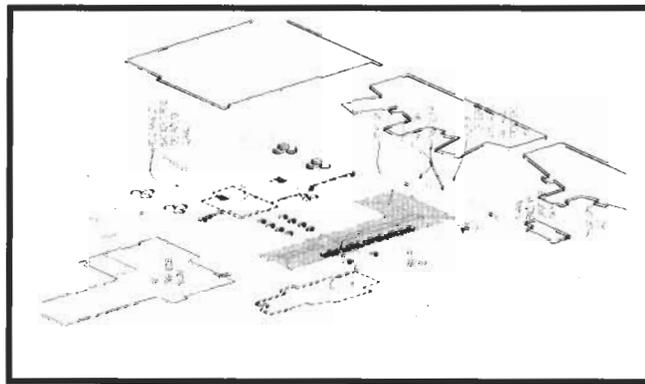
Base Operations/ RAPCON Facility



2005 ACC Merit Award, Concept Design



Rendering



Project Location

Project Background

The deteriorating structures housing Base Operations, Radar Approach Control (RAPCON), Weather Services, Flight Line Food Services, and Safety are over 40 years old. The flight kitchen is inefficient, the mechanical systems require replacement, and the existing RAPCON facility does not meet Air Force and FAA standards. All of these factors create poor working conditions and contribute to a poor image of Ellsworth to visitors arriving on the flight line. In addition, RAPCON is scheduled for a major equipment update in the near future, which will mesh nicely with the new facility.

Project Scope

Constructs a 30,000 SF facility to replace the existing, extremely inefficient facilities and consolidate Wing Safety, Base Operations, Food Services, Weather Services, and Radar Approach Control (RAPCON). This project will consolidate these functions in one facility adjacent to the flight line. This project also demolishes three facilities (32,345 SF).

Detailed Project Information

BUILDING SQUARE FOOTAGE: 30,000

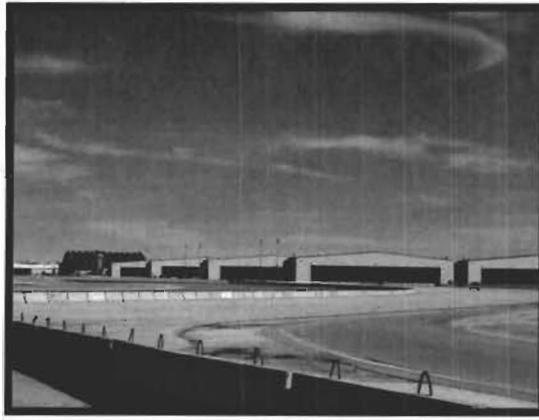
ESTIMATED PROJECT COST: \$9.3 million

ESTIMATED AWARD DATE: 29 July 2005

CONTRACTOR: TBD



South Ramp



South Ramp Background

The south operational ramp is under utilized, pending reuse. In the past it was used to maximum capacity for KC135, EC135, B52, T38, and helicopter aircraft all at the same time.

South Ramp Scope

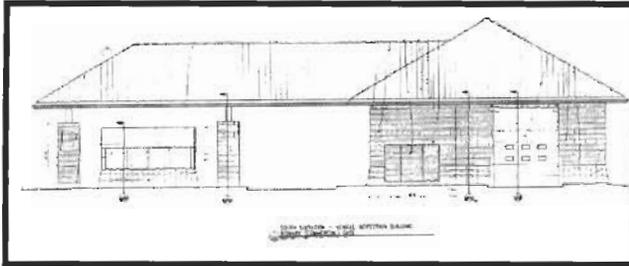
- Eight old configuration hangars
 - One Full In Dock (FID), Pride Hangar will accommodate two large aircraft, Requires Rehab
 - Seven Tail Out Maintenance (TOM) Docks
 - Computation Factor for B-1 Hangars is .30 X # Aircraft (AC)
 - 27 Aircraft X .30 = eight Hangars + one Additional AC in the Pride Hangar = 28 Aircraft
 - Two additional hangars available for rehab after future MILCON projects
 - (Dock 51 and Dock 42)
 - Dock 43 requires rehab
 - \$4.2M to rehab each of the TOM Docks, Total of \$29.4M
 - \$3M for Full In Dock Addition, or \$150K for door opening repairs for TOM
 - \$1.2M, Fire Suppression System
 - Rehab of FID, Pride Hangar, includes door repairs, fire suppression, refurb, paint and mech. Room, total of \$6M
 - Lighting and heating will be complete in Summer 2005
- Apron Space
 - Apron at 40, 30, 20 rows and apron at 7504
 - Apron West of 40, 30, 20 rows
 - Bomber Alert Apron
 - Three Areas have 42 Parking Spaces, 28 are sited for munitions loading
 - Hot Cargo Pad
 - One Parking Space, Sited, 7K SY
 - DV/Transient Alert Parking by Base Ops
 - One Parking Space, Not Sited, 20K SY
- Adjacent Available Buildings, 75K SF
 - 17K SF Available office space in Pride Hangar, Building 7504, requires rehab
 - 25K SF Available in Bomber Alert Buildings 7426, 7437, 7450
 - 7450, Simulator, Available Spring 2006
 - 33K SF Available in Buildings 1008, 1011, 1012, Adjacent to 20,30,40 Rows
 - 1011, Available July 2005
 - 1012, Available Spring 2007

Summarized South Ramp Information

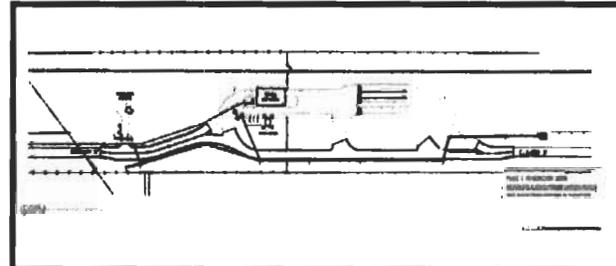
- 290K SF (8 Hangars)
 - \$99M Replacement Value
 - 53K Additional SF in 2 Hangars available for rehab upon completion of moves from 51 & 42
- 405K SY (42 Parking Spots)
 - \$22M Replacement Value for All of South Ramp



Bismarck Gate (Commercial)



Rendering



Project Location

Project Background

This project is one of three to replace all existing gates for the base. The gate will replace the current commercial gate. Relocation will remove an airfield obstruction and provide the required stand-off distance for terrorist threats.

Project Scope

The project will include an inspection building, large enough to inspect semi tractor trailer in an enclosed heated space. This facility is designed to accept future x-ray equipment. Also included is space for security police office, break room and the working dogs. There will be a separate guard facility to handle cars and light commercial vehicles with accommodation to accept smart gate technology, and will have the latest in antiterrorism technology.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 4,400

PROJECT COST: \$2.6 million

AWARD DATE: N/A

CONTRACTOR: N/A

COMPLETION DATE: N/A

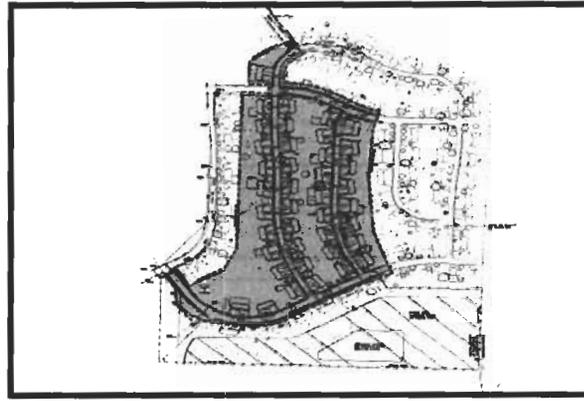
PROJECT STATUS: 100% designed, awaiting funding



Base Housing Phase 3



Rendering



Project Location

Project Background

Third phase of multi-phase, multi-year program to replace all of the base's inadequate family housing units. Existing houses are approximately 45 years old.

Project Scope

This project includes demolition of 80 existing units and construction of 75 new, 4-bedroom, Jr. enlisted, housing units along Cleveland, Jefferson, and Roosevelt Drives in Rushmore Heights. This is the initial delivery order issued against this design-build contract which may include additional, follow-on work.

Detailed Project Information

BUILDING SQUARE FOOTAGE: Variable

PROJECT COST: \$16.3 million

AWARD DATE: 12 January 2004

CONTRACTOR: Parsons Evergreene

COMPLETION DATE: 18 July 2005 (est.)

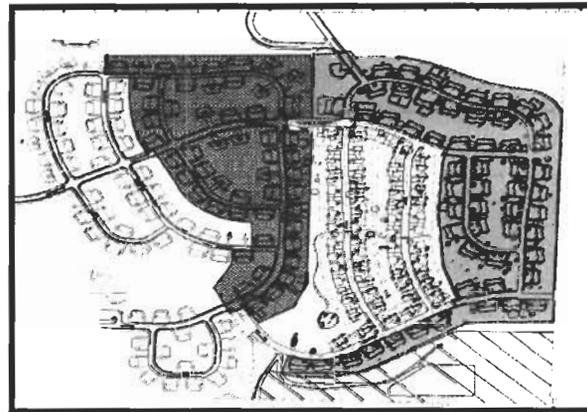
PROJECT STATUS: 60% complete



Base Housing Phase 4



Rendering



Project Location

Project Background

Project issued as follow-on delivery order to original (Phase 3) contract. Pre construction meeting held 8 March '05. NTP for construction issued 21 Mar 2005 with a contract performance period of 450 calendar days.

Project Scope

Consists of 3 Group Commander (GC), 1 "prestige" Command Chief, 10 Field Grade Officer (FGO), 22 Company Grade Officer (CGO), 14 SNCO and 25 JNCO units. One each GC, CGO, and FGO are handicapped adaptable. GC and FGO units are all single family. Seven of FGO units are 3-bedroom; all 68 others are 4 bedroom. Totalling 75 units in all.

Detailed Project Information

BUILDING SQUARE FOOTAGE: Variable

PROJECT COST: \$21 million

AWARD DATE: 25 February 2005

CONTRACTOR: Parsons Evergreene

COMPLETION DATE: 14 June 2006 (est.)

