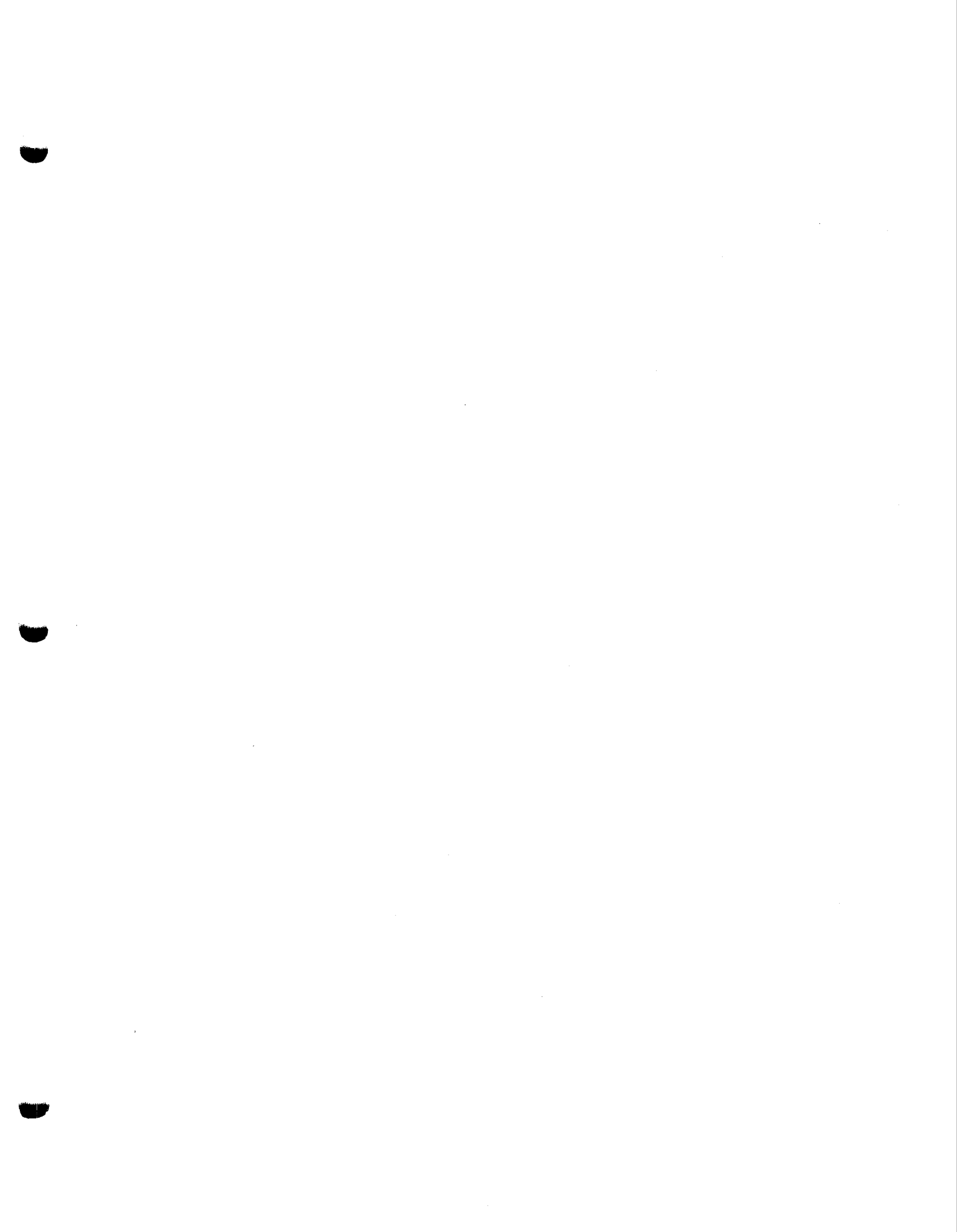


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DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 19, 1995

TIME: 3 p.m.

MEETING WITH: Dade County representatives

SUBJECT: Homestead ARS

PARTICIPANTS:

Name/Title/Phone Number:

David Weaver, Team Miami, Chrmn and CEO Intercap Investments Inc.	(305) 238-7708	(207) 734-2231 ^{PAGE}
Dennis Moss, Dade County Commissioner	(305) 375-4832	(800) 316-5412
The Honorable Tad DeMilly, Mayor of Homestead, FL	(305) 247-1801 x101	
John Schelble, Office of Rep. Carrie Meek (D-FL)	(202) 225-4506	
Dan Tarman, Beacon Council	(305) 536-8078	
Sandra O'Neil, Consultant	(305) 592-7275 x345	
Maj Bobby D'Angelo, Homestead ARB	DSN 224-7303	

-7302/FAX

Commission Staff:

Charles Smith, Executive Director
Jim Schufreider; Manager, House Liaison
Frank Cirillo, Air Force Team Leader
*Merrill Beyer; Air Force DoD Analyst
Mark Pross; Air Force GAO Analyst
Ed Flippen; Interagency FAA Analyst

MEETING PURPOSE:

Staff presented commission rational for Reserve F-16 Base Adds to Homestead representatives, and explained areas of emphasis in staff analysis. Representatives inquired about features of Homestead on which they should focus their presentation in regards to the eight criteria. Also concerned about not receiving sufficient notice prior to the base visit.

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 19, 1995

TIME: 1 p.m.

MEETING WITH: Representatives of the Reserve Officers Association (ROA)

SUBJECT: DBCRC adds relative to reserve forces

PARTICIPANTS:

Name/Title/Phone Number:

MG Roger Sandler (Ret.); Exec. Dir., ROA
Col. Claire Gilstead (Ret.); Dir., Air Force Affairs, ROA

Commission Staff:

Jim Schufreider; Manager, House Liaison
Rick DiCamillo, Air Force DoD Analyst
***Merrill Beyer, Air Force DoD Analyst**
James Landrith, Navy Associate Analyst
Bob Miller; Army DoD Analyst

MEETING PURPOSE:

Discuss all Services' Reserve Components in terms of excess capacity, demographics, and recruiting. The following issues were addressed:

Perception that the intent of the commission in adding all Air Force Reserve F-16 and C-130 bases was to transfer capability to the Guard.

Army and Navy reserve issues were also addressed.

ROA NATIONAL SECURITY REPORT



The Reserve and the Total Force: America's Future National Security





War II, but they had received little or no training subsequent to 1945. The first Reservists and Guardsmen called for Korea went into combat as individual fillers assigned for duty with Active units. As in World War II, at the start of the Korean conflict, National Guard and Reserve units lacked adequate equipment and training for employment as units. This situation eventually led to a major revitalization of the Reserve Forces in the years that followed.

During the Berlin Crisis of 1961 and 1962, 148,000 National Guardsmen and Reservists were called to active duty. The Cuban Missile Crisis of October 1962 involved 14,000 Air Force Reservists who reported from their civilian homes and work places to their units in as few as nine hours. The Pueblo Crisis and the Vietnam War in the 1960s resulted in mobilization of more than 35,000 Reservists.

During the Vietnam War, the political decision was consciously made not to mobilize the Reserve Components although numerous members voluntarily requested active duty and were recalled. Some units, including two Naval Reserve Construction Battalions (Seabees) were activated and sent to Vietnam.

Apparently it was felt that mobilization of the Reserves would not be accepted by the public when, more likely, such an action could have generated national support for the war (as happened earlier in World War II and would happen again in the Persian Gulf War), or may have led to an earlier end of the conflict.

This failure to call up the Reserves and to utilize their special skills and capabilities led in the 1970s to the Total Force Policy in which critical combat support and combat service support capabilities were placed in the Reserve Components. This new policy, spearheaded by Army Chief of Staff Creighton Abrams, called for Reserve units to be supported and trained equally with the active commands that they were to support with an end result of a Total Force of active duty Regulars side-by-side with inactive duty Guard and Reserve members.

Since the early 1980s, there has been a dramatic increase in the nation's reliance on Reserve Component forces to fill peacetime and combat operational responsibilities. In 1983, volunteer Air Force Reserve and Air National Guard crews airlifted students out of Grenada. They also inserted US troops and equipment, including an Army Reserve Civil Affairs unit to help restore order to that small island country.

Air Force Reserve and Air National Guard crews flew refueling missions, and Naval Reserve crews provided combat search and rescue for bomber aircraft missions against Libya in 1986. Air National Guard and Air Force Reserve crews airlifted relief supplies to Armenia, Central America and Jamaica. Army Guard and Reserve units provided road building and medical assistance to Honduras. Marine Corps Reserve air refueling tanker aircraft regularly support Active force tactical aircraft. Many Coast Guard Reservists volunteered to aid the cleanup following the major oil spill at Valdez, Alaska.

A rapidly expanding area of participation by all Reserve components of the US Armed Forces involves the counter-drug operations of the Department of Defense. National Guard and Reserve personnel participate in the nation's war on drugs on a daily basis.

In late 1989, Reserve component forces made substantial contributions to the success of Operation Just Cause in the liberation of the Republic of Panama. US Army Reserve Components provided critical support in such areas as security, public affairs and civil affairs. Guard and Reserve crews flew hundreds of missions ranging from strategic and tactical airlift to close air support. Army Reservists assumed a lead role in the process of restoring order and essential services to Panama in the aftermath of the military operations.

On 2 August 1990, the military forces of Iraq invaded and illegally annexed Kuwait.



skills. While approximately 50 percent of all volunteers were involved in health care, Naval Reservists also were deployed outside the United States for other tasks.

When ground combat operations began in the Kuwait Theater of Operations on 24 February 1991, 202,337 Selected Reservists and 20,277 Individual ready Reservists had been called to active duty. At the peak of the mobilization of Reserve forces (10 March 1991), a total of 231,000 Ready reservists were serving on active duty in support of US bases, *Operation Desert Storm*, and other worldwide commitments. (See Figure 3.)

When the cease fire was ordered on 28 February 1991, 103,662 Reserve Component personnel were serving in the theater of operations, including 37,692 Army National Guardsmen; 35,158 Army Reservists; 6,625 Naval Reservists; 13,066 Marine Corps Reservists; 10,800 Air National Guardsmen and Air Force Reservists; and 281 Coast Guard Reservists.

By the time *Operations Desert Shield/Desert Storm* had ended, a total of 390 deaths had been suffered by US forces, including 146 considered killed due to enemy action. There is no breakdown available regarding how many of these battle deaths were divided between the Active and Reserve Components but it is known that 72 of the 390 deaths were Reserve Component members, or 18 percent.

The activation and deployment of Reserve component forces and their full integration into the Active structure were accomplished with no significant problems. In part, this was caused by ensuring the welfare of Reserve members, thereby allowing them to concentrate on mission assignments.

While the services took steps to mitigate the trauma Reservists felt from family separation through a variety of family support activities, employers of activated Reserve members were generally supportive of US

goals in the Persian Gulf crisis and their Reserve employees' absence from the workplace.

Finally, the activation of Reservists from all walks of life and every state in the union, as well as their full integration into the plans to enforce United Nation resolutions against Iraq, helped the American public to understand the seriousness of the Persian Gulf crisis and helped ensure their support.

Fortunately, during the 1980s, the military services made considerable progress integrating Active and Reserve Component forces into an effective Total Force. Many Reserve Component units, particularly those assigned missions requiring early deployment, had been modernized to the same level as the Active Component units with whom they were aligned. Reserve

"Both the Active and Reserve forces must have legitimate roles in the Total Force of the future. The role of the Active force should be to provide the majority of the combat ready forces, set doctrine and standards, develop and conduct training for all components, and provide the capability for rapid response and mobilization expansion."

Component training plans were extracted from published service doctrine and training material.

In the aftermath of the victory of the Gulf War, coupled with the dissolution of the Union of Soviet Socialist Republics and the end of the Cold War, the Congress and the nation looked toward the traditional demobilization of the military. Taken lightly were the continuing threats from unstable former USSR republics and other Third World countries. The pressure — pushed by the economic need to cut spending — was on the Congress and the administration.

In his August 1991 statement of the National Security Strategy of the United States,

President Bush declared, "In a world less driven by an immediate, massive threat to Europe or the danger of global war, the need to support a smaller but still crucial forward presence and to deal with regional contingencies — including possibly a limited, conventional threat to Europe — will shape how we organize, equip, train, deploy and employ our Active and Reserve forces."

According to the June 1992 report of the Assistant Secretary of Defense for Reserve Affairs, "Today we must reshape our Guard and Reserve forces so that they can continue their important contributions in new circumstances."

In its 28 February 1992 report, the Defense Department Reserve Forces Policy Board emphasized, "The Reserve Components provide a cost-effective means for augmenting the Active Components and maintaining important capabilities in the Total Force. A Reserve citizen-soldier requires only a fraction of the cost of a full-time soldier. They provide a low-cost deterrent to conflict and a surge mobilization capability. The Reserve Components have repeatedly demonstrated that they can accept additional, adequately resourced, roles and missions."

As a general rule, Reserve Forces cost significantly less to sustain than similar Active Force units. The annual savings vary by type of unit, with hardware-intensive units costing ten to 20 percent less and the Reserve and manpower intensive Reserve unit costs being as much as 70 percent less than similar Active force units.

The Total Force, which started as a concept and evolved to a policy, became a reality on 22 August 1990 when the President made the first involuntary recall of Reservists. Prudence demands that we take advantage of this maturation of policy.

Both the Active and Reserve forces must have legitimate roles in the Total Force of the future. The role of the Active force

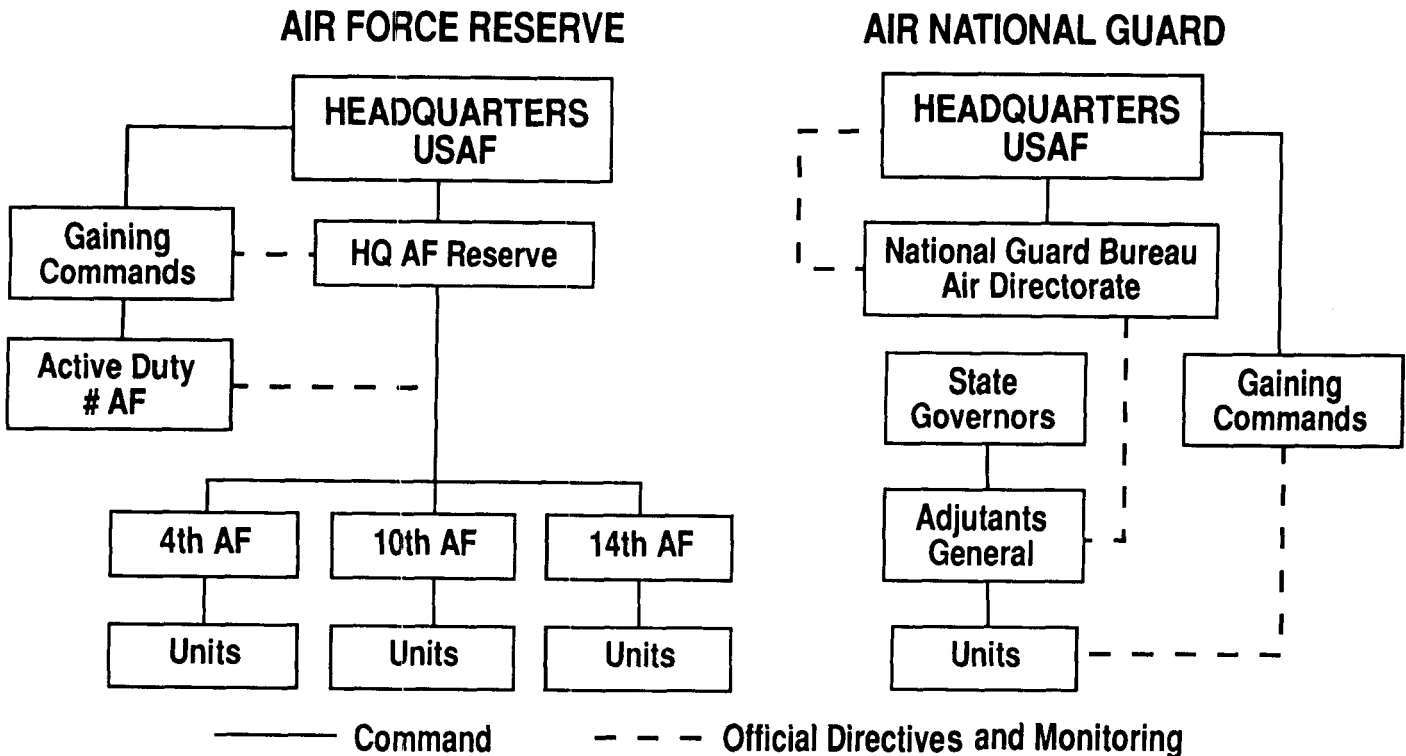


Figure 4. Command and Control of the Air Reserve Components. Data from "The Air Reservist."

detering potential enemies who might try to take advantage of a situation when we are engaged in a major regional contingency. If deterrence fails, the Reserves must provide the forces that will enable us to fight and win."

In addition to calling for an independent study, the fiscal '92-'93 Defense Authorization Act expressed the "Sense of the Congress on Greater Use of the Reserve Components of the Armed Forces" in the following findings:

- The Reserve Components of the armed forces are an essential element of the national security establishment of the United States.
- The over-all reduction in the threat and the likelihood of continued fiscal constraints require the United States to increase use of the Reserve Components of the armed forces.
- The Department of Defense has not adequately implemented the Total Force Policy since its inception in 1973.
- The Department of Defense should shift a greater share of the force structure

and budgetary resources to the Reserve Components of the armed forces.

- Expanding the Reserve Components is the most effective way to retain

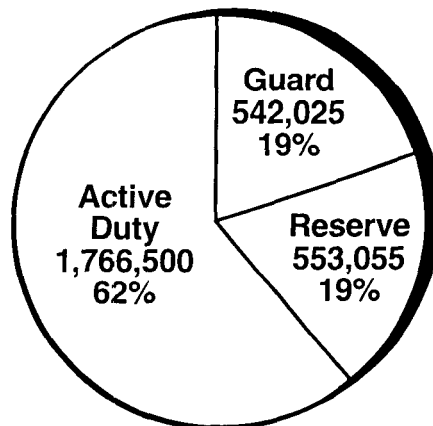


Figure 5. Department of Defense Force Mix. This shows fiscal year 1993 authorized personnel. From National Defense Authorization Act for Fiscal Year 1993.

quality personnel as the force structure of the Active Components is reduced over the next five years.

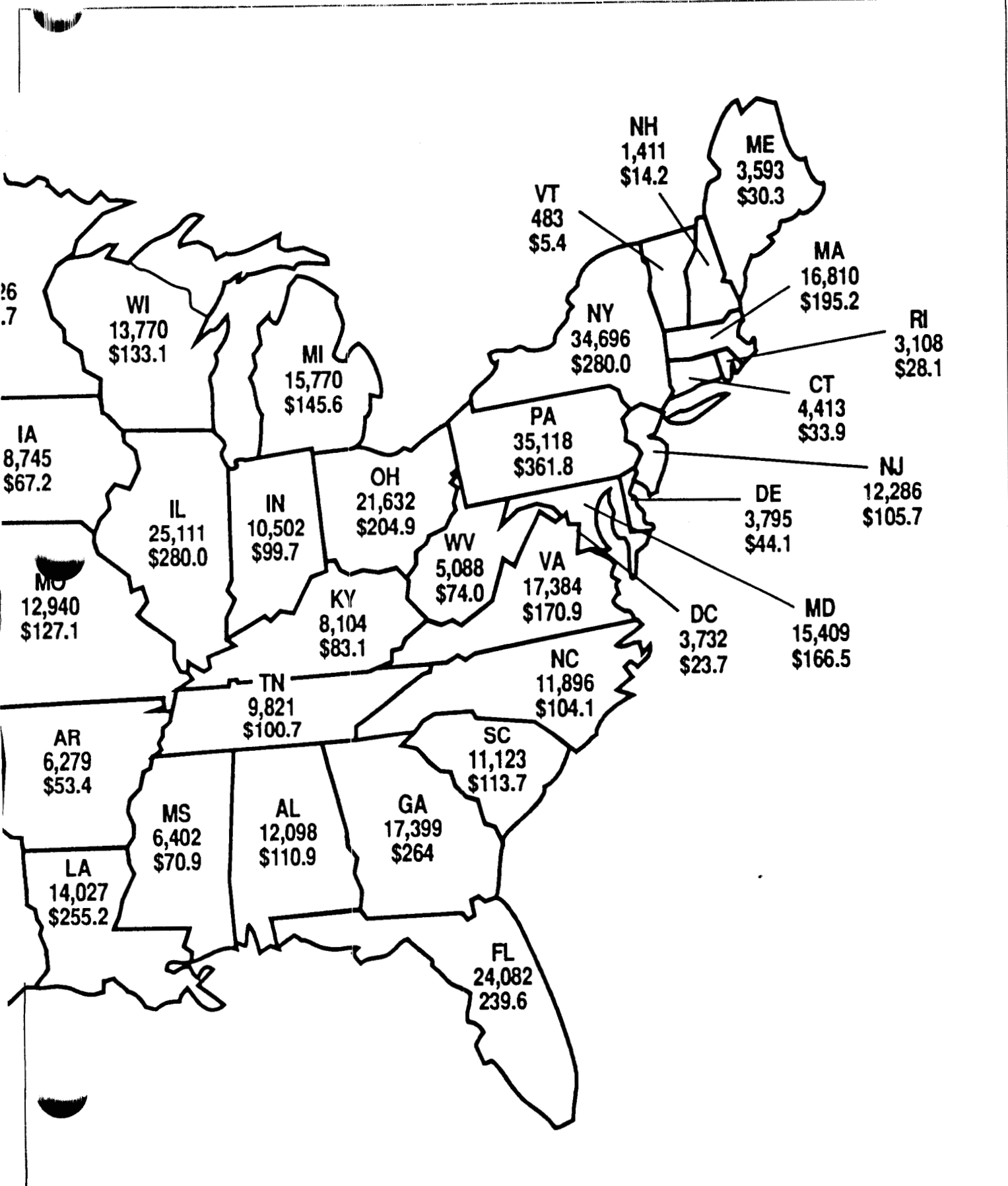
- The United States should recommit itself to the concept of the citizen-soldier as a cornerstone of national defense policy for the future.

- The President and the Secretary of Defense should take note of and be willing to exercise existing Reserve call-up authority for the purpose of using Reserve Components forces to perform operational missions without the necessity for declaring a national emergency.

To better understand the complexity of the force mix issues involved, the makeup, capabilities, and differences among the seven Reserve Components of the armed forces must be examined. First there will be a look at the Reserve and Guard in general and then the Reserve in particular, by service.

Reserve, National Guard Organization and Differences

The Reserve Components of the United States are divided into two types of organizations. The Army



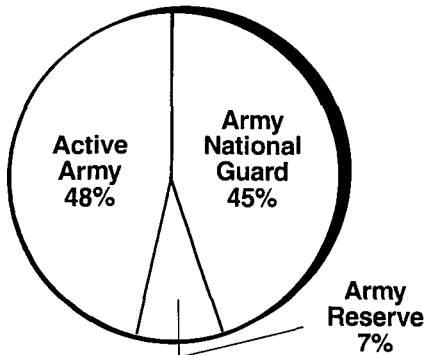


Figure 8. Total Army Structure, Combat, Infantry, Armor, Artillery, Air Defense, Special Forces, Combat Engineers, Combat Aviation. From Army Reserve 1992 Special Report.

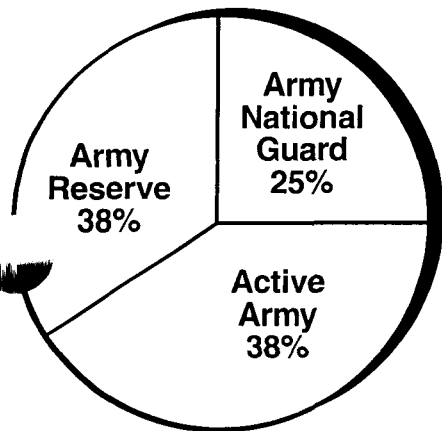


Figure 9. Total Army Structure, Combat Service Support, Medical, Finance, Supply and Service, Quartermaster, Transportation, Ammunition, Judge Advocate, Petroleum/Water, Railroad Maintenance. From Army Reserve 1992 Special Report.

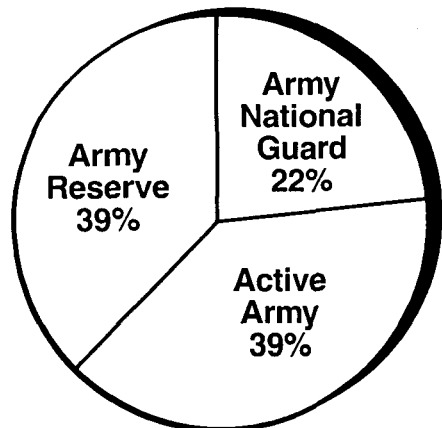


Figure 10. Total Army Structure, Combat Support, Chemical, Military Police, Civil Affairs, Engineer, Aviation, Military Intelligence, Psychological Operations. From Army Reserve 1992 Special Report.

UNIT TYPES	PERCENTAGE OF TOTAL ARMY *
Training Divisions & Brigades	100%
Theater Support Groups	100%
Enemy PW Brigades	100%
Judge Advocate General Units	98%
Civil Affairs Units	97%
Chemical Brigades	75%
Petroleum Groups	67%
Medical Groups	65%
Water Supply Battalions	60%
Hospitals	59%
Terminal Battalions	57%
Corps Support Grp, HQ	54%
Medical Brigades	50%
Transportation Commands	50%

Figure 11. Army Reserve Contributions to the Total Army (selected examples). From Army Reserve 1992 Special Report.

of the Army Reserve (USAR) answered their nation's call and performed superbly in support of operations in *Desert Shield/Storm* and follow on humanitarian efforts in northern Iraq. The USAR's trained 279,000 Selected Reservists and 437,000 Individual Ready Reservists contribute significantly to the Army's Total Force (Figure 11) and are ready to respond immediately when called.

Officially established by Congress on 23 April 1908, today's 3,300 USAR units train in more than 1,400 leased or government-owned facilities in the continental United States, Alaska, Hawaii, Guam, American Samoa, and Germany.

The Reserve's primary role is in the combat support and combat service support areas, and it provides much of the support required by the National Guard and the Active component to perform their mission.

Through the Army's military occupational skills training programs the Army Reserve provides technical training in more than 200 civilian-related skills teaching technical skills that are readily transferable to civilian occupations.

The USAR provides discipline, training and a skill to many disadvantaged youths who might not be able to attend technical training on their own. It allows many young men and women the opportunity to learn a skill, serve in their community, transfer their military skill to a civilian job, and to do it with dignity without being dependent on the government for their livelihood.

The Army Reserve is the backbone of the Total Army's ability to go to war and sustain operations providing the myriad support capabilities not required or affordable, on a full-time basis, in peacetime. Once mobilized the Reserve manages the loading and unloading of ships; expands the training and mobilization base here in CONUS; fills Active, Guard, and Reserve units with trained personnel; provides logistical and medical support at home and in the theater of operations; transports personnel, supplies and equipment; builds roads, base camps, and fortifications; establishes and operates PW facilities; repairs equipment; conducts civil affair and psychological operations; in sum the Reserve allows our nation to maintain a viable deterrent force at a much reduced cost.

An extremely important characteristic of the Army Reserve that contributed to its success in *Operation Desert Shield/Storm* and has significant application to its worth in the future is its core competencies. The Army Reserve is presently 92.5 percent support-oriented. The majority of skills required in its units are civilian-related allowing the Reservist to maintain his military proficiency while working at his civilian job.

The readiness of the Army Reserve has improved significantly since the Total Force



- HQDA should seek relief from the congressional prohibition against purchasing new automation equipment to allow the USARC to be a more effective command pending fielding of Reserve Computer Automation System (RCAS).

- HQDA should address the fundamental issues relating to the level of USAR resourcing and the direct impact on readiness.

- Congress and HQDA should revise current law and policies regarding the mobilization process.

In conclusion, Army Reservists are dedicated, trained citizen-soldiers prepared to protect and care for our nation when called. These selfless individuals, who are, indeed, "Twice The Citizen," devote much of their free time preparing for the next war at a cost to the nation that in FY92 was only 5 percent of the Army's FY92 budget. (Figure 13.)

Air Force Reserve

More than 81,000 members of the Air Force Reserve (AFR) provide the nation with a superb, combat ready, fighting force that can mobilize and deploy its units within 72 hours of activation. On any given day, 99 percent of the Air Force Reserve units are rated "ready for combat."



The Air Force Reserve is commanded and managed by Headquarters, Air Force Reserve (HQ AFRES) at Robins Air Force Base, Georgia. 4th Air Force, 10th Air Force, and 14th Air Force are subordinate units that report to HQ AFRES and provide management over Air Force Reserve field units. Management of Reservists by Reservists is the key to the outstanding capability and readiness of the Air Force Reserve.

The field units are organized, in descending order, in 22 wings, 165 groups, 421 squadrons, 91 flights, and 19 medical units.

Unique to the Air Force Reserve are as-

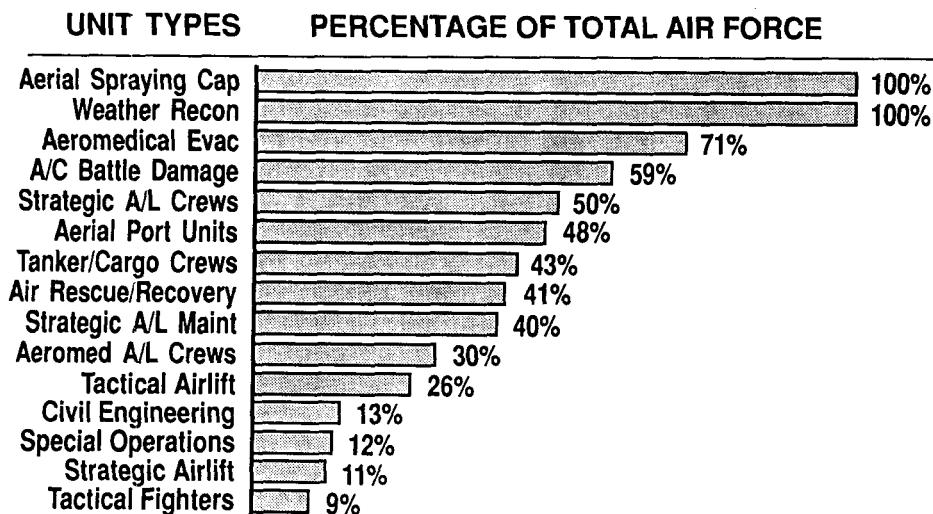


Figure 14. Contributions of the Air Force Reserve to the Total Air Force. From OASD (RA) June 1992 report. Data as of 30 September 1991.

sociate flying units. The extra personnel needed for increased contingency operations are maintained in the Air Force Reserve associate unit, but their aircraft are assigned to an active duty unit.

The Reserve personnel accomplish their training with the active duty airplanes. Trained aircrews and maintenance personnel for some 300 active duty aircraft are provided by the AFR associate units. RAND has recommended in their Force Mix Assessment that this concept be adopted in other types of units and by other services.

A breakout of the major Air Force Reserve units is:

- 22 Wings
 - 7 Airlift Wings (Equipped)
 - 6 Airlift Wings (Associate)
 - 5 Fighter Wings
 - 1 Air Refueling Wing
 - 1 Air Rescue Wing
 - 1 Special Operations Wing
 - 1 Composite Wing

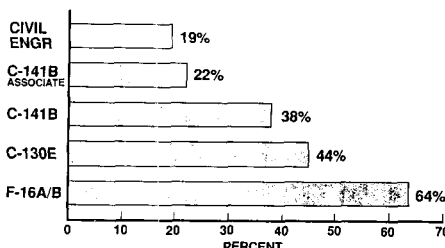


Figure 15. Air Force Reserve Cost to the Air Force, cost per unit. From Air Force Reserve.

165 Groups

- 9 Airlift Groups
- 5 Fighter Groups
- 4 Air Refueling Groups (2 Associate)
- 1 Aeromedical Airlift Group (Associate)
- 2 Aeromedical Evacuation Groups
- 1 Headquarters AFRES Command Support Group
- 41 Logistics Groups
- 20 Medical Groups
- 42 Operations Groups
- 40 Support Groups

19 Medical Units

- 1 Tactical Hospital
- 7 USAF Clinics (Associate)
- 8 USAF Clinics
- 3 USAF Contingency Hospitals

Some examples of the vital contribution made by the Air Force Reserve are shown in Figure 14.

The Air Force Reserve is not only a combat capable and ready force, but also a cost effective one. Compared to like active duty units, the operating costs for Air Force Reserve units range from 19 percent for a civil engineering squadron to 64 percent for an F-16 fighter squadron. Figure 15 shows some representative examples.

In addition to the personnel assigned to units, the Air Force Reserve includes more than 12,000 Individual Mobilization Augmentees (IMA's). These Air Force Reservists train as individuals with active duty units and provide needed contingency aug-



Marine Corps Reserve

The Marine Corps Reserve is organized to significantly expand the capability of the Marine Corps when operational requirements cannot be met by those Marines on active duty. In many ways the Reserve is a mirror image of its parent service. One of the corps' four divisions and one of the four air wings plus a force service support group and



two Marine Expeditionary Brigade (MEB) command elements are the major organizations of the Selected Marine Corps Reserve (SMCR).

The approximately 44,000 citizen Marines who train regularly in the SMCR plus the slightly more than 50,000 Individual Ready Reservists comprise one third of the trained military manpower available to the Marine Corps.