PROJECT STATUS: On-hold



ELLSWORTH AIR FORCE BASE



**Economic Impact Analysis
Fiscal Year
2004**



AIR COMBAT COMMAND VALUES, VISION, AND MISSION

CORE VALUES

**INTEGRITY FIRST, SERVICE BEFORE SELF,
AND EXCELLENCE IN ALL WE DO!**

VISION

**AIR FORCE PEOPLE BUILDING THE WORLD'S
MOST RESPECTED AIR AND SPACE FORCE...
GLOBAL POWER AND REACH FOR AMERICA**

MISSION

**AIR COMBAT COMMAND PROFESSIONALS
PROVIDING THE WORLD'S BEST COMBAT
AIR FORCES...DELIVERING RAPID,
DECISIVE AND SUSTAINABLE AIRPOWER....
ANYTIME, ANYWHERE**

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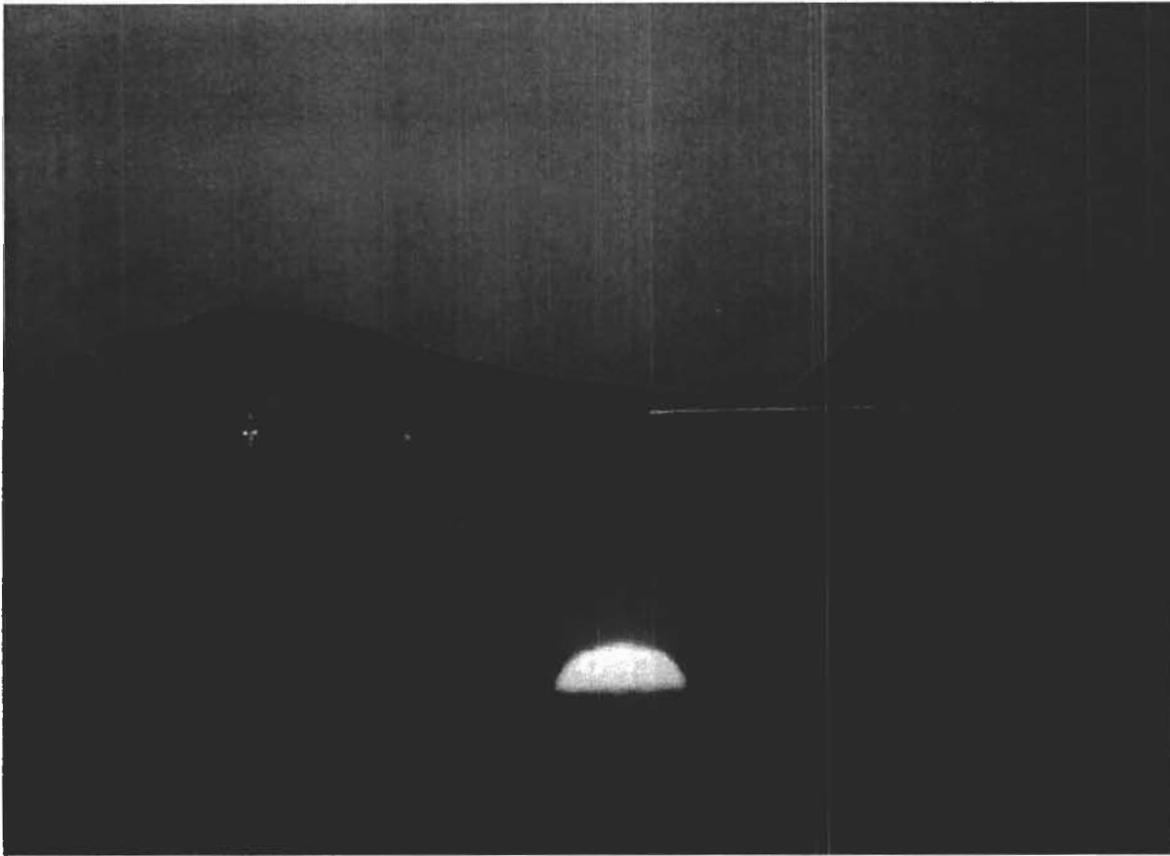
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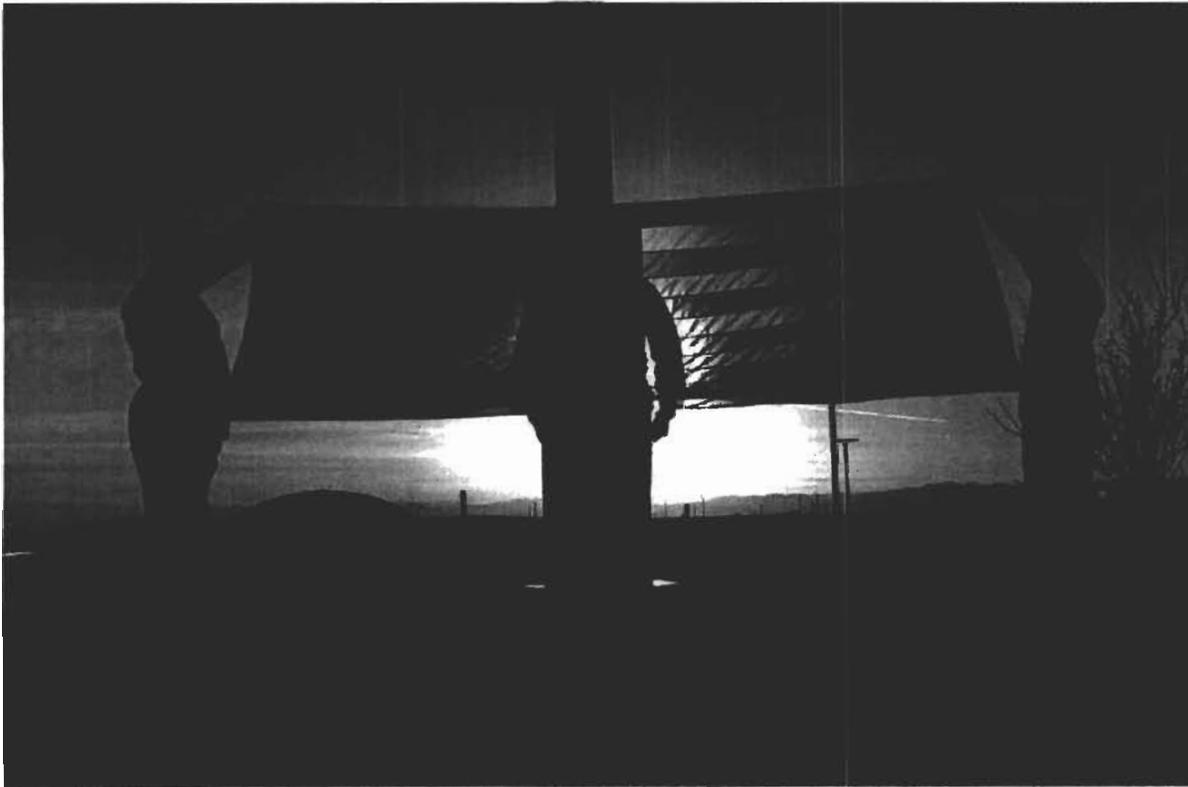
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**PART I
BACKGROUND**



FORWARD

ELLSWORTH AIR FORCE BASE ECONOMIC IMPACT ANALYSIS FISCAL YEAR 2004

The base is home to the 28th Bomb Wing, which is one of two primary B-1 Bomber bases in the Air Force. In addition, there are several tenant units, some directly supporting the base, and others carrying out their own missions using Ellsworth's facilities.

Approximately 5,769 individuals live in Ellsworth AFB's owned or leased military family housing units and dormitory rooms provided for members and their families.

Ellsworth's work force consists of 5,543 military members and civilian employees. Of these employees, 1,052 are civilian employees. The remainder is active duty military, Air Force Reserve, and Air National Guard. Civilian employees are divided into three major categories: Wage Grade employees, General Schedule Civil Service employees, and Non-Appropriated Fund employees (included in the non-appropriated numbers are Base exchange, Sentinel Federal Credit Union, and private contractors.)

For fiscal year 2004, the economic impact of Ellsworth AFB on the local area was approximately 278 million dollars.

METHODOLOGY

The total economic impact of a base on its economic area is computed by summing annual base payroll, annual base expenditures, and the estimated dollar value of indirect jobs created. An economic area is generally defined as a Metropolitan Statistical Area (MSA). Each MSA has unique indirect job multipliers that are calculated by the Bureau of Labor Statistics (BLS) and are used to estimate the value of the indirect jobs created. The average annual pay for the local area was obtained from the Rapid City Chamber of Commerce, using South Dakota Employment Security Commission Labor Market Information Division data. This analysis was prepared using a Secretary of the Air Force/Directorate of Economic and Business Management (SAF/FMCE) program that was developed within the parameters of the Office of the Secretary of Defense's Economic Impact Analysis model. The economic impact takes into account both Appropriated Funds (APF) and Non-Appropriated Funds (NAF).

AVAILABILITY OF INFORMATION

This Economic Impact Analysis (EIA) provides unclassified key information about the resources and economic impact of Ellsworth AFB on the surrounding communities. Release of this document to non-military individuals must be approved by the Public Affairs Office at Ellsworth AFB SD (605) 385-5056, or DSN 675-5056. Questions concerning the content of this analysis should be directed to the Public Affairs Office.

Information contained in this analysis is current as of 30 September 2004. This analysis was prepared by 2Lt Jason Fuqua, DSN 675-1527 or commercial (605) 385-1527, 28 CPTS/FMA.

FACT SHEET

B-1 BOMBER



Mission

Carrying the largest payload of both guided and unguided weapons in the Air Force inventory, the multi-mission B-1 is the backbone of America's long-range bomber force. It can rapidly deliver massive quantities of precision and non-precision weapons against any adversary, anywhere in the world, at any time.

Features

The B-1's blended wing/body configuration, variable-geometry wings and turbofan afterburning engines, combine to provide long range, maneuverability and high speed while enhancing survivability. Forward wing settings are used for takeoff, landings, air refueling and in some high-altitude weapons employment scenarios. Aft wing sweep settings – the main combat configuration -- are typically used during high subsonic and supersonic flight, enhancing the B-1's maneuverability in the low- and high-altitude regimes. The B-1's speed and superior handling characteristics allow it to seamlessly integrate in mixed force packages. These capabilities, when combined with its substantial payload, excellent radar targeting system, long loiter time and survivability, make the B-1 a key element of any joint/composite strike force. The B-1 weapon system is capable of creating a multitude of far-reaching effects across the battlefield.

The B-1 is a highly versatile, multi-mission weapon system. The B-1's offensive avionics system includes high-resolution synthetic aperture radar, capable of tracking, targeting and engaging moving vehicles as well as self-targeting and terrain-following modes. In addition, an extremely accurate Global Positioning System-aided Inertial Navigation System enable aircrews to autonomously navigate globally, without the aid of ground-based navigation aids as well as engage targets with a high level of precision. The recent addition

of Combat Track II (CTII) radios permit an interim secure beyond line of sight data link capability until LINK-16 is integrated on the aircraft. In a time sensitive targeting environment, the aircrew can receive targeting data from the Combined Air Operations Center over CT II, then update mission data in the offensive avionics system to strike emerging targets rapidly and efficiently. This capability was effectively demonstrated during operations Enduring Freedom and Iraqi Freedom.

The B-1's self-protection electronic jamming equipment, radar warning receiver (ALQ-161) and expendable countermeasures (chaff and flare) system complements its low-radar cross-section to form an integrated, robust onboard defense system that supports penetration of hostile airspace. The ALQ-161 electronic countermeasures system detects and identifies the full spectrum of adversary threat emitters then applies the appropriate jamming technique either automatically or through operator manual inputs. Chaff and flares are employed against radar and infrared threat systems.

B-1 capabilities are being enhanced through the Conventional Mission Upgrade Program (CMUP). This program has already improved lethality by adding the ability to carry up to 30 cluster munitions (CBU-87, -89, -97), a Global Positioning System receiver, an improved weapons interface that allows the carriage of guided weapons (GBU-31, Joint Direct Attack Munitions) and advanced secure radios (ARC-210, KY-100). Survivability is enhanced through the addition of the ALE-50 Towed Decoy System which decoys advanced radar guided surface-to-air and air-to-air missile systems.

The current stage of CMUP (Block E) is adding vastly improved avionics computers which allow the employment of additional advanced guided precision and non-precision weapons: 30 Wind-Corrected Munitions Dispensers (CBU-103, -104, -105 WCMD), 12 Joint Standoff Weapons (AGM-154 JSOW) and 24 precision Joint Air-to-Surface Standoff Missile (AGM-158 JASSM). A Block E modified B-1 will be able carry and employ a vast mix of weapons (a different type of weapon in each bay, such as 10 CBU-103 WCMDs in one bay, eight GBU-31 JDAMs in another and eight AGM-158 in the last). The B-1 is also the threshold platform for the extended range version of the JASSM. These modifications significantly increase B-1 combat capability.