The Marine Corps Reserve includes the following sample units, equipment and types:

4th Marine Division:

- Tank Battalions (M1A1 tanks)
- Light Armored Infantry Battalions (Light Armored Vehicles - LAV's)
- Artillery Regiment (M198 self-propelled howitzer)

4th Marine Air Wing:

- Aerial Refueler Transport (KC-130T)
- Tactical Electronic Warfare (EA-6B)
- Fighter/Attack (F/A-18A)
- Attack (A-4M)
- Observation (OV-10A/D)
- Adversary (F-5E)
- Heavy Helicopter (CH-53D & RW-53D)
- Medium Helicopter (CH-46E)

Light Attack Helicopter (AH-1W & AH-1N)

Plus:

- Low Altitude Air Defense Battalion (Stinger Missiles)

UNIT TYPES PERCENTAGE OF TOTAL MARINE CORPS

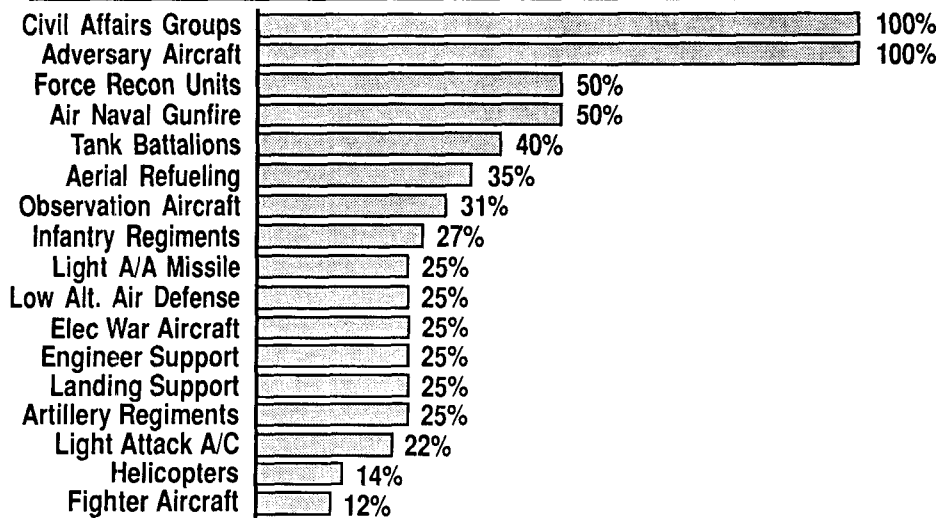


Figure 17. Contributions of the Marine Corps Reserve to the Total Marine Corps. From OASD (RA) June 1992 report. Data as of 30 September 1991.

- Light Antiaircraft Missile Battalion (Hawk Missiles)
- Civil Affairs Groups
- Force Reconnaissance Companies
- Air-Naval Gunfire Liaison Companies
- Infantry Companies
- Engineer Support Battalions
- Landing Support Battalions

The scope of the Marine Corps Reserve's contribution to the total Marine Corps capability can be seen at Figure 17.

Coast Guard Reserve

Although the Coast Guard Reserve is the smallest of the Reserve Components, its more than 11,000 members provide unique capabilities to the nation.



For example, under current law, only Coast Guard Reservists can be involuntarily called to active duty to meet the demands of a natural disaster without the requirement that the President first declare a national emergency. In addition, Coast Guard Reservists are also not restricted from law enforcement activity as are members of the other four federal Reserve Components.

These special capabilities and responsibilities are in addition to the military function inherent in their mission "to provide trained units and personnel for active duty in time of war or national emergency...."

Although the vast majority of Coast Guard Reservists are augmentees for active force units and, therefore, do not have major items of dedicated equipment such as ships

"... under current law, only Coast Guard Reservists can be involuntarily called to active duty to meet the demands of a natural disaster without the requirement that the President first declare a national emergency. In addition, Coast Guard Reservists are also not restricted from law enforcement activity as are members of the other four federal Reserve Components."

or aircraft, the Coast Guard Reserve is organized into more than 300 units collocated with the Coast Guard throughout the United States.

- These units include:
187 - Port Security

Defense Base Closure and Realignment Commission
Executive Correspondence Tracking System (ECTS)

940610-3 (I, O)
 Originated: 03/10/94 Received: 03/15/94 Referred to: LIAISON Due: 03/30/94 Closed: 05/02/94 COMPLETE.
 From: FEINGOLD, RUSSELL D. (SENATOR - WISCONSIN at UNITED STATES SENATE).
 To: WOODWARD, MARY (LOCAL LIAISON at 1993 DBCRC).
 Installation(s): K. I. SAWYER AFB, MI (F-LWRC), and HOMESTEAD AFB, FL (F-KYJL).
 Contents: FORWARDING CONSTITUENT CORESPONDENCE CONCERNING THE CLOSURE OF K.I. SAWYER AFB, AS OPPOSED TO, HOMESTEAD AFB.

940610-3 (I, O)
 Originated: 06/02/94 Received: 06/10/94 Referred to: Due: 06/24/94 Closed: 06/24/94 COMPLETE.
 From: DYKENS, JIM (at PRIVATE CITIZEN).
 To: , (at DBCRC).
 Installation(s): HOMESTEAD AFB, FL (F-KYJL).
 Contents: DOES NOT THINK THE 301ST RESCUE SQUADRON AND 482ND FIGHTER WING SHOULD RETURN TO HOMESTEAD AFB; COST TO RELOCATE RESERVISTS AND WILL UPSET LIVES.

940610-3R1 (O, R)
 Originated: 06/21/94 Received: / / Referred to: Due: / / Closed: 06/24/94 COMPLETE.
 From: COURTER, JIM (CHAIRMAN at DBCRC).
 To: DYKENS, JIM (at PRIVATE CITIZEN).
 Installation(s): PATRICK AFB, FL (F-SXHT), and HOMESTEAD AFB, FL (F-KYJL).
 Contents: DBCRC FOUND EFFICIENCIES IN COLLOCATING TWO SYNERGISTIC RESERVE UNITS AT HOMESTEAD; NO ACTION EXPECTED UNLESS RECOMMENDED AS A REDIRECT IN '95 ROUND.

950410-3 (O, O)
 Originated: 04/06/95 Received: / / Referred to: Due: / / Closed: 04/10/95 COMPLETE.
 From: DIXON, ALAN (CHAIRMAN at DBCRC).
 To: HASTON, ROBERT E. (at).
 Installation(s): HOMESTEAD AFB, FL (F-KYJL).
 Contents: PROVIDING COPY OF INFORMATION PROVIDED TO THE DBCRC BY THE HOMESTEAD AFB TEAM. COPY OF REPORT IN LIBRARY.

950420-3 (O, O)
 Originated: 04/19/95 Received: / / Referred to: Due: / / Closed: 04/20/95 NONE REQ.
 From: CIRILLO, FRANK (AIR FORCE TEAM LEADER at 1993 DBCRC).
 To: BLUME, JAY (SPECIAL ASST TO SEC OF AF at HEADQUARTERS USA/RT).
 Installation(s): HOMESTEAD AFB, FL (F-KYJL).
 Contents: REQUESTING ALTERNATIVE COBRA RUNS ON HOMESTEAD AFB.

950424-17 (I, O)
 Originated: 04/17/95 Received: 04/24/95 Referred to: LIAISON Due: / / Closed: 05/01/95 COMPLETE.
 From: ROS-LEHTINEN, ILEANA (REP. (FL) at U.S. CONGRESS).
 To: DIXON, ALAN (CHAIRMAN at DBCRC).
 Installation(s): HOMESTEAD AFB, FL (F-KYJL).
 Contents: REQUESTING DBCRC UPHOLD 1993 DECISION TO RETAIN THE 301 ST RESCUE SQUADRON AT HOMESTEAD.

950428-19 (I, O)
 Originated: 04/24/95 Received: 04/28/95 Referred to: LIAISON Due: / / Closed: 05/02/95 COMPLETE.
 From: BODNER, STANLEY J. (PRESIDENT at MIAMI AIR FORCE ASSOC).
 To: DIXON, ALAN (CHAIRMAN at DBCRC).
 Installation(s): HOMESTEAD AFB, FL (F-KYJL).
 Contents: PROVIDING REPORT THAT RECOMMENDS RETURNING THE 301ST RESCUE SQUADRON TO HOMESTEAD.

Defense Base Closure and Realignment Commission
Executive Correspondence Tracking System (ECTS)

950614-20 (I, O)

Originated: 04/23/95 Received: 04/28/95 Referred to: LIAISON Due: / / Closed: 05/02/95 COMPLETE.
From: RICHARDSON, MICHAEL E. (PRESIDENT, JOHN W. DEWILL at AIR FORCE ASSOC-HOMESTEAD).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): HOMESTEAD AFB, FL (F-KYJL).
Contents: FORWARDING INFO REQUESTING 301ST RESCUE SQUADRON BE RETURNED TO HOMESTEAD AFB.

950614-15 (I, O)

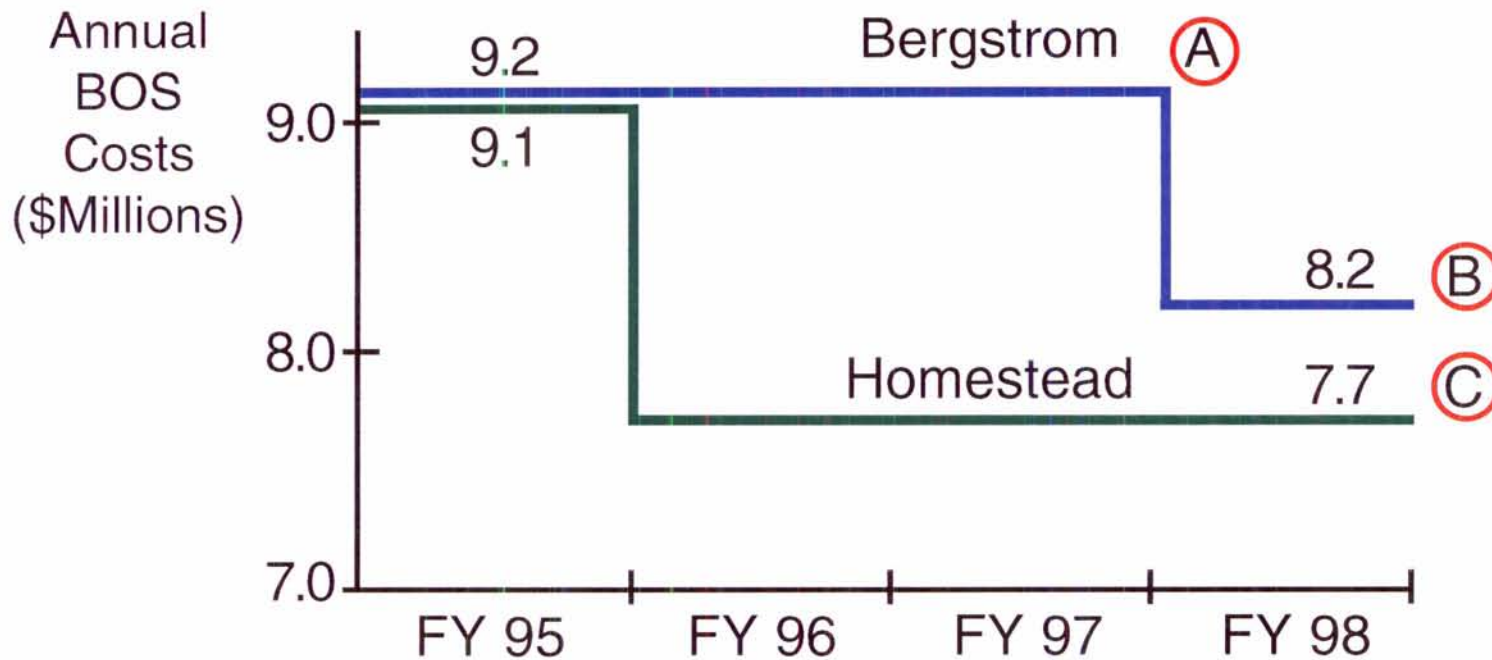
Originated: 06/12/95 Received: 06/14/95 Referred to: LIAISON Due: 06/16/95 Closed: 06/22/95 COMPLETE.
From: SORENSON, KATY (COUNTY COMMISSIONER at DADE COUNTY, FL).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): HOMESTEAD AFB, FL (F-KYJL).
Contents: FORWARDING LETTERS OF SUPPORT FOR HOMESTEAD ARB



Summary of COBRA Analysis

Item	Homestead	Bergstrom	Carswell
Net Present Value Savings	\$228.6M	\$256.9M	\$177.9M
One-Time Cost to Close	\$12.6M	\$13.0M	\$7.9M
Implementation Costs	\$64.7M	\$82.5M	\$52.7M
Recurring Savings	\$17.8M	\$18.4M	\$13.2M
Total Civilians Eliminated	247	263	219
Total Deactivated	210	210	210
Total Realigned	127	94	0
BOS Costs	\$9.1M	\$9.2M	\$5.4M
MILCON Savings	\$0	\$12.7M	\$0

BOS Costs Per BRAC



- (A) Civilian airport estimated to be online in FY98
- (B) Does not include added costs of leaseback or other costs outside of cantonment
- (C) Does not include BOS reductions as civil aviation comes online

Homestead Funding Sources

Category	\$Millions
Hurricane Special Appropriations	\$66.0
Design Fund Construction Supplemental	10.0
Omnibus Reprogramming	1.5
Out-of-Cycle Special Appropriation	<u>7.9</u>
Total Funds	\$85.4

Note: No MILCON Funds
Can only be spent at Homestead

Status	
Spent to Date	\$20.0
Awarded Contracts	8.0
Designed Not Yet Bid	24.0
Balance	<u>33.4</u>
Total	\$85.4

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

CUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-8

FROM: KOSKI, CHARLES	TO: DIXON
RE: RESIDENT	TITLE: CHAIRMAN
ORGANIZATION: WATER MIAMI AVIATION ASSOC	ORGANIZATION: DBCR
RELATION (s) DISCUSSED: HOMESTEAD AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	<input checked="" type="checkbox"/>		
ASSISTANT DIRECTOR	<input checked="" type="checkbox"/>			COMMISSIONER COX	<input checked="" type="checkbox"/>		
DEPUTY DIRECTOR	<input checked="" type="checkbox"/>			COMMISSIONER DAVIS	<input checked="" type="checkbox"/>		
LEGAL COUNSEL	<input checked="" type="checkbox"/>			COMMISSIONER KLING	<input checked="" type="checkbox"/>		
OPERATIONS EXECUTIVE				COMMISSIONER MONTOYA	<input checked="" type="checkbox"/>		
				COMMISSIONER ROBLES	<input checked="" type="checkbox"/>		
CONGRESSIONAL LIAISON		<input checked="" type="checkbox"/>		COMMISSIONER STEELE	<input checked="" type="checkbox"/>		
COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	<input checked="" type="checkbox"/>		
PROPERTY SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		<input checked="" type="checkbox"/>	
FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	<input checked="" type="checkbox"/>		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Remarks: **LETTER OF SUPPORT**

[Signature]

950627	Routing Date: 950620	Date Originated: 950604	Mail Date:
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r of the National Aeronautical Association
x 996126 - Miami, Florida 33299-6126



June 9, 1995

Please refer to file number
when responding 950620-8

The Honorable Alan J. Dixon, Chairman,
and Commissioners, Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Subject: Homestead Air Reserve Base

Chairman Dixon and Commissioners:

The members of the Greater Miami Aviation Association, both individual and corporate, represent all aspects of the field of aviation in the South Florida Region. Our interests include both civilian and military aviation, the public and private sectors, airport sponsors and operators and users, both commercial and general aviation and the complete infrastructure required to support the industry. We are very concerned that the issue of closing the U.S. Air Force operation at Homestead is being revisited, and we strongly urge you to recommend retaining the Air Force Reserve and the Florida Air National Guard at HARB, and to expand the role of the Base to the extent feasible.

Weather and the terrain have made Florida a mecca for aviation since its earliest days. Since World War II, the geo-political importance of its location has greatly expanded the area's importance to aviation, just as aviation has become key to the function and purpose of the South Florida community. As a result of this evolution, today our area boasts a complete aviation support infrastructure, both equipment and people, in-place and functioning.

In addition to its military significance, the Homestead Air Reserve Base and the Air Force Reserves stationed there are important to and benefit from the local civil aviation interests. Many reservists, including pilots and support personnel, work for airlines, maintenance bases, etc. located here in South Florida. The FAA's air traffic control system is designed for and well experienced in the dual use of the Florida airspace for both military and civilian operations. Also, the weather is conducive to flight training, and the many Military Operation Areas in the area, coupled with the airspace over the Atlantic Ocean and the Gulf of Mexico enhance the opportunity for military operations and training out of the HARB facility.

The Honorable Alan J. Dixon, Chairman,
Commissioners, Defense Base Closure and Realignment Commission

June 9, 1995

Page -2-

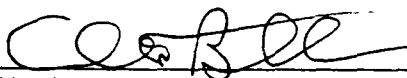
With the Southern Command relocating from Panama to the Greater Miami Area, the logistical role of the Homestead Air Reserve Base could be expanded and its importance to the Department of Defense significantly increased. Although defense policy matters are not within the role of GMAA, we do have an enlightened self-interest and a considerable degree of experience within the membership.

Lastly, in support of retaining HARB and its military function, it makes good fiscal sense because it will be a joint use facility with the airport maintained by civil aviation authorities (Dade County Aviation Department), and as civil aviation activities increase more of the operational costs will be assumed by the civil aviation users.

We sincerely hope that the Defense Base Closure and Realignment Commission will recommend maintaining the operation at Homestead Air Reserve Base. It is in the best interest of the community, the State and the Nation that you do so.

truly yours,

GREATER MIAMI AVIATION ASSOCIATION, INC.



Charles Bukoski, President

cc: Honorable William Perry, Secretary of Defense

FACSIMILE ELECTRO MAIL TRANSMITTAL

(This information collection is not subject to OMB review under PL-96, The Paperwork Reduction Act.)

SECTION I - TO BE COMPLETED BY ORIGINATOR

CLASSIFICATION UNCLAS	TRANSMISSION		PAGE 1 OF 8 PAGES
FOR OFFICIAL USE ONLY	<input type="checkbox"/> IMMEDIATE	<input checked="" type="checkbox"/> ROUTINE	
TO (Organization and Functional Address Symbol) DEFENSE BASE CLOSURE AND REALIGNMENT COMM	FAX NO.		
	DSN	COMMERCIAL	(703) 696-0550
ATTENTION MERRILL L. BEYER III, LT COL	VOICE NO.		
	DSN	COMMERCIAL	226-0504
SUBJECT BRACC INQUIRY			
FROM (Organization and Functional Address Symbol) BGEN TURNER, COMMANDER 482D FIGHTER WING HOMESTEAD ARB FL	FAX NO.		
	DSN	COMMERCIAL	791-7024 (305) 224-7024
	VOICE NO.		
	DSN	COMMERCIAL	791-7002 (305) 224-7002

REMARKS

1. ASTUTE OF YOU TO RECOGNIZE MY SHOT ACROSS AFRES' BOW FOR THE SLOW PACE OF REBUILDING MY BASE AND THE SUBSEQUENT EFFECT ON RECRUITING. AS YOU CAN SEE, THIS HAS BEEN OVERCOME AS IS EVIDENCED BY OUR RECRUITING NUMBERS.
2. REQUEST THAT YOU DELIVER A COPY TO MR. DIXON.

REGARDS,
JLT

RELEASER'S SIGNATURE	DATE	TIME
	15 Jun 95	1515

SECTION II - TO BE COMPLETED BY ELECTRO MAIL OPERATOR

DATE TRANSMITTED	TIME TRANSMITTED	TRANSMITTER'S SIGNATURE
DATE ADDRESSEE CONTACTED	TIME ADDRESSEE CONTACTED	CONTACTOR'S SIGNATURE

MEMORANDUM FOR LT COL BEYER

15 Jun 95

482 FW/CC

UNIT RECRUITMENT NUMBERS

1. As related in two recent forums for the BRAC Commission, the 482 FW went from 106% manned prior to Andrew to 76% following the storm. Last year at this time, our unit was manned at 85% and from May '94 to May '95 we have accessed 479 newcomers. As of today, we are 101% manned. Our latest numbers are as follows:

1189 Authorized 1201 Assigned = 101.0

Reference has apparently been made to a HQ AFRES inquiry about our low manning and their request for a "game plan" to reach year end goals (ATCH 1; 3 Mar 95). Our subsequent response gave what, at that time, appeared to be some limiting factors as well as our plan to succeed (ATCH 2; 17 Mar 95). Interesting to note is that our recent success is due to the fact that many of the original limiting factors have been corrected. We are now forecasting to remain above 100% manned for the remainder of the year as well as into FY 96.

If the intent of submitting these documents has been to burst our recruiting base's bubble, I'd say the above figures speak well for the Dade County recruiting area, our unit recruiters, and our plan because, with four months left in the fiscal year, we are 17 recruits away from reaching AFRES' goal for us (1830 assigned to 482d, 301st, 822d). We have actually exceeded the plan for Dade County and the 482d while efforts to the north (301st and 822d) are slightly behind.

2. The above numbers are 482 FW specific and do not reflect the 301 RQS and 822 ASTS, Patrick AFB. Our MPC is responsible for tracking their manning and our recruiters are given their allocations since we have the closest Reserve Personnel and Recruiting offices. Conversely, we have no control over the one recruiter who services the Melbourne and Orlando areas as he is assigned to the 94 AW, Dobbins ARB, Ga. Just for arguments sake, however, here are the figures for the two Patrick assigned units, as of today:


301 RQS

452 Authorized 422 Assigned = 94.0%

822 ASTS

191 Authorized 190 Assigned = 99.5%

3. The numbers would demonstrate that Dade/Broward is a much more fertile recruiting ground than is Brevard/Palm Beach/Martin counties. Please feel free to call me at (DSN) 791-7002 or (305) 224-7002 if I may be of further assistance.



JAMES L. TURNER, Brig Gen, USAFR
Commander

2 ATCH:
3 Mar 95 HQ AFRES LTR
17 Mar 95 482d Response

ATLH 1DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE

E3 MAR 1995

MEMORANDUM FOR SEE DISTRIBUTION

FROM: AFRES/CVA
155 2nd Street
Robins AFB GA 31098-1635

SUBJECT: FY95 Strength Shortfall

1. As I indicated in my 20 Jan 95 Memo, the End-Strength Management Board will look at wing manning levels along with the mandated FY95 CV goals monthly. Your unit manning falls below our minimum acceptable level of 98 percent. We recognize that with all the uncertainty and varied circumstances occurring throughout the command, as well as your Wing, there may be unique limiting factors precluding you from reaching your end-strength objectives. However, it is of paramount importance that we work through these obstacles in order to meet the USAFR end-strength for FY95.

2. I am tasking each of you to provide me with your game plan and other unit/wing measures being taken to meet your end-strength objective. Please provide data to HQ AFRES/DPRC not later than 15 Mar 95. We will repeat this request each month for those units that fall below the 98 percent minimum. My action officers on this issue are CMSgt Sowell and TSgt Printup, DSN 497-0390 or 497-1337, respectively.



DAVID S. SIBLEY, Brig Gen, USAFR
Assistant Vice Commander

Attachment:
Distribution List



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE

ATCH 2

17 March 1995

MEMORANDUM FOR HQ AFRES/CVA

FROM: 482d Fighter Wing
360 Coral Sea Blvd, Box 10
Homestead ARB FL 33039-1299

SUBJECT: Staff Study - FY95 Strength Shortfall (Yr Ltr, 3 Mar 95)

PROBLEM: The manning in the 482 FW is below the minimum acceptable level of 98 percent.

ASSUMPTIONS: The Miami population base would support a manning in excess of 98 percent.

FACTS BEARING ON THE PROBLEM:

1. Prior to Hurricane Andrew, 482 FW manning was at 106 percent.
2. After Hurricane Andrew, and during the unit's TDY to MacDill AFB, 482 FW manning was at an all-time low of 74 percent. Many personnel otherwise counted as available were not active participants.
3. Immediately upon return to Homestead ARB, we found that the base meets no USAF quality of life standards:
 - a. No base gas station
 - b. No active duty presence and associated programs for which we reservists are eligible
 - ~~c. No BX~~
 - d. No commissary
 - e. No Clothing Sales
 - f. Substandard billeting
 - g. Inadequate club facilities
 - h. No recreational facilities
 - i. No dining facility

- j. Limited off-base housing
 - k. Promised facilities were not ready upon unit's return
 - l. Most existing facilities are far below USAF standards
4. Many personnel did not return to Homestead ARB from MacDill AFB because they had lost their homes in the Homestead area and/or obtained permanent employment in the MacDill AFB area.
 5. During July 1994, 482 FW Recruiters took the initiative to obtain Atlas Variables of local prior-service military personnel currently in inactive status from the Air Reserve Personnel Center (ARPC). They have since been exhausted. Currently, projected losses far outnumber projected gains. The vast majority of eligible military-aged high school graduates in the Miami area are minorities. Only five percent of that population are viable/available applicants. Only one percent of these actually qualify. Most are INS 151 "green card resident aliens" and/or have past criminal records. In addition, most heavily populated minority high schools are in areas that are physically dangerous to recruiters.
 6. The All Ranks Club is open; however, no efforts have been made to improve the club or its membership.
 7. Off-base housing and hotels/motels are numerous and affordable in the Homestead area. Base billeting continues to be substandard.
 8. The small, inadequate on-base fitness center is open; however, base personnel are convinced there will never be an adequate base gym, and the building remains boarded up.
 9. The shuttle is operating Charleston-Tampa-Homestead; however, this does not help us for the Patrick AFB, Eglin AFB, Jacksonville or Orlando areas where there are concentrations of military-aged and qualified personnel.
 10. The BX/Commissary/Clothing Sales Mart is scheduled to open 11 May 1995.

DISCUSSION:

1. The first possible solution is as a result of the new AFRES policy restricting projected losses from dropping from file for 180 days unless a replacement is found sooner. Implementing this policy at Homestead will result in approximately 96 personnel on file 30 September 1995 who would otherwise have dropped from the 482 FW roles. This is a cosmetic fix.

2. Another partial solution is obtaining PTI 204 authority from ARPC to allow us to more quickly gain new recruits, thereby potentially increasing by 21 the number of personnel on our roles on 30 September 1995.

3. The above two solutions should permit the 482 FW to obtain 98 percent manning on the books on 30 September; however, these are not long-term solutions with which we should be satisfied.

4. The long-term solution for manning at HARB is retention of a quality workforce and increasing morale and job satisfaction. We must identify and address the reasons the members want to leave the 482 FW. Some of the more significant and recurring reasons being given by exiting personnel include:

- a. Perceived lack of promotion opportunities
- b. Retraining linked with demotion (Year of Training initiatives)
- c. Depressing surroundings and working conditions
- d. upcoming inspections

5. We are attempting to implement fixes that are easy and most readily apparent (i.e., clean and/or replace carpeting, upgrade recreational facilities, add picnic tables, landscape, provide shower facilities, increase cleanliness in the All Ranks Club, billeting and office areas).

6. We are attempting to increase morale somewhat by proposed celebrations (i.e., Memorial Day, VE Day, BX Grand Opening, Quality Day, Earth Day). Base personnel need to know that wing leadership are, themselves, totally committed to participating and making Homestead ARB a better working environment.

7. Commanders have been charged with recognizing their performers.

CONCLUSIONS:


- 1. The 482 FW may not make its 98 percent manning goal by 30 September 1995.
- 2. Unless drastic changes occur, the 482 FW will not maintain 98 percent manning past the end of stop-gap measures.

RECOMMENDATIONS:

- 1. Obtain PTI 204 authority from ARPC/DPRA.

*301 uses 60% Fz
 (hook space mission)
 can not fit into sized
 facilities at Homestead - more
 milcon (18.8 M @ Patrick)
 if 41/71 remain*

2. Maintain the 180-day AFRES policy.
3. Increase efforts and means in minority communities to seek out qualified recruits.
4. Follow through with proposed celebrations.
5. Implement quick, easy, cosmetic fixes.
6. Retain our people.
7. Meet customer (reservist) requirements regarding facilities, programs, etc. they expect, and to which they are entitled but which are currently beyond the means of the Wing to provide.



JAMES L. TURNER, Brig Gen, USAFR
Commander

cc: AFRES/DPRC, ATTN: CMSgt Sowell
TSgt Printup

FAX

Date 19 June, 1995

Number of pages including cover sheet 7

TO: Brig Gen Turner
Commander, 482nd FW
Homestead ARB, FL

Phone DSN 791-7002

Fax Phone DSN 791-7024

FROM: Lt Col Merrill Beyer
Defense Base Closure and
Realignment Commission
1700 North Moore Street,
#1425
Arlington, VA 22209

Phone (703) 696-0504

Fax (703) 696-0550

Phone

CC:

REMARKS: Urgent For your review Reply ASAP Please Comment

Gen Turner,

Attached is the unsolicited FAX I received from the Brevard Citizen Airmen last Monday, 12 Jun. This document is part of the public record, and is stored in the DBCRC Library.

Very Respectfully,

- Merrill

301 RQS
734 Spacelift Avenue
Patrick AFB FL 32925-3322

Fax Cover Sheet

DATE: June 13, 1995

TIME: 4:14

TO: **Atif J. Dixon**
Chairman

PHONE:
FAX: (703)696-0550

FROM: Brevard Citizen Armen
FAX: Same

PHONE: (407) 255-0790

RE: Recruitment and Manpower at Homestead ARB FL

Number of pages including cover sheet: 5

REFERENCE : ATLANTA BRAC REGIONAL HEARING

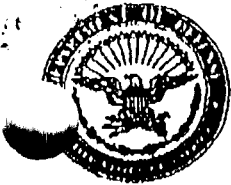
ALAN J. DIXON, CHAIRMAN
THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VA. 22209

DEAR SIR,

THE SUBJECT OF RECRUITMENT WAS BROUGHT TO THE TABLE FRIDAY, JUNE 2nd, 1995. IN REFERENCE TO A BETTER QUALITY AND QUANTITY OF QUALIFIED APPLICANTS IN THE HOMESTEAD AREA TO SUPPORT THE REBUILDING OF THE 482nd FIGHTER WING SINCE HURRICANE ANDREW STRUCK THE AIR FORCE BASE AUGUST 24, 1992.

AS YOU CAN SEE IN THE CONTENTS OF THE ATTACHED LETTER, WHICH WAS MAILED TO AFRES HQ. FROM JAMES L. TURNER, BRIG GEN, USAFR WING CC 482nd FIGHTER WING, THE MANNING AND RECRUITMENT IS BELOW THE MINIMUM ACCEPTABLE STANDARDS. MANY PERSONNEL OTHERWISE COUNTED AS AVAILABLE WERE NOT ACTIVE PARTICIPANTS.

THE FACT THAT IS SIGNIFICANT IS THE 482nd IS USING THE AFRES POLICY RESTRICTING PROJECTED LOSSES FROM DROPPING FROM FILE FOR 180 DAYS. IMPLEMENTING THIS POLICY AT HOMESTEAD WILL RESULT IN APPROXIMATELY 96 PERSONNEL ON FILE WHO WOULD OTHERWISE HAVE DROPPED FROM THE 482 FW ROLES. THIS AS STATED IN THE ATTACHED LETTER IS A COSMETIC FIX.



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE

17 March 1995

MEMORANDUM FOR HQ AFRES/CVA

FROM: 482d Fighter Wing
360 Coral Sea Blvd, Box 10
Homestead ARB FL 33039-1299

SUBJECT: Staff Study - FY95 Strength Shortfall (Yr Ltr, 3 Mar 95)

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 - a. No base gas station
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 - g. Inadequate club facilities
 - h. No recreational facilities
 - i. No dining facility

- j. Limited off-base housing
 - k. Promised facilities were not ready upon unit's return
 - l. Most existing facilities are far below USAF standards
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7. Commanders have been charged with recognizing their performers.


CONCLUSIONS:

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2. Unless drastic changes occur, the 482 FW will not maintain 98 percent manning past the end of stop-gap measures.

RECOMMENDATIONS:

1. Obtain PTI 204 authority from ARPC/DPRA.

2. Maintain the 180-day AFRES policy.
3. Increase efforts and means in minority communities to seek out qualified recruits.
4. Follow through with proposed celebrations.
5. Implement quick, easy, cosmetic fixes.
6. Retain our people.
7. Meet customer (reservist) requirements regarding facilities, programs, etc. they expect, and to which they are entitled but which are currently beyond the means of the Wing to provide.



JAMES L. TURNER, Brig Gen, USAFR
Commander

cc: AFRES/DPRC, ATTN: CMSgt Sowell
TSgt Printup

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950615-31

FROM: <u>DAVIS, J. B. (GEN)</u>	TO: <u>SHEEHAN, JOHN J.</u>
TITLE: <u>COMMISSIONER</u>	TITLE: <u>COMMANDER-IN-CHIEF</u>
ORGANIZATION: <u>DBCRC</u>	ORGANIZATION: <u>U.S. ATLANTIC COMMAND</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:
REQUESTING THE COMMENT ON MILITARY VALUE OF BASE

JC M...

Due Date:	Routing Date: <u>950615</u>	Date Originated: <u>950615</u>	Mail Date: <u>950615</u>
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THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:
AL CORNELLA
REBECCA COX
GEN J. B. DAVIS, USAF (RET)
S. LEE KLING
RADM BENJAMIN F. MONTOYA, USN (RET)
MG JOSUE ROBLES, JR., USA (RET)
WENDI LOUISE STEELE

June 15, 1995

General John J. Sheehan, USMC
Commander-in-Chief
U.S. Atlantic Command
1562 Mitscher Avenue, Suite 200
Norfolk, VA 23551-2488

9150615-31

Dear General Sheehan:

As you may know, the Base Closure and Realignment Commission added Homestead ARS to the list of installations we are considering for closure in the Reserve Component category. The community group representing Homestead believes there is a strong case for its military value.

As the Commission prepares for its final deliberations, it would be helpful if we could have your views on Homestead's military value. Please structure your reply to include its value for Caribbean operations, peacetime training and contingency exercises, and any other activities you believe to be militarily significant.

It would be helpful if the Commission had your reply no later than June 21.

Warm regards,

J.B. Davis
General, USAF (Ret)

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950615-30

FF: <u>DAVIS, J.B. (GEN)</u>	TO: <u>MCCAFFREY, BARRY R.</u>
T: <u>COMMISSIONER</u>	TITLE: <u>COMMANDER-IN-CHIEF</u>
ORGANIZATION: <u>DBCRC</u>	ORGANIZATION: <u>U.S. SOUTHERN COMMAND</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD ARS</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

REQUESTING HIS VIEWS REGARDING MILITARY
VAL OF BASE "

J. Merrill

Date: _____ Routing Date: 950615 Date Originated: 950615 Mail Date: 950615



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

AL CORNELLA
REBECCA COX
GEN J. B. DAVIS, USAF (RET)
S. LEE KLING
RADM BENJAMIN F. MONTOYA, USN (RET)
MG JOSUE ROBLES, JR., USA (RET)
WENDI LOUISE STEELE

June 15, 1995

General Barry R. McCaffrey, USA
Commander-in-Chief
U.S. Southern Command
Quarry Heights, Panama
APO AA34003

Please refer to this number
when responding 950615-30

Dear General McCaffrey:

As you may know, the Base Closure and Realignment Commission added Homestead ARS to the list of installations we are considering for closure in the Reserve Component category. The community group representing Homestead believes there is a strong case for its military value.

As the Commission prepares for its final deliberations, it would be helpful if we could have your views on Homestead's military value. Please structure your reply to include its value for Caribbean operations, peacetime training and contingency exercises, and any other activities you believe to be militarily significant. In addition, as SOUTHCOM prepares to move to Miami, what functions will Homestead provide for day-to-day or contingency activities?

It would be helpful if the Commission had your reply no later than June 21.