Future planned modifications build on this foundation provided by the new avionics computers. Radar sustainability and capability upgrades will provide a more reliable system in addition to an ultra high-resolution capability that will include automatic target recognition features. The addition of LINK-16 will allow the B-1 to operate in the integrated battlefield of the future. Cockpit modifications will relieve reliability problems and increase aircrew situational awareness and provide an integrated flow of information. These modifications enhance the already capable B-1 weapon system and provide the combatant commander a conventional workhorse.

Background

The B-1A was initially developed in the 1970s as a replacement for the B-52. Four prototypes of this long-range, high speed (Mach 2.2) strategic bomber were developed and tested in the 1970s, but the program was canceled in 1977 before going into production. Flight testing continued through 1981.

The current B-1 is an improved variant initiated by the Reagan administration in 1981. Major changes included the addition of additional structure to increase payload by 74,000 pounds, an improved radar and reduction of the radar cross section (RCS) by an order of magnitude. The inlet was extensively modified as part of this RCS reduction, necessitating a reduction in maximum speed to Mach 1.2.

The first production B-1 flew in October 1984, and the first B-1 was delivered to Dyess Air Force Base, Texas, in June 1985. Initial operational capability was achieved on Oct. 1, 1986. The final B-1 was delivered May 2, 1988.

The B-1 holds 43 world records for speed, payload, range, and time of climb. The National Aeronautic Association recognized the B-1 for completing one of the 10 most memorable record flights for 1994.

The B-1 was first used in combat in support of operations against Iraq during Operation Desert Fox in December 1998. In 1999, six B-1s were used in Operation Allied Force, delivering more than 20 percent of the total ordnance while flying less than 2 percent of the combat sorties. Eight B-1s were deployed in support of Operation Enduring Freedom. B-1s dropped nearly 40 percent of the total tonnage during the first six months of OEF. This included nearly 3,900 JDAMs, or 67 percent of the total. All of this was accomplished while maintaining an impressive 79 percent mission capable rate.

General Characteristics

Primary Function: Long-range, multi-role, heavy bomber

Builder: Boeing, North America (formerly Rockwell International, North American Aircraft)

Operations Air Frame and Integration: Offensive avionics, Boeing Military Airplane; defensive avionics, EDO Corporation

Power plant: Four General Electric F-101-GE-102 turbofan engine with afterburner

Thrust: 30,000-plus pounds with afterburner, per engine

Length: 146 feet (44.5 meters)

Wingspan: 137 feet (41.8 meters) extended forward, 79 feet (24.1 meters) swept aft

Height: 34 feet (10.4 meters)

Weight: Empty, approximately 190,000 pounds (86,183 kilograms)

Maximum Takeoff Weight: 477,000 pounds (216,634 kilograms)

Speed: 900-plus mph (Mach 1.2 at sea level)

Range: Intercontinental, unrefueled

Ceiling: More than 30,000 feet (9,144 meters)

Crew: Four (aircraft commander, copilot, and two weapon systems officers)

Armament: 24 GBU-31 GPS-aided JDAM (both Mk-84 general purpose bombs and BLU-109 penetrating bombs) or 24 Mk-84 2,000-pound general purpose bombs; 8 Mk-85 naval mines; 84 Mk-82 500-pound general purpose bombs; 84 Mk-62 500-pound naval mines; 30 CBU-87, -89, -97 cluster munitions. Upon Block E completion, additional weapons available will be 30 CBU-103/104/105 WCMD, 24 AGM-158 JASSMs or 12 AGM-154 JSOWs.

Date Deployed: June 1985

Unit Cost: \$283.1 million (constant fiscal 98 dollars)

Inventory: Active force, 60; ANG, 0; Reserve, 0

Point of Contact

Air Combat Command, Public Affairs Office; 115 Thompson Street, Suite 211; Langley AFB, VA 23665-1987; DSN 574-5014 or (757) 764-5014; e-mail: acc.pai@langley.af.mil

June 2003



PART II
WING
ASSETS



DESCRIPTION OF CAPITAL ASSETS

Ellsworth AFB SD FY04

As of 30 Sep 04

LAND

Total Acres:	On-base	5,411
	Off-base	2,511

RUNWAY

Length	13,500 feet
Width	300 feet

BUILDINGS

Total structures	376
Square feet	4,420,982

MILITARY FAMILY HOUSING UNITS

	2BR	3BR	4BR	TOTAL
Officer	0	226	81	307
Enlisted	<u>452</u>	<u>894</u>	<u>303</u>	<u>1,649</u>
Total	452	1,120	384	1,956

DORMITORY QUARTERS

	NUMBER	CAPACITY
Airman	653	728

TEMPORARY QUARTERS

	NUMBER	CAPACITY
Visitor Quarters	80	80
Distinguished Visitors Quarters	8	8
Temporary Lodging Facilities	<u>30</u>	<u>30</u>
Total	118	118

AIRCRAFT

B-1 Bombers Assigned – 29

CURRENT VALUE OF CAPITAL ASSETS/SALES

Ellsworth AFB SD FY04

As of 30 Sep 04

WEAPONS SYSTEMS

B-1 Bombers	\$8,209,900,000
-------------	-----------------

INVENTORIES (Sales Outlets)

Commissary	\$ 856,458
AAFES	\$ 3,199,714
NAF	<u>\$ 66,760</u>

Total	\$ 4,122,932
-------	--------------

CAPITAL ASSETS

Runway	\$ 19,454,428
Real Property	\$ 462,813,403
MF Housing	\$ 14,463,411
Leased Housing	\$ 73,360,178
On/Off Base Land	<u>\$ 946,876</u>

Total	\$ 571,038,296
-------	----------------

TOTAL VALUE OF ASSETS	\$8,785,061,228
------------------------------	------------------------

RETAIL SALES (Actual)

Commissary	\$ 12,389,221
AAFES	\$ 12,787,731
NAF	<u>\$ 4,333,757</u>

Total	\$ 29,510,710
-------	---------------



PART III

WING ECONOMIC IMPACT



ECONOMIC IMPACT ANALYSIS (Version 1.4)

Ellsworth AFB FY04

As of 30 Sep 04

TABLE 1
PERSONNEL BY CLASSIFICATION AND HOUSING LOCATION

CLASSIFICATION	LIVING ON BASE	LIVING OFF BASE	TOTAL
1. APPROPRIATED FUND MILITARY			
Active Duty	2,347	1,783	4,130
Air Force Reserve/Air National Guard	65	296	361
Non-Extended Active Duty Reserve/ANG	0	0	0
Trainees/Cadets	N/A	N/A	0

TOTAL:	2,412	2,079	4,491
2. ACTIVE DUTY MILITARY DEPENDENTS			
	3,357	2,283	5,640
3. APPROPRIATED FUND CIVILIANS			
General Schedule*			306
Federal Wage Board			112
Other			0

		TOTAL:	418
4. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS			
Civilian NAF			227
Civilian BX			106
Contract Civilians (not elsewhere included)			270
Private Businesses On Base, By Type:			
Branch Banks/Credit Union			31
Other Civilians (not elsewhere included)			0

		TOTAL:	634
	TOTAL PERSONNEL:		11,183

*Includes DECA GS positions

ECONOMIC IMPACT ANALYSIS
Ellsworth AFB FY04

TABLE 2
ANNUAL PAYROLL BY CLASSIFICATION AND HOUSING LOCATION

As of 30 Sep 04

CLASSIFICATION	LIVING ON BASE (\$)	LIVING OFF BASE (\$)	TOTAL (\$)
1. APPROPRIATED FUND MILITARY			
Active Duty	\$60,849,625	\$74,525,945	\$135,375,569
ANG/Reserve	N/A	N/A	\$0
Trainees/Cadets	N/A	N/A	\$0
Non-Extended Active Duty ANG/Reserve	N/A	N/A	\$0
	-----	-----	-----
TOTAL:	\$60,849,625	\$74,525,945	\$135,375,569
 2. APPROPRIATED FUND CIVILIANS			
*General Schedule			\$15,832,826
Federal Wage Board			\$5,325,815
Other			\$0

		TOTAL:	\$21,158,641
 3. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS			
Civilian Non-Appropriated Fund			\$2,810,916
Civilian BX			\$1,541,092
Contract Civilians (not elsewhere included)			\$0
Private Businesses On Base, By Type:			
Credit Union			\$647,745
Other Civilians (not elsewhere included)			\$0

		TOTAL:	\$4,999,753
 * Includes DECA GS wages			
		TOTAL ANNUAL PAYROLL:	\$161,533,963

ECONOMIC IMPACT ANALYSIS
Ellsworth AFB FY04

TABLE 3
EXPENDITURES FOR CONSTRUCTION, SERVICES, AND PROCUREMENT OF
MATERIALS, EQUIPMENT, AND SUPPLIES

(Not including contracts for services supplied to other Air Force installations)

As of 30 Sep 04

	ACTUAL ANNUAL EXPENDITURES
1. CONSTRUCTION	
Military Construction Program	\$17,300,000
Non-Appropriated Fund	\$261,712
Military Family Housing	\$3,575,485
O&M	\$10,843,179
Hospital	\$233,000
Other (Hunt)	\$554,900

TOTAL:	\$32,768,276
 2. SERVICES	
Services Contracts *	\$4,696,586
Other Services (not elsewhere included)	\$585,959

TOTAL:	\$5,282,545
 3. MATERIALS, EQUIPMENT, AND SUPPLIES PROCUREMENT	
Commissary	\$19,746
Base Exchange (BX)	\$2,378,674
Health (TRICARE, Government cost only)	\$7,900,000
Education (Impact aid and tuition assistance)**	\$7,606,755
TDY	\$1,216,049
Other Materials, Equipment & Supplies (not elsewhere included)	\$10,544,741

TOTAL:	\$29,665,965
 TOTAL ANNUAL EXPENDITURES: \$67,716,786	

* Includes only contracts in the local economic area or contracts requiring the use of locally supplied goods and services.

** Includes monies owed from previous year from Dept of Education

**ECONOMIC IMPACT ANALYSIS
Ellsworth AFB FY04**

**TABLE 4
ESTIMATE OF NUMBER AND DOLLAR VALUE OF INDIRECT JOBS CREATED**

As of 30 Sep 04

Type of Personnel	# of Base Jobs	Multiplier	# of Indirect Jobs
Active Duty Military	4,130	0.29	1,198
Reserve/ANG/Trainees	361	0.13	47
Appropriated Fund Civilians	418	0.43	180
Other Civilians	634	0.43	273
	-----		-----
TOTAL:	5,543		1,698

ESTIMATED NUMBER OF INDIRECT JOBS CREATED: **1,698**

AVERAGE ANNUAL PAY FOR THE LOCAL COMMUNITY: **\$28,943**

ESTIMATED ANNUAL DOLLAR VALUE OF JOBS CREATED: \$49,145,689

Data Sources:

Multipliers: Economic Impact Database, 1995 Base Realignment and Closure, Logistics Management Institute, Feb 95.