Warm regards,

J.B. Davis
General, USAF (Ret)

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-23

FROM: <u>WEAVER, DAVID R.</u>	TO: <u>DIXON</u>
TITLE: <u>CONVENING CHAIRMAN</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>TEAM MIAMI</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

Merrill

Due Date: <u>950623</u>	Routing Date: <u>950616</u>	Date Originated: <u>950614</u>	Mail Date:
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June 14, 1995

The Honorable Alan Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

We greatly appreciate the attention of the Defense Base Closure and Realignment Commission and its staff to our presentations in Birmingham and Atlanta on behalf of Homestead Air Reserve Base.

Our presentation clearly demonstrates that the Base represents an irreplaceable and valuable piece of real estate for the nation due to its strategic location; its dual-use airfield; its 11,200 foot runway; its funded facilities program; its exemplary capacity for training and contingency operations; its designation as one of Secretary Perry's model bases; and, most importantly, its cost effectiveness.

The community and Homestead Air Reserve Base are also poised for the future to meet America's defense and peacekeeping missions. The Base's new state-of-the-art air traffic control tower is nearing completion. Real estate and infrastructure are also presently available for beddown of KC-135 and/or C-130 aircraft, in addition to the F-16's. Such an enhanced military presence would be welcomed by our community.

As cited in your March 1995 report, "Each potential recommendation is measured by published criteria, which give priority first to military value, then to cost savings and to the economic and other impacts upon local communities." Homestead Air Reserve Base positively meets not only the military but also the cost saving and economic criteria. Please consider these factors as the deliberations are proceeding. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Weaver", written over a rectangular box.

David R. Weaver
Convening Chairman

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950614-15

FROM: <u>SORENSEN, KATY</u>	TO: <u>DIXON</u>
<u>COUNTY comm</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>DADE CO, FL</u>	ORGANIZATION: <u>DBCR</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD ARB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

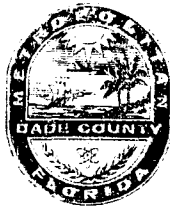
⊙	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

FORWARDING LETTERS OF SUPPORT FOR HOMESTEAD ARB.

Merrill

<u>150616</u>	Routing Date: <u>950614</u>	Date Originated: <u>950612</u>	Mail Date:
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KATY SORENSON
COUNTY COMMISSIONER
District 8

950614-15

June 12, 1995

Honorable Alan Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

During our presentation on June 9, 1995, for Homestead Air Reserve Base, I inadvertently failed to present letters from community leaders urging that the base not be closed. Please do whatever you can to ensure that they become an official part of last Friday's record.

I greatly appreciate your assistance. Thank you for the important work you're doing.

Sincerely,

A handwritten signature in black ink, appearing to read "Katy Sorenson".

Katy Sorenson
Commissioner, District 8
Former Aide to Illinois State Senator Dawn Clark Netsch (1985-87)

P.S. Little known trivia fact: You and I have a friend in common - Peg Yeager whom I know as Peg Jones. She claims to have dated you many years ago...

PRINCETON/NARANJA COMMUNITY COUNCIL

P.O. Box 4293

Princeton, FL 33092-4293

(305) 732-0808



Mr. Allan J. Dixon & Commissioners
Defense Base Closure & Realignment Committee
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209

Kim Stryker
President

Daniel Adams
Vice-President

Bridget Steele
Treasurer

Nina Betancourt
Corresponding
Secretary

Barbara Dodson
Recording
Secretary

Bonnie Harkness
Crime Committee
Chair

Ralph Moore
Park Committee
Chair

Phyllis LeConte
Membership
Chair

Susie Seckel
Public Relations
Chair

Dear Mr. Dixon & Commissioners:

The Princeton/Naranja Community Council is a non-profit, local community group that was established shortly after Hurricane Andrew in 1992, who represents the citizens who live in the area that is directly adjacent to Homestead Air Reserve Base.

The impact of Hurricane Andrew created total devastation to the base, our community and our lives. We have rebuilt most of our homes, some of the businesses have returned and we are struggling to keep hope alive in our community. Homestead Air Base unquestionably brings back some of the jobs that were lost due to the hurricane and in a real sense helps stimulate the economy of our area and our community.

In addition, there are hundreds, perhaps thousands of military veterans and their families in this area who could certainly use the support of the base and its facilities.

We here in South Florida are also concerned about the potential problems that could erupt in South America or in the Caribbean where the use of the base would be an asset in dealing with such problems.

In addition to the base being used by active or reserve forces, there are other agencies such as U.S. Customs, U.S. immigration and yes, Southern Command who could use the base, its facilities and other resources.

Again, we have survived Hurricane Andrew and we are trying to get back on our feet. The closure of Homestead Air Reserve Base will remove the hope that our community needs at this time, plus deliver a blow to us that may never be overcome.

We realize there are guidelines you must follow in this process, however, we sincerely hope that you will consider our concerns, as stated above, in your review.

Sincerely,
Board of Directors

Leisure City O.C.D. Community Advisory Committee
P. O. Box 393
South Miami, FL 33243

June 6, 1995

Base Realignment and Closure Committee (BRAC)

(Hand delivered by Dade County Commissioner Katy Sorenson, District 8)

The Leisure City OCD Advisory Committee primarily represents those Leisure City residents living in the target area. Dade County established this target area to help improve the quality of life for those living below the poverty level.

Homestead Air Force Base was the primary economic source for the South Dade area of Leisure City as well as other surrounding communities. Dade County experienced the loss of 8,000 jobs as a result of the destruction caused by Hurricane Andrew. To eliminate jobs by the base closure would negatively impact this community (adjacent to Homestead Air Reserve Base) and would further deteriorate the quality of life for its residents.

Residents felt renewed confidence in their community due to the May 25th opening of the Commissary and BX. This opening provided much needed jobs for nearby residents. We are still working towards recovery and the proposed closing of the HARB would put any hope of rebuilding this area into a downward spiral.

We respectfully request that the Base Closure and Realignment Commission recommend that the Homestead Air Reserve Base remain open. We urge the President of the United States and the Chairman of the 1995 BRAC to continue the 482nd Fighter Wing and return the 301st Rescue Squadron to HARB. The HARB is the economic foundation of our community.

Very truly yours,



Kathleen Richardson
Chair

LEISURE CITY COUNCIL

P.O. BOX 393 · SO. MIAMI, FLORIDA, 33242-393 · 248-7746 · FAX: 246-5288

JUNE 7, 1995

BASE REALIGNMENT AND CLOSURE COMMITTEE (BRAC)
(HAND DELIVERED BY DADE COUNTY COMMISSIONER KATY SORENSON,
DISTRICT 8)

THE LEISURE CITY COUNCIL HEREBY REQUESTS THAT THE
HOMESTEAD AIR RESERVE BASE NOT BE CLOSED.

HOMESTEAD AIR FORCE BASE WAS THE PRIMARY ECONOMIC SOURCE FOR THE
SOUTH DADE AREA OF LEISURE CITY (THE ADJACENT COMMUNITY TO THE
BASE) AS WELL AS OTHER SURROUNDING COMMUNITIES.

HURRICANE ANDREW LEFT US WITH MASSIVE DEVASTATION THAT MANY IN
OUR COMMUNITY ARE STILL RECOVERING FROM. THE LOSS OF HOMESTEAD AIR
FORCE BASE COMPOUNDED OUR TRAGEDY AND MADE THE RECOVERY PROCESS
EVEN MORE DIFFICULT. OUR COMMUNITY LOST THOUSANDS OF ACTIVE DUTY
MILITARY PERSONNEL AND THEIR FAMILIES AS WELL AS THE MILITARY
RELATED JOBS AND PERSONNEL WHEN THEY RELOCATED TO OTHER MILITARY
BASES. MANY OF OUR RESIDENTS WERE RETIRED MILITARY FAMILIES WHO
HAVE CHOSEN TO LEAVE THE AREA IN ORDER TO RECEIVE MILITARY BENEFITS
BY RELOCATING NEXT TO A MILITARY INSTALLATION.

OUR RESIDENTS EXPERIENCE RENEWED HOPE FOR THIS AREA DUE TO THE MAY
25TH OPENING OF THE COMMISSARY AND BX. THIS OPENING PROVIDED MUCH
NEEDED JOBS FOR NEARBY RESIDENTS, MANY OF WHOM PRIOR TO HURRICANE
ANDREW WORKED AT THE HAFB.

NOW WE ARE HAVING TO DEAL WITH THE PROSPECT OF YET ANOTHER DEADLY
BLOW TO OUR AREA.....THE CLOSURE OF HOMESTEAD AIR RESERVE BASE.

PRESIDENTS BUSH AND CLINTON PROMISED THAT HOMESTEAD AFB WOULD BE
KEPT OPEN. THEY REALIZED THE ACUTE NEED FOR THE FACILITY IN SOUTH
DADE AND THE DIRE CONSEQUENCES IF THE BASE IS CLOSED.

THOSE CONSEQUENCES RANGE FROM THE ECONOMIC WELL BEING OF AN AREA
THAT HAS VALIANTLY STRUGGLED TO GET BACK ON ITS FEET AFTER THE
WORST NATURAL DISASTER IN AMERICAN HISTORY TO THE FUTURE
CONSEQUENCES OF CLOSING A MILITARY ENTITY WHOSE STRATEGIC

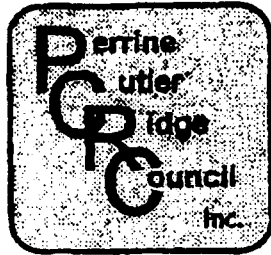
LOCATION IS SIGNIFICANTLY GREATER THAN THE OTHER BASES DUE TO ITS PROXIMITY TO GUANTANAMO, CUBA, HAITI AND TO THE CARIBBEAN AS A WHOLE. SURELY THE MAJOR FACTOR IN CONSIDERATION OF A BASE CLOSURE IS THE SAFETY OF OUR NATION.

WE URGE YOU TO SUPPORT THE AIR FORCE POSITION AND RECOMMEND KEEPING HOMESTEAD AIR RESERVE BASE OPEN.

VERY TRULY YOURS,



KATHLEEN RICHARDSON
CHAIR



May 18, 1995

Leif Gunderson
Chairman

George Cadman, III
Vice-Chairman

Denise Heacock
Secretary-Treasurer

Steven Cranman
Executive Director

Board of Directors

Wilbur Bell

Donald Burgess

Mary Collins

Albert Dotson, Sr.

Dr. John Gentile

Ed Hanna

Susan Ludovici

J. Porter McClean

Philip Sharkey

Deborah Curtin
Ex Officio

Kerri Vaughan
Executive Assistant

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman:

The Perrine-Cutler Ridge Council is alarmed at the further realignment and possible closure of Homestead Air Reserve Base. Since the 1993 BRAC decision to realign the Base, we have been working diligently with the Air Force in good faith to develop our re-use plan for a dual purpose military and civilian facility.

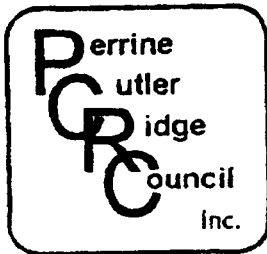
These redevelopment efforts are essential as the Homestead Air Reserve Base has a strategic military location relative to the hemisphere. To insure national security, existing units must be preserved and the military presence strengthened.

We urge the Commission to retain the 482nd Fighter Wing at Homestead Air Reserve Base and to insure the return of the 301st Air Rescue Squadron as previously committed. Your support is respectfully requested.

Sincerely,



Steven J. Cranman
Executive Director



April 3, 1995

Leif Gunderson
Chairman

George Cadman, III
Vice-Chairman

Denise Heacock
Secretary-Treasurer

Steven Cranman
Executive Director

Board of Directors

Wilbur Bell

Donald Burgess

Mary Collins

Albert Dotson, Sr.

Dr. John Gentile

Ed Hanna

Susan Ludovici

J. Porter McClean

Fred Messing

Philip Sharkey

Deborah Curtin
Ex Officio

Kerri Vaughan
Executive Assistant

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

On behalf of the Board of Directors and the membership of the Perrine-Cutler Ridge Council, I would like to formally request your consideration for the placement of the 301st Rescue Squadron at the Homestead Air Reserve Base.

We urge you to consider the extreme military importance of having the 301st Rescue Squadron at Homestead Air Reserve Base. Having the 301st Squadron at Homestead Air Reserve Base is critical in providing the necessary mission support to the 482nd Fighter Wing and the navy operation stationed out of Boca Chica Air Base. Without the 301st Squadron at Homestead Air Reserve Base there would be a tremendous time response void for both military operations located in southern Florida. It is critical for the deployment of the 301st Squadron at Homestead Air Force Base in providing pilot and crew safety.

Another important component for having the 301st Squadron at Homestead Air Reserve Base surrounds the Air Force initiative in assisting the community with the reuse of Homestead Air Reserve Base into a joint use facility.

We thank you for your consideration and strongly urge your support in having the 301st Squadron assigned at Homestead Air Reserve Base.

Sincerely,

Steven J. Cranman
Executive Director

Michael E. Ruth
3525 SW 109 St
Miami, Fl 33156

June 6, 1995

Honorable Alan J. Dixon, Chairmen
Defense Base Closure and Realignment Committee
1700 N. Moore Suite 1425
Arlington, Va 22209

Dear Mr. Chairman,

We need your support. Poor political decisions have once again threatened to close Homestead Air Reserve Base. Base your decisions regarding the future of Homestead ARB on facts not politics. Consider the following:

Location, location, location - only Homestead is close enough to support Carribean operations. Other bases are too far and require excessive refueling. Key West is an island naval base expensive to support and impractical to defend from the armed forces of Cuba.

Cost- The base is currently staffed by contract personnel and reservists at a fraction of the cost of a active duty base.

Ease of operation- the base is located on the edge of Miami where there are no noise complaints, no conflicts with civil air traffic, and training areas are nearby.

Proximity to Miami - Miami has become the capital of Latin America due to its culture, communications, and transportation capabilities. Many corporations place their Latin America Headquarters here and SOUTHCOMM has just put its new headquarters here.

The above facts merely skim the mountain of reasons to keep Homestead open. Homestead Air Reserve Base is unique and it can not be replaced. If it is closed it is lost forever and both Florida and the United States will lose.

Sincerely,

Michael E. Ruth

• Michael E. Ruth

EXECUTIVE BOARD

- van Rees
Chairperson of the Board
- Mr. Roy Phillips
Chair Elect
- Tom Atkinson
Past Chairperson
- Kim Sovia
President/CEO
- Jack Brown
Treasurer
- Tom Weller
Secretary/Parliamentarian
- Albert Boulenger
Administration Chair
- Marcie Heese
Community Development Chair
- Tom Jones
Economic Development Chair
- Dr. Richard Schinoff
Education Division Chair
- Carol Harbin
Political Affairs Chair

BOARD OF DIRECTORS

- Ken Berger
- Elaine Black
- Wayne Brackin
- Jeff Crozier
- Andy Fremento
- Fouad Hatem
- Mark Huard
- Curt Ivy
- Jane McMillan
- Jimenez
- Julio
- Lenny
- Connie Thrasher

BY VIRTUE OF OFFICE

- Mayor J.W. "Tad" DeMilly
Homestead
- Mayor Otis Wallace
Florida City
- William Rudd
City Manager-Homestead
- Syvester Jackson
Asst. City-Mgr. Florida City
- Armando Vidal
Dade County Manager
- Debbie Curtin
S.D. Government Center
- Robert Jensen
Chairperson-Military Affairs
Committee
- Tim Fulton
Chairperson Leadership -
South Dade
- Tom Kirby
Exec. Dir.-Dade County
Farm Bureau
- Sharon DuMond
Chairperson-Tropical
Everglades Visitor Assoc.
- War Zeiler
Dir.-Tropical Everglades
Assoc.

Greater Homestead/Florida City
Chamber of Commerce

18 May 1995

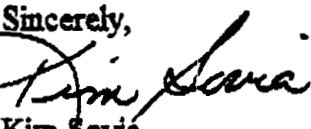
Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street/Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The Greater Homestead/Florida City Chamber of Commerce is alarmed at the further realignment and possible closure of Homestead Air Reserve Base. Since the 1993 BRAC decision to realign the Base, we have been working diligently with the Air Force in good faith to develop our re-use plan for a dual purpose military and civilian facility.

These redevelopment efforts are essential as the Homestead Air Reserve Base has a strategic military location relative to the hemisphere, which has been proven during this past year. To insure national security, existing units must be preserved and the military presence strengthened.

Once again, we urge the Commission to retain the 482nd Fighter Wing at Homestead Air Reserve Base and to insure the return of the 301st Air Rescue Squadron as previously committed. Your support is respectfully requested.

Sincerely,

Kim Sovia
President/CEO



Concerned Citizens of South Dade, Inc.

P.O. Box 924446
Princeton, FL. 33092-4446

June 9th, 1995

BRAC COMMITTEE
Atlanta, Georgia

RE: Save Homestead Air Reserve Base

To Whom It May Concern;

My name is Chris B. Spaulding, I am the Chairman of Concerned Citizens of South Dade, Inc. Our organization represents over twenty other organizations and home owner associations, with over two thousand individual members.

We the Concerned Citizens of South Dade, Inc., respectfully request that the Brac Committee listen to the information that will be supplied by our delegation today from Team Miami, Dade County, and the elected officials from the State of Florida and remove Homestead Air Reserve Base from the BRAC's closure list.

Our community needs to continue the process of rebuilding after Hurricane Andrew. We do not need to contend with the constant threat of a base closure when it is clear that Homestead Air Reserve Base best meets the needs of the people of the United States. It is clear to the citizens of Dade County that Homestead Air Reserve Base should not be on the BRAC Closure List. Please help by removing H.A.R.B. from the BRAC Closure List and returning the 301st Squadron next year as planned.

Respectfully,



Chris B. Spaulding
Chairman

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950602-1

FROM: <u>GUTMAN, ALBERTO</u>	TO: <u>DIXON</u>
TITLE: <u>STATE SENATOR</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>STATE OF FLORIDA</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Ⓢ	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

F. Merrill

File: <u>950606</u>	Routing Date: <u>950602</u>	Date Originated: <u>950519</u>	Mail Date:
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THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

SENATOR ALBERTO "AL" GUTMAN

34th District

COMMITTEES:
Health Care,
Vice Chairman
International Trade, Economic
Development and Tourism,
Vice Chairman
Agriculture
Finance, Taxation and Claims
Natural Resources and Conservation

May 19, 1995

Please refer to this number
when responding 950602-1

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Monroe Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

The South Florida Community was deeply shaken last week by the
news that Homestead Air Reserve Base will be considered for
closure by the 1995 Defense Base Closure and Realignment
Commission.

Only Homestead Air Reserve Base is able to meet the unique
challenges of the Caribbean Basin, as demonstrated so
dramatically by the Haitian buildup, and the continued
uncertainty of America's relations with Cuba. Homestead ably
satisfies the strategic and operational requirements of the Air
Force and Department of Defense.

We believe that it is neither necessary nor in the country's best
interests to revisit closing Homestead. We wholeheartedly
support:

- The continued presence of the 482nd Fighter Wing
The return of the 301st Rescue Squadron
The economically feasible transfer of base facilities
to local authorities

Thank you for your attention to this very important matter. If
you have any questions or if I can be of any assistance, please
do not hesitate to contact me.

Sincerely,

[Handwritten signature of Alberto "Al" Gutman]

Alberto "Al" Gutman
State Senator
Dist. #34

REPLY TO:

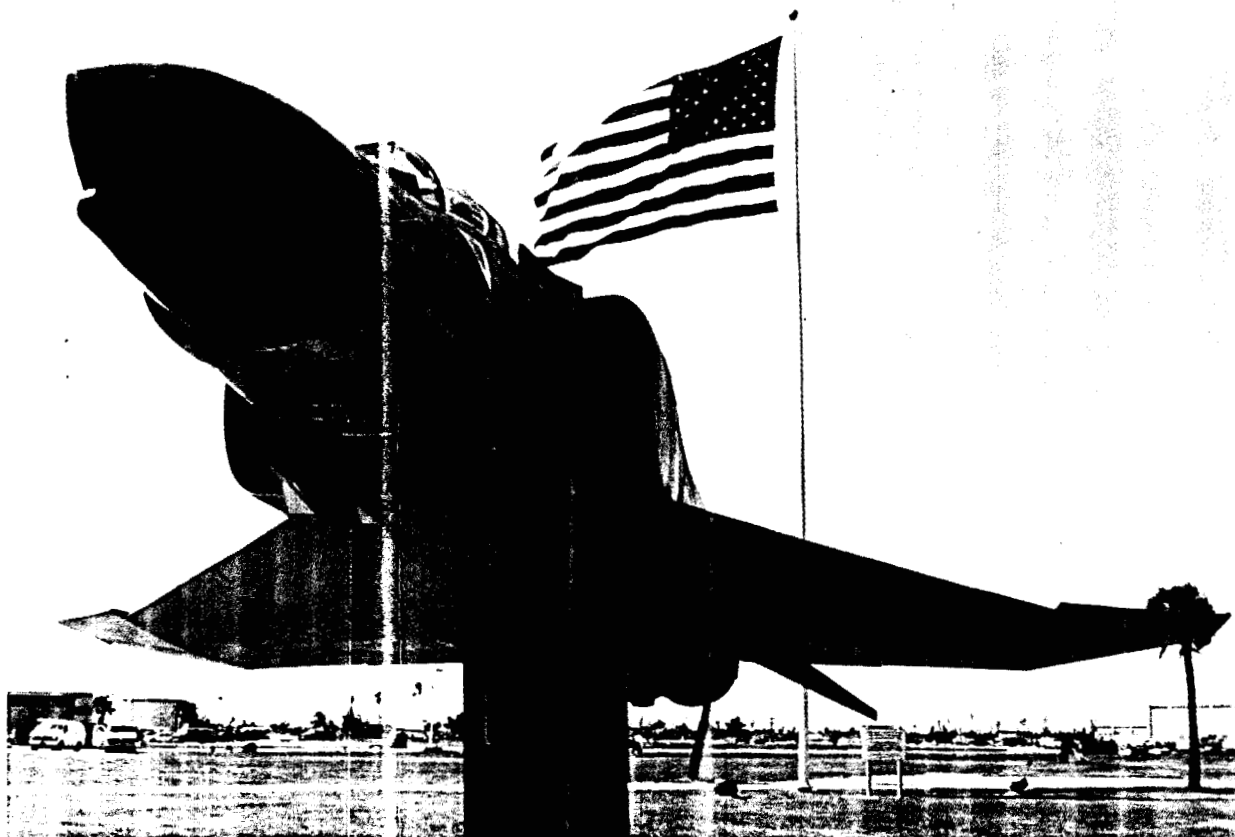
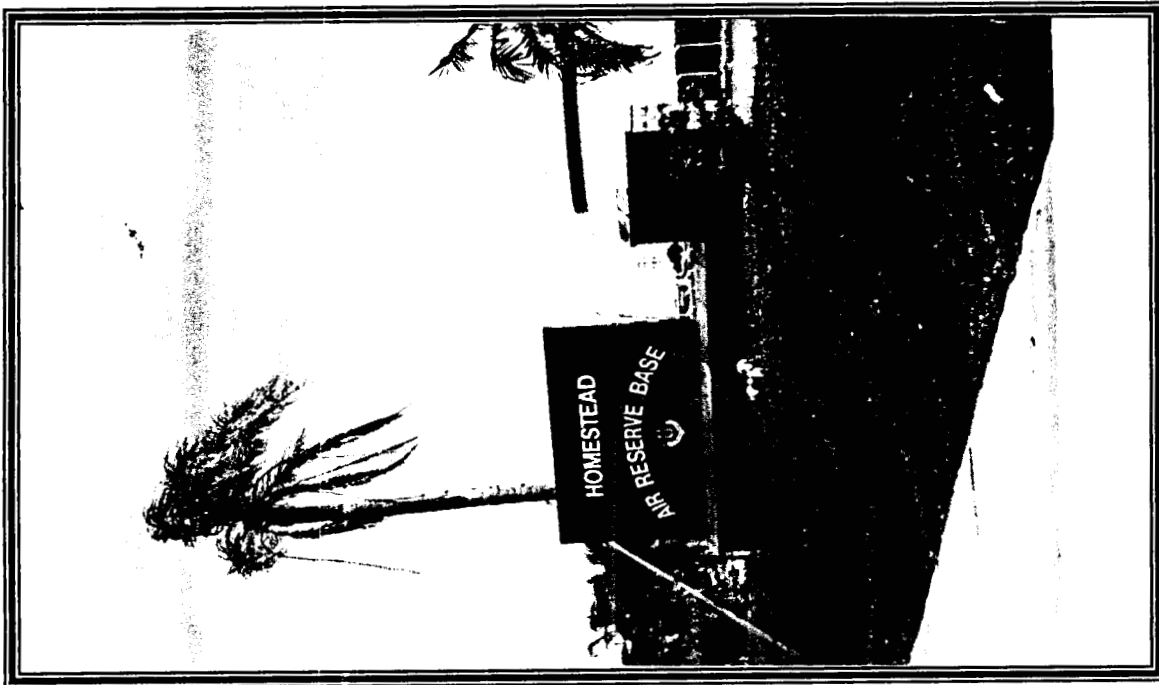
- 1800 S. W. 27th Avenue, Suite 300, Miami, Florida 33145 (305) 442-6990
204 Senate Office Building, Tallahassee, Florida 32399-1100 (904) 487-5109

PAT THOMAS
President

ANDER CRENSHAW
President Pro Tempore

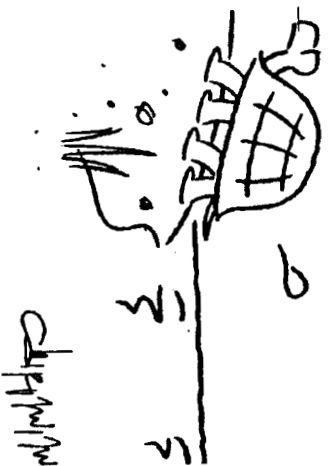
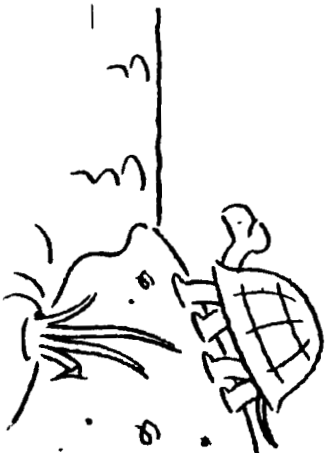
JOE BROWN
Secretary

WAYNE W. TODD, JR.
Sergeant at Arms





*Dedicated, proud professionals
rebuilding a respected
and effective fighter wing
with trust, teamwork
and continuous improvement.*



Leisure

- CARIBBEAN CLUB** -- (bayside MM 104.5) Approach with caution, sometimes a slightly rough crowd, but good rock and roll bar on weekends. Extremely casual, bring your Harley. Bar only.
- SENIOR FRIJOLE/SUNDOWNERS** -- (bayside MM 104) SENIOR FRIJOLES is casual Mexican and pitcher margarita's. Great bay/sunset view. Like most Mexican places, cheap! SUNDOWNER's is right next door, owned by same family. Excellent Keys restaurant with best view of sunset in the Upper Keys. Entrees about \$20. Call if taking a big group. Make sure you mention the Makos sent you!!
- MARLIN** -- (bayside MM 102.7) A great place for seafood at a reasonable price. Owned and run by the former chef at Bentleys. A small place that is often crowded, come early.
- SOUTH OF THE BORDER** -- (bayside MM 103.4) Located in the Pink Plaza just south of the bridge in Key Largo. Like Senior Frijoles, good Mexican food and margaritas. Probably the best of the local Mexican places.
- CAFE LARGO** -- (bayside MM 100) Another Excellent Keys restaurant, no view, but great food. Inexpensive, full service place. Simply a good place to eat. Order the specials!
- "SNAPPERS"** (oceanside MM 94) Good Tiki Bar and good Key's fare restaurant. Lots of TVs near the bars. Casual. Look for the big sign just as US 1 comes back together.
- OLD TAVERNIER TOWN** -- (oceanside MM 90.3) Just past the Tavernier creek bridge. They also have a pizzeria with the same name about 2 miles north. Arguably the best restaurant in the Keys! Order the specials!
- HOLIDAY ISLE** -- (MM 84) World Famous Tiki Bar, Reggae, tourists. A great day off spot to drink rum runners and do water sports or lay by the pool or ocean.
- BENTLEYS** -- (oceanside MM 82.8) The best of the seafood restaurants in the Keys. Very crowded all of the time. Suggest you make a reservation anytime you go on the weekend. Comparable in price to all of the other suggested seafood places.

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Leisure

To our distinguished visitors, welcome to Homestead Air Reserve Base

The men and women of this proud wing welcome you to Homestead Air Reserve Base and beautiful South Florida. We hope that you will enjoy your stay with us. The 482nd Fighter Wing and supporting organizations are well known in the fighter community for their high level of experience, expertise, professionalism, and innovative training perspective.

We hope you will find this brochure helpful in acquainting you with our organization and program, as well as Homestead Air Reserve Base and surrounding area.

As you are probably aware, South Florida is well known for its tropical beauty and unique recreational opportunities. Please, do not hesitate to call on any of us to make your visit more productive and pleasurable.



HUNGRY SAILOR -- (across the street from Coco Walk) Reggae at its finest, late after 11 PM, and very, very cool!!

TAURUS -- (down old main highway by Coconut Grove Theater) Great Friday night crowd, 30-ish singles, divorcees, live music.

GREEN STREET CAFE -- (beside Coconut Grove Theater) A great outdoor, street-side cafe to sip a cool beer or espresso while taking in the sights. Very cool, very relaxing - anytime lunch until 3 AM!!

PLANETHOLLYWOOD -- (adjacent to Coco Walk)

SOUTH BEACH -WHOOA!!!

Only go to South Miami Beach!!! This place is the other end of the world. THE most happening place on the east coast. Madonna and Mickey Rourke are some of the people hanging out there. There are two ways to do the beach: by day for laying in the sun, quaffing a beer in sidewalk cafes, bumming around on Ocean Drive. Or by night, starting around 10 PM or Midnight - the beach doesn't explode until late, but it's an all-night wild time. Sit in a cafe at sunrise drinking mimosas!!!

PENRODS -- (on Ocean Drive) The proverbial beach and volleyball party!!!

10th St & Ocean Drive -- Heavy two-man volleyball, almost pro with groupies to watch!!

NEWS CAFE -- (on Ocean Drive - green awnings) One of the great places to relax and sip a beer in THE most amazing setting you've ever seen!!!

THE NIGHT PLAN -- For what's happening in the late night scene, pick up a Friday Miami Herald "Weekend" section or "New Times" and pick the clubs you want to hit.

FLORIDA KEYS

Take US 1 South!! (Florida Turnpike ends on US 1 South). Establishments listed from north to south: oceanside is left going south, bayside is right; all addresses are given as mile markers on US 1 (there's only one road in the Keys!). Entrance to Key Largo is MM 108 about 30 minutes from HARB.

HOBOS -- (Bayside MM 105) Sport's bar/burgers and grease. Nothing special but good cold beer to watch the game.

Leisure

Then follow signs for "878" until it ends at US 1, then proceed south. Dadeland Mall will be on your right at the intersection of US 1 and Kendall Dr. This area can also be reached by driving north on US 1 through a million stop lights.

HOULIGANS -- (east side of US 1, four blocks south of Kendall Dr in a strip mall, large green sign) One of the best sports bars in town with great food. Draws lots of University of Miami people and is a perfect place to drink cold beer and watch hot games. Tuesday night is seafood night with great deals on shrimp and crab legs. Wednesday night is ladies night and will be packed!!!

LIPSTICK -- (just south of HOULIGANS on the east side of US 1) Very nice place for cold beers, "friendly" atmosphere!! Military ID will probably bypass the cover charge.

OLD CUTLER ROAD

OLD CUTLER INN -- (get directions to Old Cutler Road (OCR), then north on OCR to SW 160th ST, on your right behind the Farm Store, approx. 25 min. from the base) One of the best places for real food, a personal favorite of the Makos. The daily specials are gourmet prepared and to die for; Wednesday night is shrimp any one of ten ways, Thursday night is prime rib, Friday night is the famous "fish fry" (a seafood platter anyway you want it)!!!!

COCONUT GROVE BABY!!!!!!

This is it!!! Trendy, European, cafes, cool shopping, great restaurants, bars & clubs, the perfect place to bum around. Packed on weekend days and up all night from Thursday through Sunday. The best bet is to pull out your map and drive to the Grove, parking is \$5, and walk around. Some Mako favorites are listed below:

SEÑOR FROGS -- (across from Coco Walk) Great Mexican food in the restaurant, but the beer garden sizzles with activity on Thursday nights, very hot!!

DAN MARINOS-- (in Coco Walk) No kidding owned by him, Ladies Night (Thursday) after 9:30 PM!!!

BAJA BEACH CLUB -- (in Coco Walk) Packed on weekend nights, body shots, dancing, pretty fun.

General Information

The following information is to provide you with a basic orientation to Homestead Air Reserve Base. Further indepth information can be located within this brochure or contact the Public Affairs office, 224-7330.

Billeting

Billeting is on Bougainville Blvd., Bldg. 475. DSN 791-7168 or (305)224-7168.

Wing Headquarters

482nd Fighter Wing Headquarters is located on Coral Sea Blvd., Bldg. 360. The following offices are located in the headquarters building:

Wing Command Section	Family Readiness	Omega Travel	Reserve Pay	Chaplain
Laundry/Dry Cleaning	Information Mgt	Social Actions	Travel Pay	Budget
Military Personnel	Command Post	Public Affairs	Recruiting	Safety
Operations Group	Judge Advocate	Combat Plans		

Communication

HARB DSN prefix "791"; Address: Office Symbol, 360 Coral Sea Blvd., Box #, HARB FL 33039-1299.

To make local phone calls, dial "9", wait for dial tone and then dial number. For long distance OFFICIAL calls, a control number must be obtained. For DSN, dial "81", wait for dial tone, then dial number. Base operator is ext. 7000.

Money matters

Check cashing services is available at the All Ranks Club with a valid club card. ATM machines are located at All Ranks Club, 1st National Bank on base and Pan American Credit Union (formerly Homestead AFB Credit Union) off base on Moody Drive.

Travel information

Omega Travel handles all military travel arrangements. In emergency situations, travel manager can be reached on beeper, 1-800-719-3516, otherwise, (305)224-7051.

Medical care

There are no medical facilities or "sick call" on base. HARB Fire Dept. EMT treat all immediate accidents and emergencies until transportation to local hospital is arranged.

Family Readiness Program

Family Readiness is located in room 138. They have area maps and touring brochures. They can also provide you with professional assistance. Phone: 224-7329.

Base policies

Smoking policy: There will be no smoking at any entrance where people go in and out.