ECONOMIC IMPACT ANALYSIS
Ellsworth AFB FY04

TABLE 5
TOTAL ANNUAL ECONOMIC IMPACT ESTIMATE

As of 30 Sep 04

ANNUAL PAYROLL: **\$161,533,963**

Military	\$135,375,569
Federal Civilian	\$21,158,641
Other Civilian	\$4,999,753

ANNUAL EXPENDITURES: **\$67,716,786**

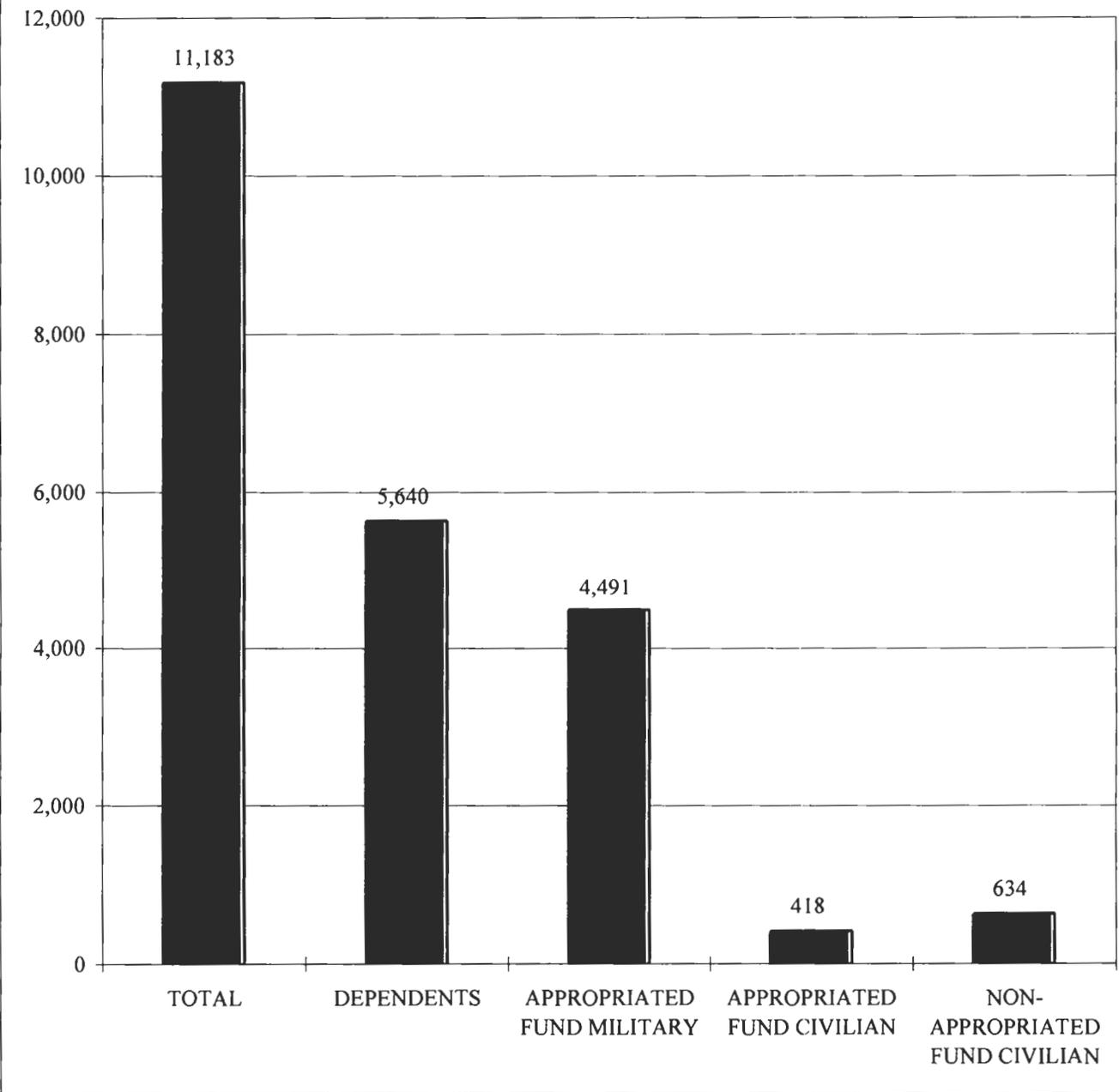
ESTIMATED ANNUAL DOLLAR VALUE OF JOBS CREATED: **\$49,145,689**

Estimated Indirect Jobs Created	1,698
Average Annual Pay	\$26,500

GRAND TOTAL: **\$278,396,439**

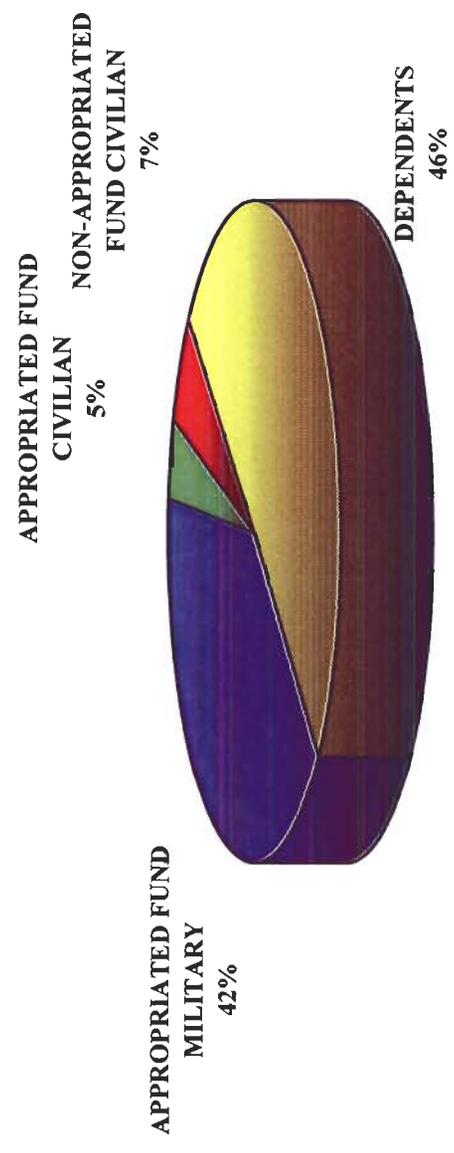
PERSONNEL SUMMARY

Ellsworth AFB FY04

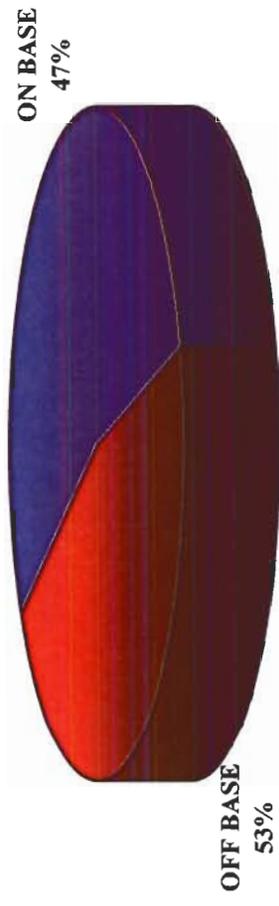


PERSONNEL SUMMARY BY PERCENT

Ellsworth AFB FY04

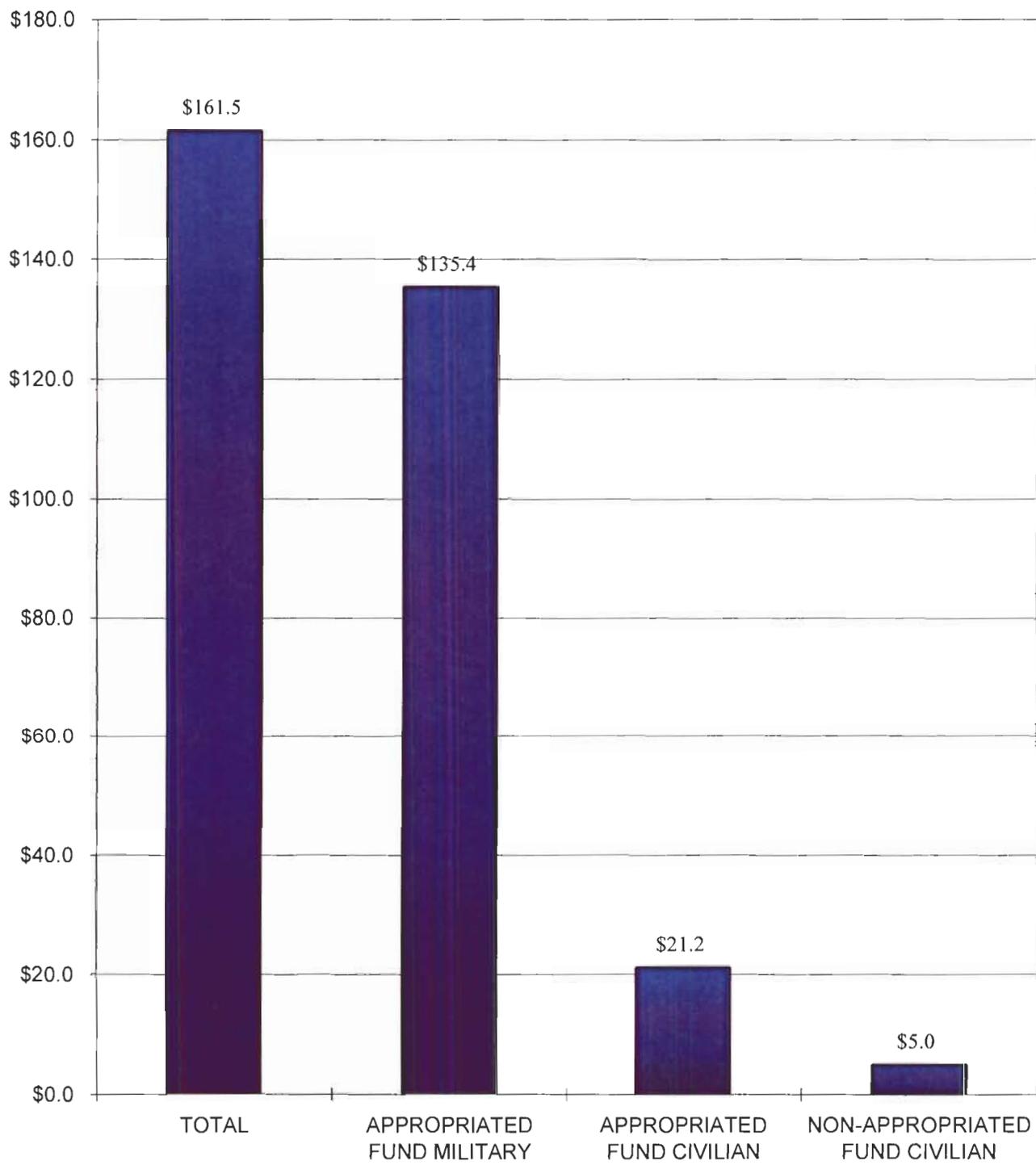


**PERCENT OF APPROPRIATED FUND MILITARY
PERSONNEL LIVING ON AND OFF BASE ELLSWORTH
AFB FY04**



ANNUAL PAYROLL SUMMARY (\$M)

Ellsworth AFB FY04



ANNUAL PAYROLL SUMMARY BY PERCENT

Ellsworth AFB FY04

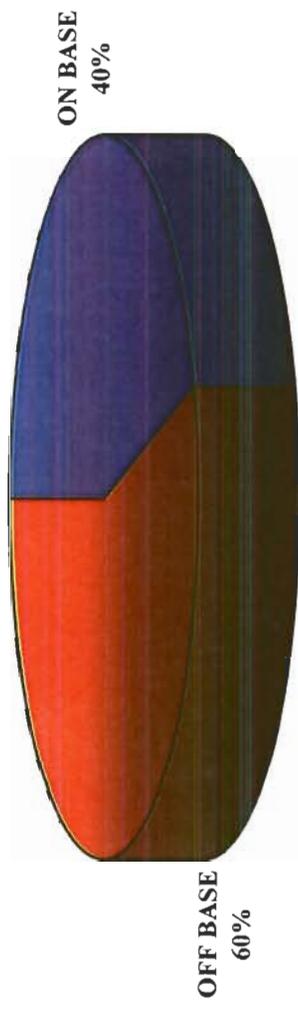
APPROPRIATED FUND
MILITARY
84%



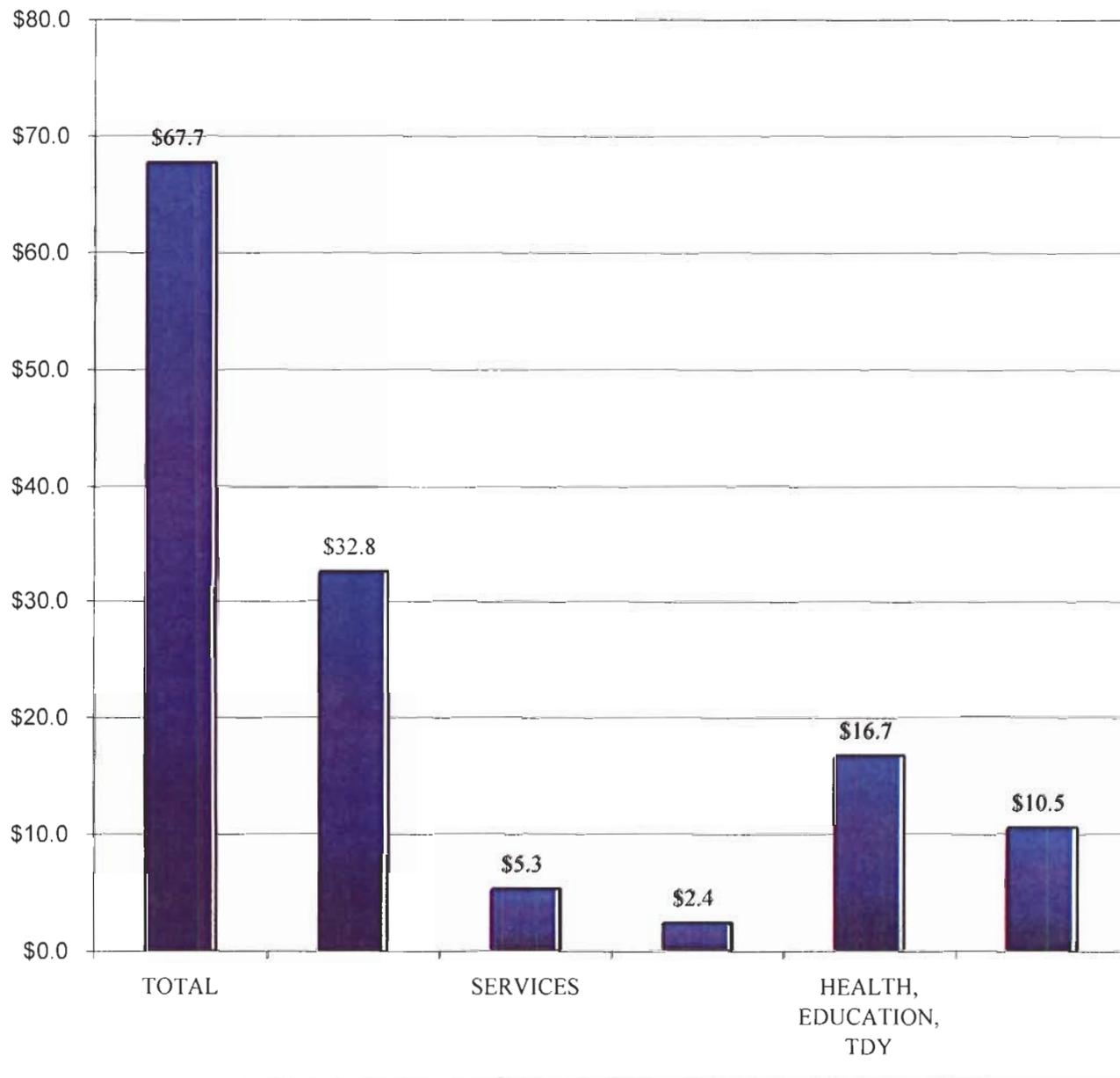
NON-APPROPRIATED
FUND CIVILIAN
3%

APPROPRIATED FUND
CIVILIAN
13%

**PERCENT OF THE APPROPRIATED FUND MILITARY
PERSONNEL PAYROLL ATTRIBUTABLE TO
PERSONNEL LIVING ON AND OFF BASE
Ellsworth AFB FY04**

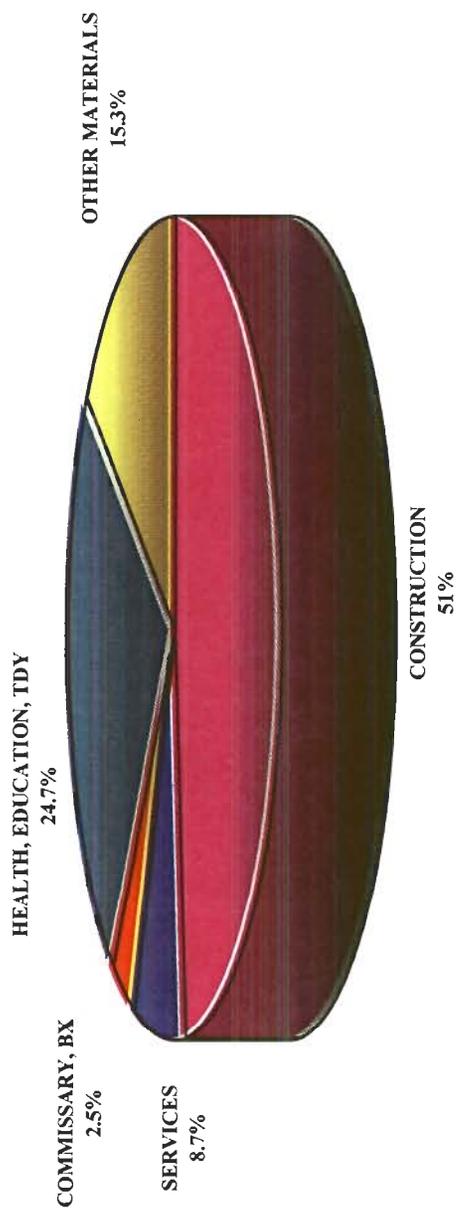


ANNUAL EXPENDITURE SUMMARY (\$M) Ellsworth AFB FY04

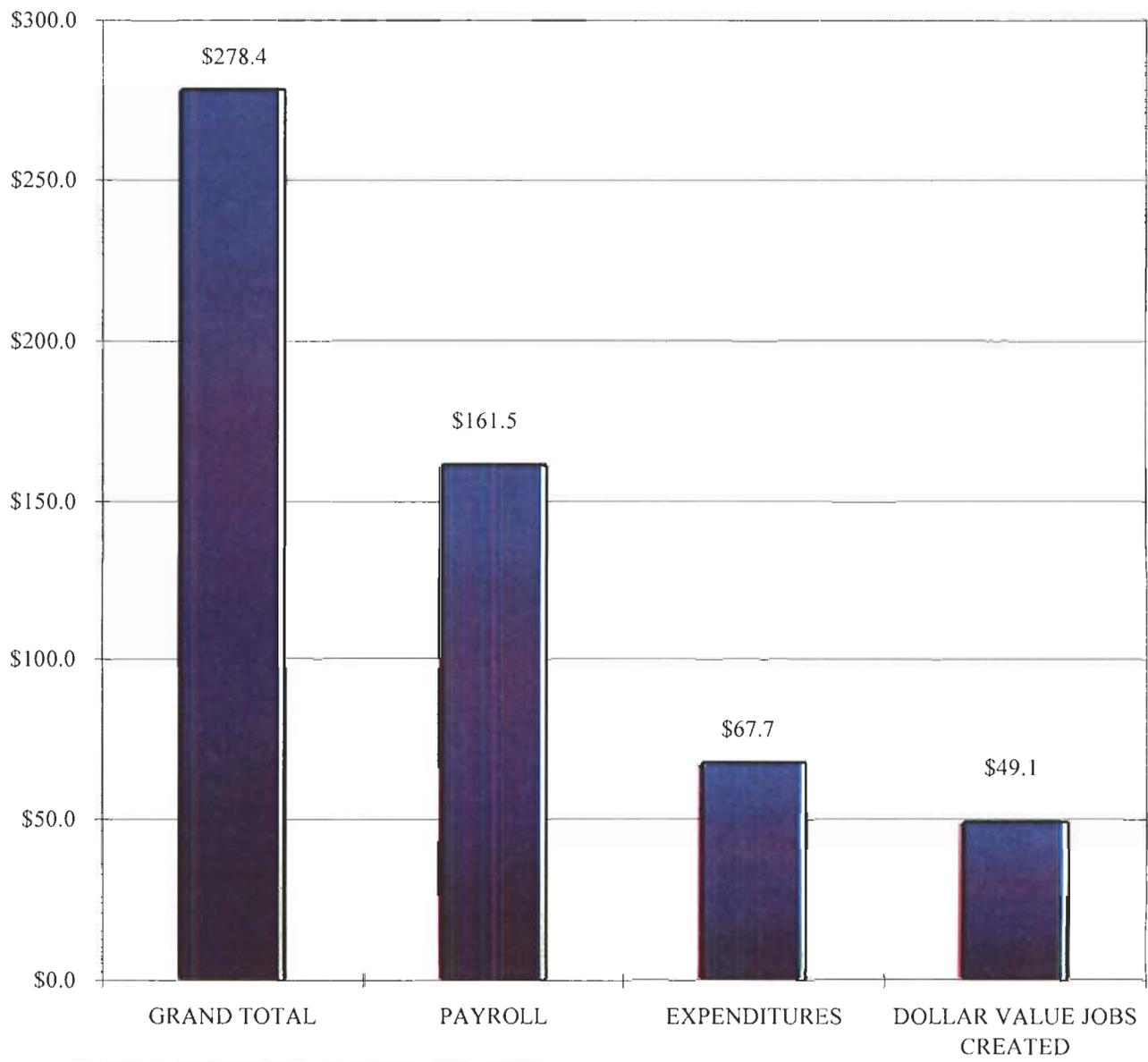


ANNUAL EXPENDITURE SUMMARY (\$M)