DoD base policies: All speed limits will be enforced. Tickets will be given to any vehicle

General Information

parked on the grass. Do not drive in HAFB housing areas now outside cantonement areas unless authorized. There are no reserved parking spaces except those designated handicapped.

Flightline policies: Only government vehicles are authorized on perimeter road. No one will have access to flightline unless he has a valid linebadge or is accompanied by someone with a valid HARB line badge. No photography unless cleared by Public Affairs office and DoD police is notified.

Transportation

Fuel - vehicle fuel available on a 24 hour basis. See AFRES LGT rep for fuel key.

Vehicle accidents - attend to injured, notify authorities (on or off base). Notify base transportation, Bldg. 211, 224-7441 or 224-7456.

Transportation - after hour emergency number, 1-800-880-4352, PIN 555-2118, Enter phone #.

Special notes, warnings and cautions

"Violent crime." The way to become a victim of violent crime is to not know where you're going or not paying attention to your surroundings. As you travel to most places for dinner or fun, you will traverse some nasty areas. Additionally, some of the roughest areas are immediately adjacent to the base, especially after dark. Here are some tips to having fun in Miami without getting into trouble.

--**Know where you're going.** Good directions and a good map. Stop for directions at a well-lighted, public place if you need to.

--**Be aware of your surroundings.** If it looks bad around you, it probably is, so press to your destination.

--**Take caution** when stopped at lights or stop signs.

Leisure

"THE FALLS" AREA

(US 1 in Perrine) THE FALLS is a neat little mall located on the west side of US1 at SW 136 ST (approximately 20 minutes north of the base). There's great shopping (Bloomingdale's, Victoria Secrets, Gap, etc.) plus numerous eateries. Some favorites are listed below:

FRIDAYS -- great happy hour & after-work crowd.

OLIVEGARDEN

EL TORITO -- Great happy hour specials and early cocktail crowd.

OUTBACK STEAKHOUSE -- (across the street, north from the mall).

L&N SEAFOOD -- Great food, but if you want seafood, go to the Keys!

WEST KENDALL & THE TURNPIKE

Drive north on the Florida Turnpike (approximately 20 minutes) and exit at SW 88th St & Kendall Dr.

OUTBACK STEAKHOUSE east on Kendall Dr in the mall on your left (left at 117th Ave). Good happy hour drink and appetizer specials.

CAFE JGUANA -- (same mall as described above) Hot Tuesday night hang out after 9 PM, music, etc.!

HOOTERS -- (same mall as described above) Standard greasy wings!!

ITALIANOS -- (east on Kendall Dr, then left past 117th Ave at the Shell station). Great Italian fare!!!

MACARONI GRILL -- (west on Kendall Dr, on your left just past the turnpike overpass). A personal favorite of the Makos!! Some of the best authentic Italian food in town, jugs of wine on the table, and at reasonable prices. A must while in town!!!

EAST KENDALL & US1

Drive north on the Florida Turnpike and follow signs for "874" and the airport.

Leisure

POTLICKERS -- (just south of Campbell Dr between US 1 and Krome Ave, turn south at the Rose Auto store), same as "Angies" & "Coopers"!!!

DENNY'S -- (east side of US 1 in Homestead, just north of Biscayne Dr), standard Grand Slam gut bomb!

ROACH COACH -- (hits the parking lot at 0800), breakfast sandwiches, pastries coffee, juice, and fresh fruit!!!

FAST LUNCH

RUNWAY SUBS (248-1818) & **UBONTHAI** (258-1331)--(just off base - quick to eating, food to go, or delivery)

LUNCH

KEGSOUTH -- (east side of US 1, just north of Biscayne Dr), standard burgers and beer.

SPORTS PAGE -- (on Campbell Dr east of US 1), standard sandwich fare with outstanding grilled dolphin or grilled chicken sandwiches.

COOPERS -- (west side of US 1 in downtown Homestead), southern home-style cooking plus deli at its finest. Will deliver to the base (242-8740).

POLLO TROPICAL -- (east side of US 1 at Campbell Dr and US 1), rotisserie chicken with black beans & rice, fried bananas, yuca, etc. - excellent!!!

THE CUBAN PLACE -- (ask any full-time MAKO pilot for directions), Cuban food to die for, cheap, with cafe' cubano for dessert!!

EL TORO TACO -- (downtown Homestead on Krome Ave), best Mexican food in South Florida. Try the "fiesta platter," but bring your own beer, booze, margarita mix, and blender (they have an extension cord).

SHIVERS -- (east side of US 1 just north of Moody Dr), best barbecue in South Florida - great barbecued ribs and chicken plus great side dishes. Sit on picnic tables and pig out!!!

EVENING DINING

CAPRI (east side of US 1 in Florida City), great well-prepared Italian food, large glasses of red wine, and reasonable prices. The prime rib special (call for the night, 241-1542) is to die for.

NOTE: Many lunch places listed above are great for dinner also.

Directory

All Ranks Club Bldg. 401, Phone: 224-7517

Office: Monday - Friday 7 a.m. - 4 p.m.

Lunch: Monday - Friday 11 a.m. - 1 p.m.

Sandwich bar: Monday - Friday 5 - 8:30 p.m.

Casual Bar

Monday -Thursday 4 - 9 p.m.

Friday - Saturday 4 p.m. - Midnight

Sunday Closed

UTA Schedule

Breakfast: 6 - 8 a.m.

Lunch: 11 a.m. - 1 p.m.

Dinner: Saturday 4 - 6 p.m.

Lodging Bldg. 479, Phone: 224-7168

Reservation desk:

Monday -Thursday 7 a.m. - 11 p.m.

Friday 7 a.m. - Sunday 11 p.m.

Sport and Fitness Bldg. 481, Phone: 224-7091

Monday - Friday 10 a.m. - 3 p.m.

Shoppette/Class Six Bldg. 344, Phone: 257-5719

Monday -Friday 9 a.m. - 5:30 p.m.

Saturday - Sunday 10 a.m. - 3 p.m.

UTA Schedule

Saturday - Sunday 10 a.m. -4 p.m.

Omega World Travel, Bldg. 360, Phone: 224-7051

Monday - Friday 7 a.m. - 4 p.m.

Saturday - Sunday 9 a.m. - Noon

24 Hour emergency beeper 1-800-719-3516

Barber Shop Bldg. 401, Phone: 224-7362

Monday - Friday 9 a.m. - 5 p.m.

Saturday 8:30 - 1:30 p.m.

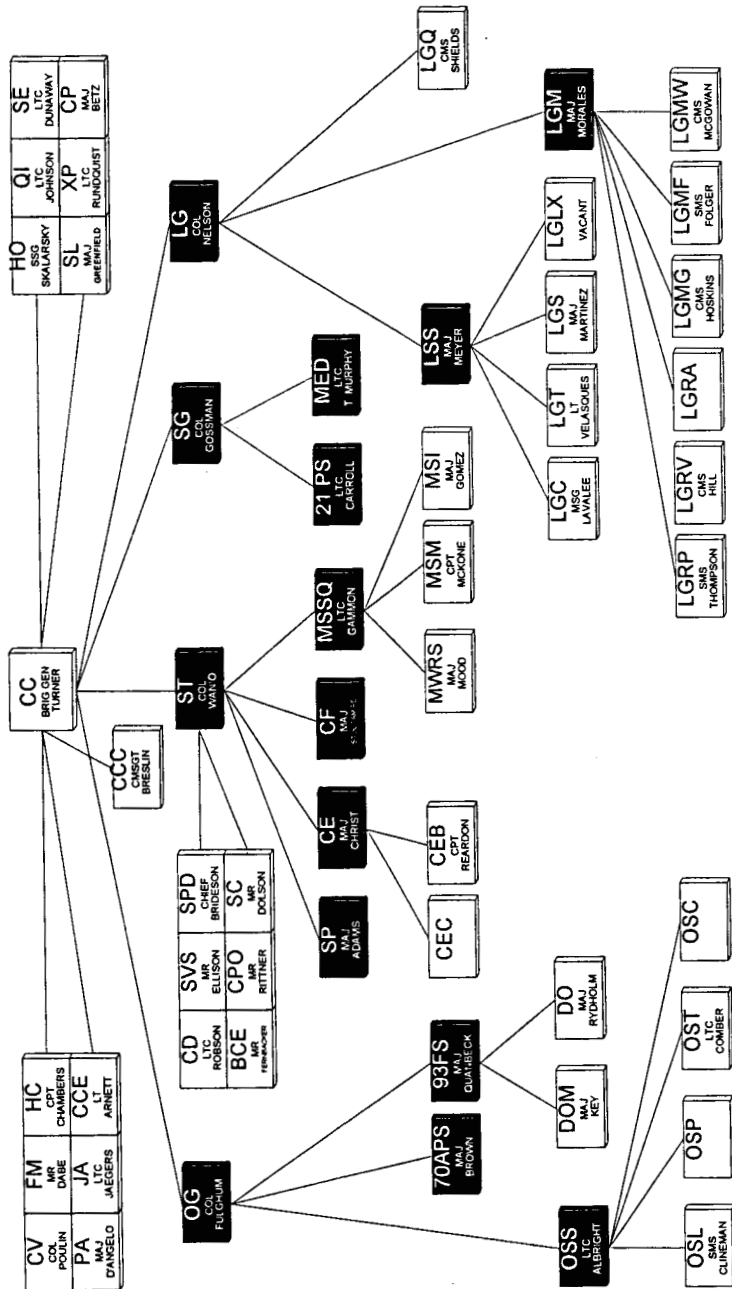
Laundry/Dry Cleaning Bldg. 360, Phone: 224-7095

Monday - Friday 9 a.m. - 5 p.m.

Saturday 10 a.m. - Noon

UTA Schedule

Saturday 9 a.m. - 2 p.m.



AS OF
0 JULY 199

Leisure

Sport and Fitness Center



The Sport and Fitness Center has a complete array of nautilus and weight lifting equipment. The center also sponsors intramural sports throughout the year.



Family Readiness Program

Don't forget to stop by and visit. In addition to the fine hospitality you can pick up some brochures and maps to help make your stay in Florida enjoyable.



Fighter's pilot guide to fine dining and pleasures...

Courtesy of 93rd Fighter Squadron

Once again, welcome to Homestead Air Reserve Base. On behalf of the Mako's, we'd like your stay to be enjoyable and uneventful. The following list of restaurants and bars are places within 30-45 minutes driving that we frequent and enjoy.

Despite what you read or hear about Miami, it's a great city, not only because it borders on the Atlantic Ocean and Gulf Stream, but also because of its close proximity to the Florida Keys. Fresh fish, lobster, stone crab claws, Spanish cuisine, international fair, as well as good southern cooking are available everywhere. Because South Florida and Miami are very European, prices for eating and drinking are similar: semi-expensive.

HOMESTEAD AREA DINING

BREAKFAST

ANGIES -- (west side of US 1 in Florida City) Southern cooking and huge breakfast servings, your body is limited to 3 G's after eating here!

COOPERS -- (west side of US 1 in downtown Homestead), same as "Angies"

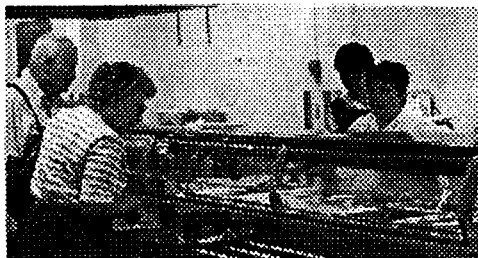
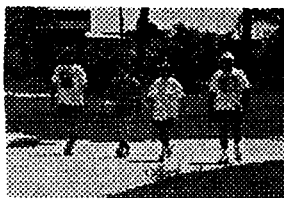
Leisure

storms are a fact of life during the summer, and the occasional cold front (with temperatures sometimes down to near freezing) can be expected during the winter. Hurricanes are generally self-explanatory.

What's available on base:

All Ranks Club

Provides all amenities as any other base club. All club cards honored and check cashing privileges available. Enjoy the wide selection of lunch and a brisk walk around the jogging course in back of the club. And after, stop by the club for drinks.



Shoppette and Class Six

The shoppette and class six have a wide assortment of goods, including a military clothing sales section.

Directory

482nd Fighter Wing

Commanders and Key Personnel

Organizaiton	Rank/Name	Duty Phone
482FW/CC	BGEN Turner, James L.	7002
482FW/CV	COL Poulin, Allan R.	7312
4820G/CC	COL Fulghum, Steven R.	7255
482SPTG/CC	COL Wanio, Anton J.	7306
482LG/CC	COL Nelson, George F.	7218
482MDG/CC	COL Gossman, John R., Jr.	7309
93FS/CC	MAJ Quanbeck, Gordon,	7421
482OSF/CC	LTC Albright, Robert P.	7020
70APS/CC	MAJ Brown, Herbert L., Jr.	7505
482CES/CC	MAJ Christ, Matt A.	7094
482CF/CC	MAJ Staoutamire, David L.	7314
482MSS/CC	LTC Gammon, Thomas V.	7143
482MSS/DPM	CPT McKone, Tammy A.	7415
482SPS/CC	MAJ Adams, William D.	7531
482LSS/CC	MAJ Morales, Jorge J.	7148
482MS/CC	MAJ Meyer, Rex R.	7149
482MED SQ/CC	COL Murphy, Thomas E.	7307
301RQS/CC	COL Carper, Oral W.	DSN854-2218
822ASTS/CC	LTC Carroll, John E., Jr.	DSN854-4005

Directory

Office	Name	Title	Room	Phone
Command Section		Box 10	Bldg. 360	
CC	Turner, James L., Brig. Gen.	Commander	101	7002
CV	Poulin, Allan R., Col.	Vice Commander	102	7126
CCE	Arnett, Raymond L., 1Lt.	Executive Officer	101	7137
CCC	Breslin, John H., CMSgt	Senior Enl Adv	102	7059
QI P.O. Box 15				
QI	Johnson, Kenneth, Lt. Col.	Quality Mgr	102	7015
FAX: 7024				
Command Post		Box 38	Bldg. 360	
CP	Betz, Gilbert, Maj.	Chief		7389
CP	Morris, Sara B., MSgt.	NCOIC		7390
MOC	Davis, Maureen, TSgt.	Maint Op Control		7242
FAX: 7702				
Public Affairs		Box 46	Bldg. 360	
PA	D'Angelo, Robert S., Maj.	Chief	116	7303
PA	Dermarderosian-Smith, Laura	Editor, <i>FlightLines</i>	117	7263
FAX: Primary-7302; Alternate				
Safety		Box 37	Bldg. 360	
SE	Dunaway, Joseph, Lt. Col.	Chief, Safety	139	7333
SEG	Barnett, Jeffrey, MSgt.	NCOIC	139	7354
FAX: 7024				
Judge Advocate		Box 7	Bldg. 360	
JA	Rosenbloom, Robert	Gen Counsel	103	7063
JA	Jaegers, Robert, Maj.	Staff Judge Adv	103	7063
FAX: 7024				
Social Actions		Box 18	Bldg. 360	
SL	Greenfield, Paul, Capt.	Chief	119	7093
Chaplain		Box 17	Bldg. 360	
HC	Chambers, William, Capt.	Chaplain	119	7093

Leisure

Welcome to South Florida...

Homestead Air Reserve Base is situated approximately 30 miles south of Miami and about 20 miles north of Key Largo. The main routes to both Miami and the Florida Keys are the Florida Turnpike and U.S. Route 1. Key West is approximately 130 miles away and usually requires at least a 3-hour drive.

The city of Homestead, founded between 1900-1907, has a current population of approximately 21,000. Agriculture remains the predominant source of income in the Homestead - Florida City area, followed by Homestead ARB itself, and tourism.

Homestead is adjacent to the Upper Keys (Key Largo to Marathon), which is the only living coral reef in the continental United States. Diving and snorkeling in Pennekamp State Park in Key Largo can be spectacular.

Other parks include Homestead Bayfront Park and Marina on Biscayne Bay (near the base), Biscayne National Park, Everglades National Park, and Crandon Park on Key Biscayne. These areas provide opportunities for fishing, water sports, tennis, diving, picnics and camping.

South Florida is famous for its variety of fresh seafood and many fine seafood restaurants can be found within an hour's drive from the base.

Generally speaking, the Florida "Gold Coast," stretching from Miami to Palm Beach, is famous for its beaches, luxury hotels, night life, and a variety of sports and recreation. Orlando and Tampa are within a half-day driving distance and feature attractions such as Walt Disney World/Epcot Center, MGM and Universal Movie Studios, Sea World, and Busch Gardens/Dark Continent.

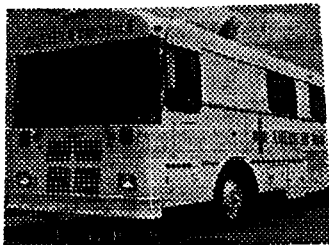
The Miami-Dade Metro Zoo, located 20 minutes from the base, is one of the foremost zoos in the world. Exotic animals roam about, without cages, in an environment much like their natural habitat. The Miami Seaquarium, near Key Biscayne, offers similar opportunities to view marine life and to visit the original set of the TV/movie series "Flipper." Parrot Jungle and Gardens, just 15 minutes away, offers a wide variety of parrots and plant life and is perfect for a day's family outing.

Climate

South Florida has a beautiful climate all year round. Summers are hot and humid (90+ degrees during the day with warm nights) and winters are sunny and generally warm (70-85 degrees during the day with some cool nights). Afternoon thunder-

Community Spirited

A little extra... at the airport loading food and medical supplies to Haiti...donating money to Georgia flood victims...giving food to migrant camp families for the holidays...broadening horizons of children...giving blood...victims of hurricane giving to other victims...giving a little extra.