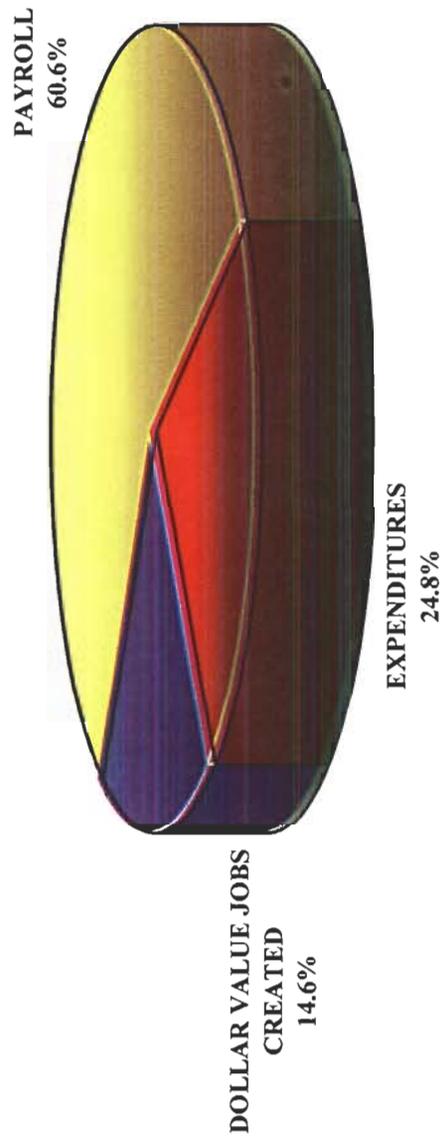
Ellsworth AFB FY04

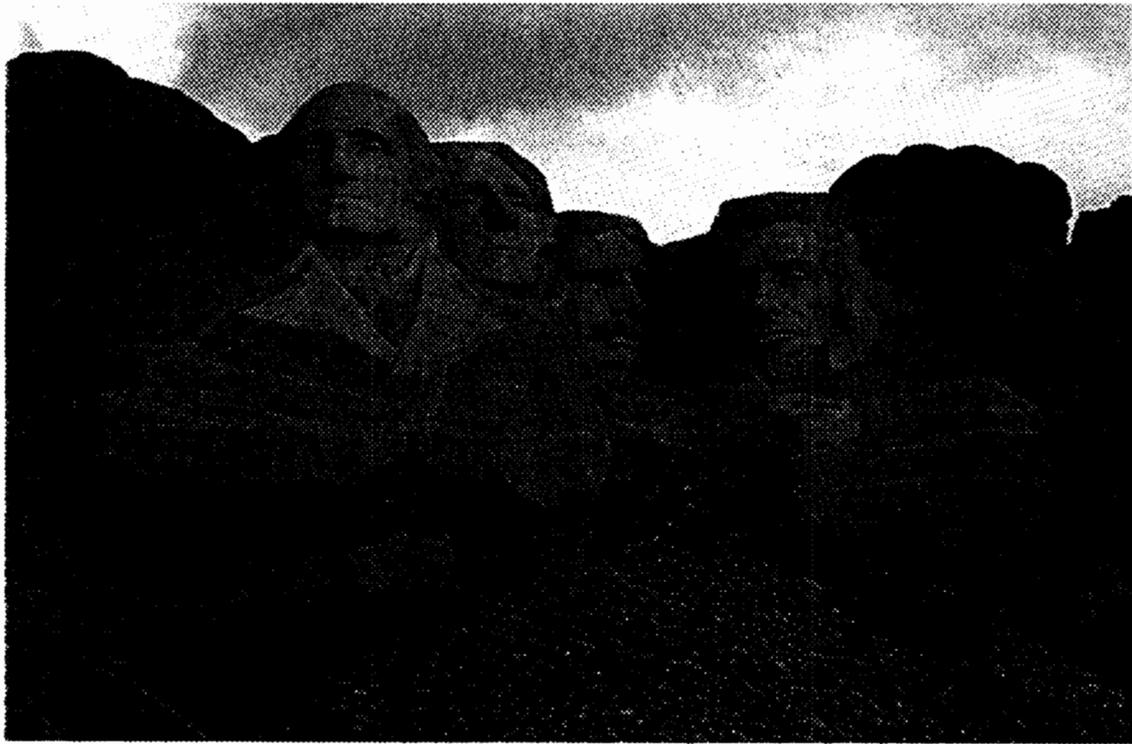


**TOTAL ANNUAL ECONOMIC IMPACT
(\$M) Ellsworth AFB FY04**



TOTAL ANNUAL ECONOMIC IMPACT BY PERCENT
Ellsworth AFB FY04





PART IV

MISCELLANEOUS INFORMATION



ORGANIZATIONS

ORGANIZATIONS

HOST: 28th Bomb Wing

28th Bomb Wing

Commander/Vice Commander
Command Chief
Chaplain
28th Comptroller Squadron
Equal Employment Opportunity
Flight Safety
Grounds Safety
Historian
Inspector General
Judge Advocate
Military Equal Opportunity
Protocol
Public Affairs
Treaty Compliance Office
Weapons Safety
Wing Operations Center

28th Operations Group

34th Bomb Squadron
37th Bomb Squadron
28th Operations Support Squadron

28th Maintenance Group

28th Aircraft Maintenance Squadron
28th Maintenance Squadron
28th Maintenance Operations Squadron
28th Munitions Squadron

28th Mission Support Group

28th Civil Engineer Squadron
28th Communications Squadron
28th Contracting Squadron
28th Logistics Readiness Squadron
28th Services Squadron
28th Security Forces Squadron
28th Mission Support Squadron

28th Medical Group

28th Medical Support Squadron

28th Medical Operations Squadron

ASSOCIATE UNITS

Army-Air Force Exchange Service

Air Force Audit Agency

Air Force Junior ROTC

American Red Cross

Defense Commissary Agency

Defense Investigative Service

Defense Reutilization and Marketing Office

Detachment 3, Combat Command (AFIT)

Detachment 8, 372d Training Squadron

Detachment 226, AFOSI

Raytheon Support Services Company

USAF Judiciary 4th Circuit

Belle Fourche Electronic Scoring Site (Lockheed-Martin)

DISTRIBUTION

GOVERNMENT

Governor Mike Rounds

Representative Stephanie Herseth
Senator Tim Johnson
Senator John Thune

State Legislators

Representative James Bradford (Dist 27)
Representative Paul Valandra (Dist 27)
Senator Theresa Two Bulls (Dist 27)
Senator Eric Bogue (Dist 28)
Representative Thomas Van Norman (Dist 28)
Representative Ted Klautt (Dist 28)
Senator Kenneth McNenny (Dist 29)
Representative Larry Rhoden (Dist 29)
Representative Thomas Brunner (Dist 29)
Representative Gordon Howie (Dist 30)
Senator Jim Lintz (Dist 30)
Representative Gordon Pederson (Dist 30)
Representative Tom Hills (Dist 31)
Senator Jerry Apa (Dist 31)
Representative Charles Turbiville (Dist 31)
Senator Stan Adelstein (Dist 32)
Representative Alan Hanks (Dist 32)
Representative Tom Hennies (Dist 32)
Senator JP Duniphan (Dist 33)
Representative Don Van Etten (Dist 33)
Representative Mike Buckingham (Dist 33)
Senator Royal McCracken (Dist 34)
Representative Elizabeth Kraus (Dist 34)
Representative Ed McLaughlin (Dist 34)
Representative Alice McCoy (Dist 35)
Senator Bill Napoli (Dist 35)
Representative Jeff Haverly (Dist 35)

Mayor Rapid City Jim Shaw
Mayor Box Elder Vern Kienzle

MILITARY ORGANIZATIONS

28 BW/CC 28 MXG/CC
28 BW/CV 28 AMXS/CC
28 BW/CCC 28 MUNS/CC
28 BW/DS 28 MXS/CC
28 BW/MO 28 MOS/CC
28 BW/CCT 28 BW/CAA
28 BW/IG 28 MSG/CC

CHAMBER OF COMMERCE

Belle Fourche
Box Elder
Custer
Hot Springs
Keystone
Rapid City
Sturgis
Spearfish
Wall

TELEVISION STATIONS

KNBN Rapid City
KOTA Rapid City
KEVN Rapid City
KELO Sioux Falls

NEWSPAPERS

Rapid City Journal

28 BW/JA	28 MSS/CC
28 BW/XP	28 CONS/CC
28 BW/HO	28 SVS/CC
28 BW/HC	28 CES/CC
28 BW/CCP	28 SFS/CC
28 BW/SE	28 CS/CC
28 BW/MEO	28 LRS/CC
28 BW/PA	
	28 MDG/CC
28 CPTS/CC	28 MDOS/CC
	28 MDSS/CC
28 OSS/CC	
34 BS/CC	
37 BS/CC	AUDIT AGENCY



Michael Rounds was sworn in as South Dakota's 31st governor on January 7, 2003. Mike Rounds is committed to working with South Dakotans to make the state a better place to live, work, and raise a family. He believes South Dakota's children are its most valuable resource and that every child in the state should receive a quality education.

Governor Rounds is encouraging South Dakotans to make healthy choices that lead to longer, healthier lives, and he has initiated an effort in state government to help state employees make healthy choices. He is encouraging every South Dakotan to follow this lead.

In 2004, working with legislators, state employees and South Dakotans, Governor Rounds has already:

- Passed a balanced state budget that meets the needs of South Dakota without any tax increases;
- Reduced the structural deficit from \$28 million to \$20 million;
- Created the Homestake Underground Laboratory project;
- Reorganized the South Dakota Department of Education to better embrace the concepts of "No Child Left Behind;"
- Increased state aid for local public schools by more than \$10.2 million in ongoing funding, as well as an additional \$7.3 million in one-time funding;
- Increased state funding for public universities by more than \$7.5 million and for public technical institutes by more than \$1.6 million;
- Created a special program to give sales tax on food relief to individuals within 150 percent of the poverty level;
- Passed a law to regulate pharmacy benefits management companies;
- Passed several bills to provide new benefits to guardsmen and women, veterans and their families;
- Funded many important water projects so that South Dakotans have clean water;
- Created a commission to expedite compliance with the federal Indian Child Welfare Act;
- Designed the 2010 Initiative, a series of specific goals for economic growth and visitor spending in South Dakota;
- Expanded recreational opportunities in South Dakota, including public hunting and campground access and protection of natural resources; and,
- Initiated the Missouri River Summit, a meeting that brought stakeholders together to discuss the management of the Missouri River.

From 1990 to 2000, Republican Mike Rounds was elected to serve South Dakota for five terms in the state Senate and to represent District 24, including Pierre and the surrounding areas. In 1994, he was chosen by his peers to serve as Senate Majority Leader, a post he held for six years. As a senator, Rounds was a leader in:

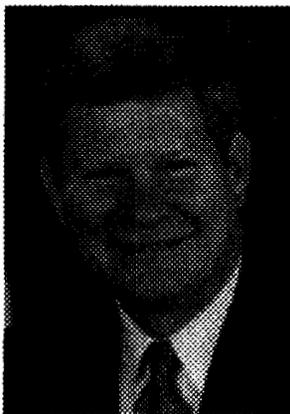
- Balancing the budget every year;
- Overhauling the state aid to education formula and increasing the state's share of funding from less than 30 percent to more than 50 percent of the general education budget;

- Reducing property taxes by an average of 25 percent for homeowners, farmers, and ranchers;
- Repealing more than 500 rules and mandates affecting local school boards;
- Making major reforms in the South Dakota's workers' compensation plan that helped employers to hire more workers;
- Funding thousands of acres of public hunting land;
- Authorizing and funding the largest four-lane highway construction project since the Interstate Highway System was completed;
- Wiring schools to provide more educational opportunities for all South Dakota students; and
- Selling the State Cement Plant and creating a \$240 million trust from the proceeds so that the state receives a steady annual income of at least \$12 million instead of varying incomes dependent on the cement market.

Mike, the oldest of 11 children, was born in Huron, S.D., and is a lifelong resident of Pierre. He earned a Bachelors of Science degree in political science from South Dakota State University in Brookings and met his wife, Jean, of Lake Preston, while attending the university. The two were married in 1978 and have four children – Christopher and his wife, Lindsay, Brian, Carrie, and John.

Governor Rounds is part owner of Fischer, Rounds & Associates Inc., an insurance and real estate agency with offices in Pierre, Mitchell, Rapid City and Brandon. He has previously served as board president of the Oahe YMCA, vice president of the Home and School Association of St. Joseph School, president of the Pierre-Ft. Pierre Exchange Club and exalted ruler of the Pierre Elks Lodge. He is also a member of St. Peter and Paul Catholic Church of Pierre, the Knights of Columbus, and Ducks Unlimited.

The governor is a licensed pilot with multi-engine and instrument ratings. He enjoys playing racquetball with his buddies and hunting in his spare time with his sons and his lab, Brandy. In the summer, you'll often find him and his family boating and camping on the Missouri River.



Tim Johnson's roots run deep in the plains of South Dakota. A fourth-generation South Dakotan, Tim was born in Canton to Van and Ruth Johnson. His great-grandfather homesteaded near Centerville, so farming and ranching concerns are second nature to Tim.

The son of a college professor and a homemaker, Tim, along with his brother, Tom, and sister, Julie, learned early on the value of a good education and the necessity of hard work.

Tim attended school in Canton, Flandreau, and Vermillion, where he graduated from high school in 1965. He then attended the University of South Dakota (USD), graduating with Phi Beta Kappa academic honors. Tim went on to earn both a master's degree in political science and a law degree from the University of South Dakota.

During his undergraduate years at USD, Tim met Barbara Brooks of Sioux Falls, whom he married shortly after graduating. Balancing family needs with academic and work pressures is something Barbara and Tim came to know well during their early years. After Tim completed his graduate studies at USD, he worked as a budget analyst for the Michigan State Senate Appropriations Committee while Barbara completed her master's degree in social work. It was during this time that their first child, Brooks, was born.

Tim began a private law practice in Vermillion in 1975, the same year their second child, Brendan, was born. Just three years after starting his own law practice, Tim was elected to the South Dakota House of Representatives in 1978 and then reelected in 1980. Their daughter, Kelsey, was born during his second term in the state House. Though Tim and Barbara were both actively involved in raising their children, Barbara put her master's degree to work and became very active in children's issues and services.

After serving in the state House for four years, Tim ran for the state Senate and was elected in 1982 and 1984. During his years in the South Dakota Legislature, Tim earned a reputation as a hardworking, effective author of sound fiscal and social policy. His achievements did not go unnoticed. In 1979, the Vermillion Jaycees presented him with the "Outstanding Citizen Award." In 1983, he was the first recipient of the "Billie Sutton Award for Legislative Achievement" presented by the South Dakota Democratic Party.

After eight years in the state legislature, Tim decided to take his commitment to creating positive change for South Dakotans to Washington. He was elected to the U.S. House of Representatives in 1986 with nearly 60 percent of the vote. During his first term in Congress, he was responsible for passing more legislation than any of the other 50 first-term members. And, he received national awards by the National Farmers Union, Disabled American Veterans, and Mothers Against Drunk Driving. Within the House Democratic leadership organization, Tim served as Regional Deputy Whip from 1991-94. Tim served as South Dakota's congressman for five terms before being elected to the Senate on November 5, 1996.

Tim has distinguished himself as South Dakota's senior Senator. He serves on the powerful Senate Appropriations Committee, the Senate Budget Committee, the Senate Banking Committee, the Senate Energy and Natural Resources Committee, and the Senate Indian Affairs Committee.



This past year, Democratic Leader Senator Harry Reid observed that he was naming Tim to be the Vice Chair of the Senate Ethics Committee because of his confidence in Senator Johnson's integrity and sense of fairness.

Today, Tim is an active member of numerous policy-based organizations and in his own community.

Tim and Barbara still have their home in Vermillion. Their oldest son, Brooks, is in the U.S. Army having served in Bosnia, Kosovo, South Korea, Afghanistan, and Iraq. In May 2004, Brooks married Naida Snipas Johnson of Boston, Massachusetts. Brooks remains on active duty stateside. Brendan worked as an assistant prosecutor for Minnehaha County and currently practices law in Sioux Falls.

In October 2003, Tim and Barbara proudly announced the birth of their first grandchild, Sutton Timothy James Johnson to their second eldest son, Brendan Johnson, and his wife, Dr. Jana Beddow Johnson of Sioux Falls. Their daughter, Kelsey, a 2004 graduate of the University of South Dakota, is now working in public service in Washington, DC.

This past year, Tim battled prostate cancer. After surgery, all tests now show him clear of the disease. Barb, a two time breast cancer survivor, was crucial to his recovery. The two remain committed to raising awareness about prevention and early testing.



For many years, Tim Johnson has been an active voice in the fight for building a better future for all South Dakotans -- regardless of gender, age, ethnicity, income or religion. From championing fiscal responsibility to leading the charge on agricultural issues to fighting for children, youth, and families, Tim's commitment to creating positive change for all South Dakotans can clearly be seen in his legislative achievements. Perhaps that's why, after five terms in the House of Representatives, his 1996 election to the U.S. Senate and reelection in 2002, Tim remains one of the most popular public officials in South Dakota.





John Thune grew up in Murdo, South Dakota. His interest in politics was sparked at a young age after making five of six free throws during a freshman basketball game. He was greeted by a spectator who said, "I noticed you missed one." That spectator happened to be well-known sports enthusiast and U.S. Representative Jim Abdnor. The introduction was the start of a friendship that ignited John's career in public service.

Thune received his undergraduate degree at Biola University and his Master's degree in Business Administration from the University of South Dakota. Upon completion of his Master's Degree in 1984, he married Kimberley Weems, a native of Doland, South Dakota.

John's attraction to public service took him to Washington, DC to work for U.S. Senator Jim Abdnor. He then served at the Small Business Administration under an appointment from President Ronald Reagan.

In 1989, John and his family returned to South Dakota, where he served as the Executive Director of the South Dakota Republican Party. In 1991, Governor George S. Mickelson appointed him the State Railroad Director, a position he held until 1993, when he became Executive Director of the South Dakota Municipal League.

In 1996, with a shoestring budget and the support of family and friends, John won his first term as South Dakota's lone member of the United States House of Representatives. John was reelected to a second term by the largest margin in South Dakota history. He returned again to Washington in 2001 to serve his third term in the House.

Thune then honored his 1996 campaign pledge to serve only three terms in the House of Representatives. After a narrow loss in a Senate race in 2002, Thune won his Senate seat in 2004, when he made history by defeating a sitting Senate party leader for the first time in 52 years.

Thune serves on the Armed Services Committee, the Environment and Public Works Committee, the Small Business Committee, and the Veterans Affairs Committee.

John and his wife Kimberley live in Sioux Falls, South Dakota where their two daughters, Brittany and Larissa, attend public school. In his free time, John enjoys spending time with his family, pheasant hunting, and playing basketball.



Stephanie Herseth is South Dakota's at-large Member of Congress. She is a member of the Blue Dog Coalition, a group of moderate Democrats committed to fiscal discipline and strong national security, and is co-chair of the Rural Working Group, which is dedicated to raise the profile of issues important to rural America. She also serves on three committees vital to South Dakota's interests: Agriculture, Veterans' Affairs and Resources. She is Ranking Member on the Veterans' Affairs subcommittee on Economic Opportunity.

Stephanie grew up on her family's farm and ranch near Houghton, in the northeast part of the state. She graduated from Groton High School and attended Georgetown University in Washington, D.C. where she graduated summa cum laude and Phi Beta Kappa with a B.A. in Government. Stephanie received her law degree from the Georgetown University Law Center, was a senior editor of the law review, and served on the faculty in 1997.

Stephanie is a member of the South Dakota Bar. She has worked on energy and telecommunications issues for the South Dakota Public Utilities Commission in Pierre and organized commission meetings with tribal leaders regarding utility regulation on the Rosebud and Pine Ridge Indian reservations. She also worked with the Legal Counsel for the Elderly, providing assistance to those unable to afford legal services on issues relating to housing, Medicare and Social Security. And through The Fund for American Studies, Stephanie traveled to the Czech Republic to teach classes on the American system of government to central and eastern European and Asian college students.

Stephanie worked with U.S. District Court Judge Charles B. Kornmann in Pierre and Aberdeen. She also served as a law clerk to the Honorable Diana Gribbon Motz on the U.S. Court of Appeals for the Fourth Circuit, and has been in the private practice of law assisting clients in litigation matters throughout the United States. Stephanie currently lives in Brookings, is a member of Brookings Rotary, and attends Brookings First Lutheran Church.

In 2003, she served as the executive director of the South Dakota Farmers Union Foundation, working to expand the base of financial support for cooperative education youth programs as part of the Foundation's mission to support programs and advance efforts that further economic prosperity and cultural vitality in rural South Dakota. During that year, Stephanie also taught courses on campaigns and politics at Augustana College in Sioux Falls and South Dakota State University in Brookings.

Former Governor Ralph Herseth was Stephanie's grandfather and Lorna B. Herseth, South Dakota's Secretary of State, was her grandmother. Her father, Lars, served in the state legislature for 20 years and was the Democratic nominee for Governor in 1986.



BIOGRAPHY

UNITED STATES AIR FORCE

28th Bomb Wing Public Affairs Division, 1958 Scott Dr. Suite 4, Ellsworth AFB, SD 57706-4710

Tel: (605) 385-5056

COLONEL JEFFRY F. SMITH



Col. Jeffrey F. Smith is commander of the 28th Bomb Wing, Ellsworth Air Force Base, S.D. He commands the largest B-1 combat wing in the U.S. Air Force, with 29 aircraft and more than 4,000 military and civilian members.

Colonel Smith received his commission through the Air Force Reserve Officer Training Corps program in 1983. A command pilot with more than 3,600 flying hours, Col. Smith holds three B-1 time-to-climb world records. He began his career as a B-52G co-pilot at Mather Air Force Base, Calif., upgrading to B-1 pilot at Dyess Air Force Base, Texas. After transferring to the B-1, he served as aircraft commander, instructor pilot and evaluator at Grand Forks Air Force Base, N.D.

Colonel Smith has held a variety of key positions, including aide-de-camp and executive officer to the commander, Headquarters Eighth Air Force, Barksdale Air Force Base, La., Joint Task Force Operations officer, Headquarters USCINCPAC, Camp H. M. Smith, Hawaii, commander of the 37th Bomb Squadron, Ellsworth Air Force Base, S.D., commander of the 608th Combat Operations Squadron, Headquarters Eighth Air Force, Barksdale AFB, La.

EDUCATION:

- 1983 Bachelor of Arts degree in political science and international affairs, The Pennsylvania State University
- 1987 Squadron Officer School, Maxwell AFB, Ala.
- 1992 Master's degree in management, Embry-Riddle Aeronautical University
- 1994 Air Command and Staff College, Maxwell AFB, Ala.
- 1995 Armed Forces Staff College, Norfolk, Va.
- 2002 Master's degree in strategic studies, Air University, Maxwell AFB, Ala.

ASSIGNMENTS:

1. August 1983 - August 1984, student, Undergraduate Pilot Training, Williams AFB, Ariz.
2. August 1984 - January 1985, B-52G Combat Crew Training, Castle AFB, Calif.
3. January 1985 - December 1987, B-52G co-pilot and evaluator co-pilot, 441st Bomb Squadron, Mather AFB, Calif.
4. January 1988 - December 1988, student, B-1 Initial Qualification Training, Pilot Upgrade Training and Central Flight Instructor Course, Dyess AFB, Texas
5. January 1989 - May 1992, pilot, aircraft commander, instructor and evaluator pilot, 46th Bomb Squadron, Grand Forks AFB, N.D.
6. June 1992 - August 1993, aide-de-camp and executive officer to the commander, Headquarters Eighth Air Force, Barksdale AFB, La.

7. August 1993 - May 1994, student, Air Command and Staff College, Maxwell AFB, Ala.
8. July 1994 - August 1996, Joint Task Force operations officer, Headquarters USCINCPAC, Camp H. M. Smith, Hawaii
9. September 1996 - September 1997, B-1 Formal Training Unit flight instructor, assistant director of operations, 9th Bomb Squadron, Dyess AFB, Texas
10. September 1997 - July 1999, deputy commander, 7th Operations Support Squadron, Dyess AFB, Texas
11. July 1999 - June 2001, commander, 37th Bomb Squadron, Ellsworth AFB, S.D.
12. July 2001 - May 2002, student, Air War College, Maxwell AFB, Ala.
13. June 2002 - January 2003, commander, 608th Combat Operations Squadron, Headquarters Eighth Air Force, Barksdale AFB, La.
14. January 2003 - December 2003, deputy director of operations and deputy commander, 608th Air Operations Group, Headquarters Eighth Air Force, Barksdale AFB, La.
15. January 2004 - May 2005, commander, 608th Air Operations Group and Director of Operations, Headquarters Eighth Air Force, Barksdale AFB, La.
16. June 2005 - Present, commander, 28th Bomb Wing, Ellsworth AFB, S.D.

FLIGHT INFORMATION:

Rating: Command Pilot with more than 3,600 hours

Aircraft Flown: T-37, T-38, B-52G and B-1B

MAJOR AWARDS AND DECORATIONS:

Bronze Star

Defense Meritorious Service Medal

Meritorious Service Medal with three oak leaf clusters

Air Medal

Aerial Achievement Medal

Air Force Commendation Medal

Joint Service Achievement Medal

Air Force Achievement Medal

Combat Readiness Medal with three oak leaf clusters

National Defense Service Medal with one bronze star

Humanitarian Service Medal

OTHER ACHIEVEMENTS:

1985 Distinguished Graduate, Combat Crew Training

1988 Distinguished Graduate, B-1 Initial Qualification Training, Pilot Upgrade Training, Central Flight Instructor Course

1992 Three B-1 time-to-climb world records

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant June 26, 1983

First Lieutenant June 26, 1985

Captain June 26, 1988

Major Mar. 1, 1995

Lieutenant Colonel Sept. 1, 1998

Colonel July 1, 2003

(Current as of May 2, 2005)



BIOGRAPHY

UNITED STATES AIR FORCE

28th Bomb Wing Public Affairs Division, 1958 Scott Dr. Suite 4, Ellsworth AFB, SD 57706-4710

Tel: (605) 385-5056

COLONEL DAVID A. CROCKETT



Col. David A. Crockett is vice commander of the 28th Bomb Wing, Ellsworth Air Force Base, S.D. He serves as second in command of the largest B-1 combat wing in the U.S. Air Force, with 29 aircraft and more than 3,500 military and civilian members.

Colonel Crockett was commissioned through the Air Force Officer Training School program. A master navigator with more than 2,600 hours, he began his career as a weapons controller and has flown as a navigator in the KC-135, B-52 and B-1.

Colonel Crockett has held a variety of staff assignments as Aide de Camp for DEPCOMSIXATAF (NATO), Izmir, Turkey; and strategy and concepts officer, Joint Training Division deputy chief, Strategy and Policy Division deputy chief and Senior Controller, USSTRATCOM. Colonel Crockett has also served as squadron operations officer and commander of the 20th Bomb Squadron at Barksdale Air Force Base, La. Before assuming his current position, he served as chief of wargame operations at Maxwell Air Force Base, Ala.

EDUCATION:

- 1978 Bachelor of Arts degree in business administration, Baylor University, Waco, Texas
- 1989 Master of public administration degree, Troy State University, Troy, Ala.
- 1994 Air Command and Staff College, Maxwell AFB, Ala.
- 1998 Air War College, correspondence
- 2000 Master of Science degree in national security & strategic studies, Naval War College, Newport, R.I.

ASSIGNMENTS:

1. August 1980 - March 1982, weapons controller, Fort Lee, Va.
2. March 1982 - October 1982, student, Unit NV6AF CL 83-01, 450th Flying Training Squadron, Mather AFB, Calif.
3. October 1982 - April 1983, student, advance navigation training, 449th Flying Training Squadron, Mather AFB, Calif.
4. April 1983 - February 1985, KC-135 navigator, 811th Air Refueling Squadron, Seymour Johnson AFB, N.C.
5. February 1985 - November 1985, KC-135 instructor navigator, 911th Air Refueling Squadron, Seymour Johnson AFB, N.C.
6. November 1985 - June 1987, KC-135A instructor navigator, 97th Air Refueling Squadron, Eaker AFB, Ark.

7. June 1987 - August 1989, Aide De Camp, AFELM NATO/6ATAF, Ismir, Turkey
8. August 1989 - April 1990, student, initial qualification B-52 navigator, 329th Crew Training Squadron, Castle AFB, Calif.
9. April 1990 - August 1990, B-52G navigator, 340th Bombardment Squadron, Eaker AFB, Ark.
10. August 1990 - August 1991, B-52G flight commander radar navigator, 340th Bombardment Squadron, Eaker AFB, Ark.
11. August 1991 - June 1992, B-52H instructor flight chief, 23rd Bomb Squadron, Minot AFB, N.D.
12. June 1992 - December 1992, wing executive officer, 5th Operations Support Squadron, Minot AFB, N.D.
13. December 1992 - August 1993, operations officer, 5th Operations Support Squadron, Minot AFB, N.D.
14. August 1993 - September 1994, ACSC student, Air Command & Staff College, Maxwell AFB, Ala.
15. September 1994 - May 1997, strategy and concepts officer, U.S. Strategic Command, Offutt AFB, Neb.
16. May 1997 - May 1998, operations officer, 20th Bomb Squadron, Barksdale AFB, La.
17. May 1998 - July 1999, commander, 20th Bomb Squadron, Barksdale AFB, La.
18. July 1999 - June 2000, student, AFELM Naval War College, Newport, R.I.
19. June 2000 - June 2001, deputy chief, Joint Training Division, USSTRATCOM, Offutt AFB, Neb.
20. June 2001 - January 2002, deputy chief, Strategy & Policy Division, USSTRATCOM, Offutt AFB, Neb.
21. January 2002 - January 2003, USSTRATCOM senior controller, USTRATCOM, Offutt AFB, Neb.
22. January 2003 - March 2004, chief, wargame operation, cadre, Maxwell AFB, Ala.
23. March 2004 - Present, vice commander, 28th Bomb Wing, Ellsworth AFB, S.D.

FLIGHT INFORMATION:

Rating: Master navigator with more than 2,600 hours
 Aircraft flown: B-1B, B-52G/H, KC-135A

MAJOR AWARDS AND DECORATIONS:

Defense Superior Service Medal
 Defense Meritorious Service Medal
 Meritorious Service Medal with three oak leaf clusters
 Air Medal
 Joint Service Commendation Medal
 Air Force Commendation Medal

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant	June 6, 1980
First Lieutenant	June 6, 1982
Captain	June 6, 1984
Major	July 1, 1992
Lieutenant Colonel	December 1, 1996
Colonel	May 1, 2002

(Current as of Feb. 17, 2005)



FACT SHEET

UNITED STATES AIR FORCE

28th Bomb Wing Public Affairs Division, 1958 Scott Dr. Suite 4, Ellsworth AFB, SD 57706-4710

Tel: (605) 385-5056

ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA

Ellsworth Air Force Base, located 10 miles east of Rapid City, S.D., on Interstate 90, is Air Combat Command's lead B-1 conventional wing. The base is the home of the 28th Bomb Wing, which is assigned to 12th Air Force.

The mission of the 28th BW is to train and equip combat-ready forces to support Joint Chiefs of Staff tasking and joint/combined applications of conventional airpower.

Ellsworth's population of approximately 11,000 includes the more than 4,000 active-duty personnel and their family members, as well as about 1,100 civilian employees. The base's sister city, Rapid City has a population of approximately 60,000. There are also about 25,000 military retirees in western South Dakota, northern Nebraska and eastern Wyoming.



ORGANIZATIONS OF THE 28th BOMB WING

The 28th BW is operationally divided into the 28th Operations Group, the 28th Maintenance Group, the 28th Mission Support Group and the 28th Medical Group.

28th OPERATIONS GROUP

The mission of the 28th Operations Group is to provide combat-ready B-1 aircraft, aircrews, maintainers and weapons to support Joint Chiefs of Staff taskings, including conventional theater operations and power projection. The 28th OG has three squadrons under its command to assist in accomplishing its mission – the 28th Operations Support Squadron, the 37th Bomb Squadron and the 34th Bomb Squadron.

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28th MAINTENANCE GROUP

The 28th Maintenance Group enables the rapid global employment of air power by producing logistics support to ensure combat-ready B-1 aircraft and associated support equipment. It provides mission-capable aircraft, equipment, weapons and trained personnel through maintenance and munitions to sustain both training missions, and wartime and contingency taskings. Four squadrons support the 28th Maintenance Group's mission: 28th Maintenance Operations Squadron, 28th Munitions Squadron, 28th Maintenance Squadron and 28th Aircraft Maintenance Squadron.

28th MISSION SUPPORT GROUP

The 28th Mission Support Group provides mission essential "city" services at home and combat support services while deployed. Approximately 20 percent of military members and civilians stationed at Ellsworth are part of the 28th MSG team, maintaining the base infrastructure and providing essential services to military members, Department of Defense civilians, retirees and their family members. Seven squadrons support the group's operations: 28th Contracting Squadron, 28th Logistics Readiness Squadron, 28th Mission Support Squadron, 28th Civil Engineer Squadron, 28th Communications Squadron, 28th Security Forces Squadron and the 28th Services Squadron.

28th MEDICAL GROUP

The 28th Medical Group provides outpatient medical and dental care to both active-duty and retired personnel and their families. They also provide veterinary services for routine vaccinations and treatment of minor illnesses for dogs, cats and horses belonging to active-duty and retired military personnel. Two squadrons support the 28th Medical Group's mission: 28th Medical Support Squadron and the 28th Medical Operations Squadron.

ASSOCIATE UNITS

Detachment 226, Air Force Office of Special Investigations: Within the jurisdiction of the United States Air Force, the Air Force Office of Special Investigations is the single agency responsible for the investigation of major criminal, fraud and counter-intelligence matters.

The AFOSI also serves a role similar to that of the U.S. Secret Service, providing personal protective services for high-ranking Air Force officials and other dignitaries. The organization's personnel also

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keeps commanders informed of the ever-changing worldwide terrorist threat.

Detachment 8, 372nd TRS: Detachment 8 is one of 44 Air Education and Training Command training detachments throughout the world. They provide formal training for the B-1 maintenance community, supporting Ellsworth, Dyess, Tinker and Edwards Air Force Bases. Additionally, they have an operating location at Minot Air Force Base, N.D., which supports the B-52 maintenance community there and at Barksdale Air Force Base, La. Det. 8 also provides oversight of a maintenance contract on training simulators at several bases. The detachment currently employs 30 people at Ellsworth and eight at Minot and trains over 1,000 B-1 maintainers annually.

Defense Investigative Service: The local Defense Investigative Service focuses its efforts on personnel and industrial security and counter-intelligence awareness. It conducts security clearance background investigations on military members and defense contractor personnel.

Area Audit Office, Air Force Audit Agency: The mission of the Air Force Audit Agency is to assist Air Force managers to accomplish their mission in the most economical and effective manner possible. The AFAA detachment at Ellsworth is independent of the base and reports directly to the AFAA, Eastern Region Office at Langley Air Force Base, Va.

Defense Reutilization and Marketing Office: The primary mission of the DRMO is the receipt of all excess, surplus and recyclable property from Department of Defense activities in South Dakota. Redistribution of this property to federal government agency and authorized state/local recipients is the number one objective of the DRMO.

American Red Cross: The American Red Cross provides assistance in emergency communication and financial support, personal and family problems, information and referral, to active-duty personnel and their families. The American Red Cross has volunteers at the base hospital, legal office and the base library, and others who volunteer their time in health and safety services – CPR, first aid, water safety and an active youth program.