Directory

Office Name	Title	Room	Phone
Budget/Reserve			
		Box 66	Bldg. 360
FM	Corky, Dabe	Comptroller	108 7004
FMB	Sable, Christiane	Budget	108 7377
FMFT		Travel	108 7060
FMFP	LaFrance, Gina, SSgt.	Mil Pay Supvr	106 7005
FMA	Demars, Sara	PBAS/TBAS	106 7004
FMFC	McCauley, Sherlyn	Com Svcs	106 7427

FAX: 7010

Recruiting

RS	Martinez, Tony, MSgt.	Senior Recruiter	137 7360
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FAX: 7414

Combat Plans

		Box 40	Bldg. 360
XP	Rundquist, David, Lt. Col.	Combat Plans	142 7034
XP	Doto, Janet, MSgt.	Combat Plans	141 7033

FAX:

Support Group

		Box 7	Bldg. 402
CC	Wanio, Anton, Col.	Commander	106 7306
CD	Robson, Ronald, Lt. Col.	Deputy Cmdr	7306

FAX: 7024

Mission Support Squadron

		Box 19	Bldg. 402
CC	Gammon, Thomas, Lt. Col.	Commander	7019
CCE	Morgan, Carolyn, Maj.	Support Staff	7011

FAX:

Military Personnel Flight

		Box 69	Bldg. 360
DPM	McKone, Tammy, Capt.	Chief, MPF	133 7415
DPMP	Jackson, Barbara, CMSgt.	Chief, Customer Spt	130 7434
DPMA	Bruno, Anthony, CMSgt.	Chief, Rel/Employ	130 7475
DPMPE	Symons, Wanda, TSgt.	Career Enhancement	122 7304
DPMD	Malone, Carl, TSgt.	Chief, PSM	123 7256

FAX: 7221

Directory

Office	Name	Title	Room	Phone
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Information Mangement	Box 49	Bldg. 360		
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MSI	Gomez, Leonard, Maj.	IM Officer	132	7359
MSI	Hackett, Marilyn, SMSgt.	Chief, IM	131	7340
MSIA	Aviles, Angel	BITC Mgr	129B	7411
MSIR	Hoffa, Doug	Reprod & Graphics	129A	7130

FAX:

Communications Flight	Box 39	Bldg. 402		
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CC	Stoutamire, David, Maj.	Commander	135	7370
CF	Cook, William, TSgt.	Flt Supv	135	7370

FAX:7185

Base Civil Engineers	Box 58	Bldg.		
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CE	Fernbacker, John	Base CE		7323
CEF	Grier, Jacob	Chief Fire Dept	Bldg. 706	7400

FAX: CEF-7705

Civil Engineering Squadron	Box 68	Bldg. 133		
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CC	Christ, Matt, Maj.	Commander		7445
CEA	Whitlow, Chester, SMSgt.	Program Analyst		7445
CEB	Tauber, John, MSgt.	Disaster Prep		7342

FAX:

SPTG/SP (DOD)	Box 67	Bldg. 184		
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SP	Brideson, Charles	Chief, SP		7201
SPO	Lutz, Mary Ann	Chief, OP		7187

FAX:7239

Security Police	Box 57	Bldg 101		
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CC	Adams, William, Maj.	Commander		7250
SPA	Schramm, Fred, TSgt.	Sec Pol Admin		7250

FAX:

Civilian Personnel	Box 79	Bldg. 402		
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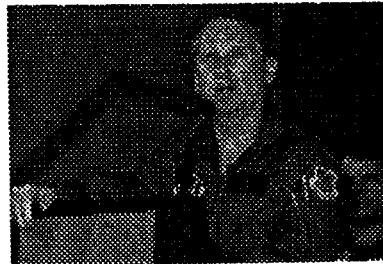
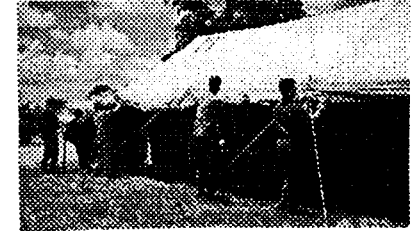
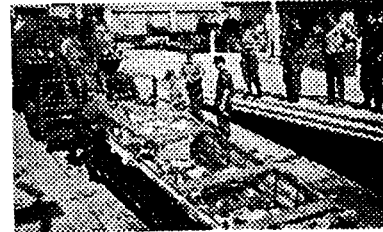
DPC	Rittner, Ken	Civ Per Officer		7061
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FAX:

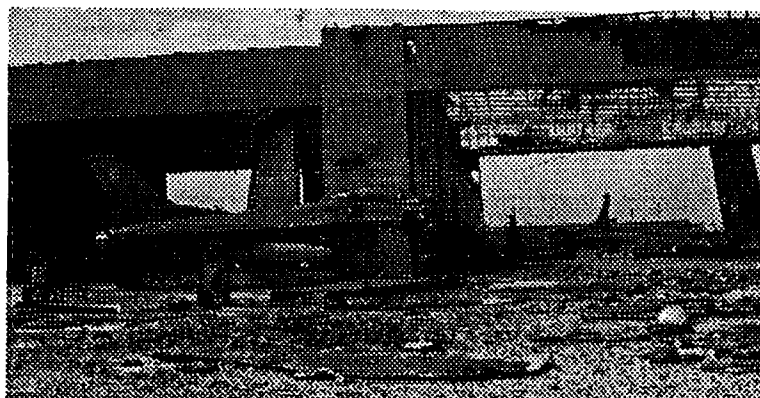
Taskings

The taskings...

hauling Cuban rafts... to hosting distinguished visitors from Presidents Bush and Clinton, to Dr. Sheila Widnall, to Gen. Clossner...building tents in preparation for future taskings...hosting air show...supporting troops for Haitian invasion.



Hurricane Andrew



Directory

Office	Name	Title	Room	Phone
Communications Systems Box 39 Bldg. 354				
SC	Dolson, James	Com Sys Officer	105	7219
SC	Scherer, Gary	Com Sys Mgr	103	7042
FAX: 7046				
Operations Group Box 20 Bldg. 360				
CC	Fulghum, Steve, Col.	Commander	143	7459
CY	Fosnot, Robert, Lt. Col.	DepCmdr	143	7255
OGV	Connelly, Jack, Lt.Col.	Stan/Eval	Bldg. 596	7529
FAX: OG--7255; OGV--7523				
Operations Support Box 20 Bldg. 360				
CC	Albright, Robert, Lt.Col.	Commander	149	7020
OST	Deras, Dave, Maj.	Weapons & Tactics	149	7026
OSP	LaPointe, Ronald, Lt.Col.	EWO	149	7026
OSF	Moreno, Daniel	HOSM	149	7020
OSA	Comber, William	Air Field Mgr	Bldg. 718	7072
FAX: OSS--7026; OSA--7512				
93rd Fighter Squadron Box 77 Bldg. 596				
CC	Quanbeck, Gordon, Maj.	Commander		7526
DO	Rydholm, Derek, Maj.	Operations Officer		7526
FAX: 7253				
93rd FS Maintenance Unit Box 77 Bldg. 200				
DOM	Key, Robert, Maj.	Commander	3	7266
DOM	Kountz, William, 2Lt.	Maintenance Officer	3	7247
DOM	Skipper, Larry, CMSgt.	NCOIC	4	7246
FAX: 7261				
70th Aerial Port Squadron Box 78 Bldg. 588				
CC	Brown, Herbert, Maj.	Commander		7505
TRE	Caldwell, Larry, MSgt.	Sr ART	122	7506
FAX: 7491				

Directory

Office	Name	Title	Room	Phone
Logistics Group		Box 80	Bldg. 187	
CC	Nelson, George, Col.	Commander		7218
LGX	Wood, James, Capt.	Exec Off		7148
LGLT	Desbiens, Robert, CMSgt.	Training		7227
LGQ	Baker, Randy, SMSgt.	QA		7065

FAX:

Maintenance Squadron		Box 80	Bldg. 187	
LGM	Meyer, Rex, Maj.	Maint Sq Cmdr		7149
LGR	Hoskins, Norman, CMSgt.	Maint Supvr		7180
LGR	Hill, James, CMSgt.	Avionics Supvr		7146

LGMW	McGowan, James, CMSgt.	Muntions Supvr		7461
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FAX:

Logistics Support Squadron		Box 80	Bldg. 618	
CC	Morales, Jorge, Maj.	Commander		7149
LGT	Hackett, Michael	Trans Officer	P.O. Box 60	Bldg. 211 7231
LGC	Reed, Gloria	Contracting Officer	P.O. Box 50	Bldg. 360 7066
LGS	Barker, Richard	Chief, Supply	P.O. Box 70	Bldg. 618 7086

FAX: LGC--7055; LGS--7080

Medical Group		Box 76	Bldg. 756	
SG	Gossman, John, Col.	Commander	123	7309
SGS	Wills, William, CMSgt.	Administrator	122	7309

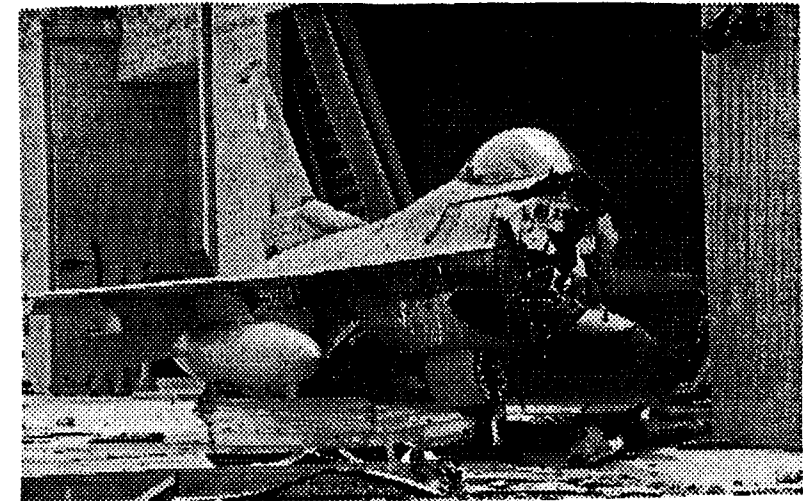
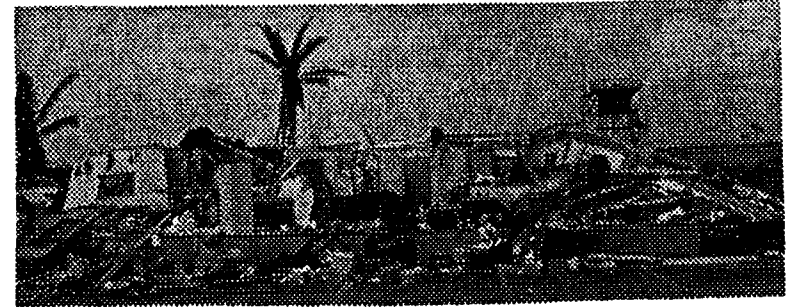
Medical Squadron

SG	Murphy, Thomas, Col.	Commander	121	7307
SGS	Roach, Joy, TSgt.	Mgt Asst	124	7310

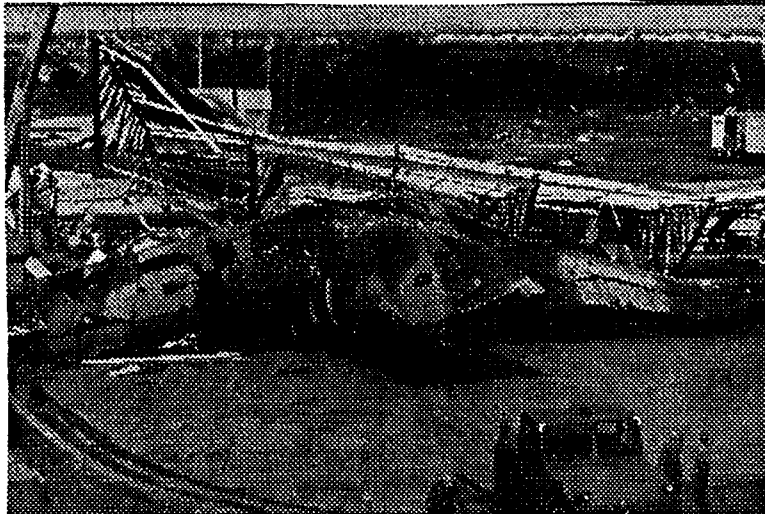
FAX: 7401

822 ASTS		Patrick AFB, FL		
SGA	Wojciechowski,	Chief	DSN854-4009	
SGA	Jones, Elizabeth, MSgt.	Health Svs Mgr	DSN854-4005	

Hurricane Andrew



Hurricane Andrew



482nd Fighter Wing

Commander

Gen. Turner was commissioned as a second lieutenant through the Air Force Reserve Officer Training Corps in 1965.

He is a command pilot with more than 3,500 flying hours in the F-4D, F-105D, F-100 and F-16. Gen. Turner has served on active duty and in the Air Force Reserve and Air National Guard and is currently an Air Reserve Technician (ART) -- Air Force reservist and a full-time federal civilian employee.

His educational background consists of: BA in education from University of Arkansas; Squadron Officer School; MA in education, Laredo State University; Air Command and Staff College and Air War College.

His awards: Legion of Merit; Meritorious Service Medal; Air Force Commendation Medal with oak leaf cluster; Presidential Unit Citation; Air Force Outstanding Unit Award with two oak leaf clusters; Combat Readiness Medal with three oak leaf clusters; National Defense Service Medal with service star; Armed Forces Expeditionary Medal; Air Force Longevity Service Sward Ribbon with three oak leaf clusters; Armed Forces Reserve Medal and Small Arms Expert Marksmanship Ribbon



Brigadier General James L. Turner

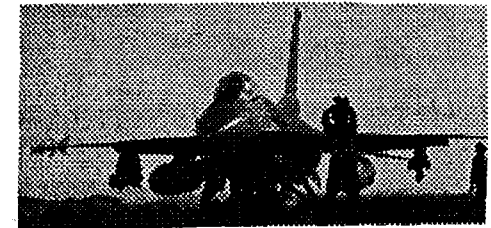
Wing History

The mission of the 482nd Fighter Wing - and its subordinate flying, civil engineering, medical and combat support units - is to train and equip reservists to respond immediately to wartime and peacetime taskings as directed by the Air Force, the Department of Defense and the President of the United States.

The wing specifically trains for:

world-wide mobility
world-wide deployment
world-wide employment

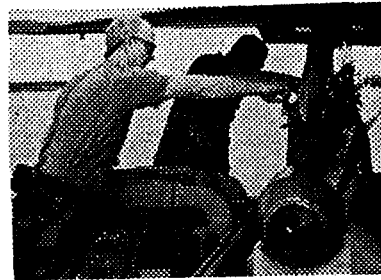
The unit is equipped with F-16A "Fighting Falcon", multi-role fighter aircraft assigned to the subordinate 93rd Fighter Squadron at Homestead Air Reserve Base, Florida.



482nd Fighter Wing

Excellent year-round flying weather and accessibility to prime supersonic training airspace and gunnery ranges defines the role of the 482nd Fighter Wing as host to numerous Weapons Training Deployments (WTD) by visiting fighter units throughout the year.

The strategic location of Homestead Air Reserve Base on the rim of the Caribbean Basin results in a variety of taskings related to Caribbean contingency operations such as Haiti, Guantanamo, and Panama.



Recap:

On August 24, 1992 -- Hurricane Andrew day -- approximately half the aircraft belonging to the 93rd Fighter Squadron were deployed on a training exercise to

Aviano Air Base near Venice, Italy, along with approximately 300 Air Force Reserve personnel. Most of these reservists returned to devastated homes



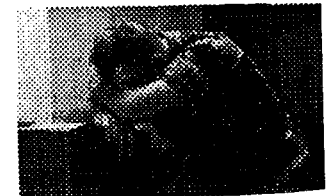
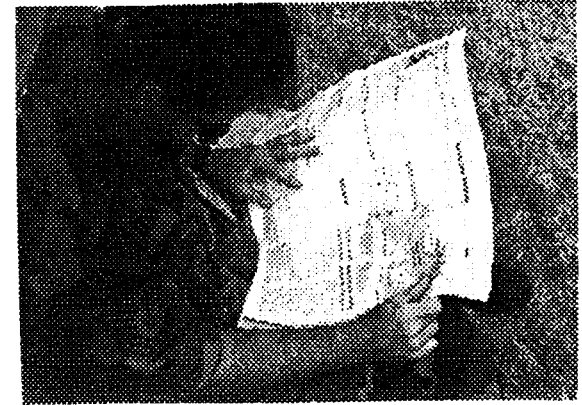
and highly-stressed families.

The rest of the remaining 93rd FS aircraft were evacuated on Sunday, August 23, to the usual "hurri-vac" base - Robins AFB near Warner-Robins, Georgia.

Two aircraft, which were down for routine maintenance, could not be flown

Hurricane Andrew

While deployed in Italy...processing to leave...while reading about the devastation to your home...feeling the stress...well wishers...working to maintain unit status and keeping the Christmas spirit.



Base Update

Physical fitness buffs will be happy to learn that the fitness center is scheduled to get a facelift. Unfortunately, current funding falls approximately \$1 million short of the required amount and alternatives are being investigated. Contract award is scheduled for July 1995.

Pointing to a marked-up base map, Richardson pointed out, "The base theater has been bulldozed and cleared. The bowling alley is on property that will go to Dade county — its use is up to them.

He said the First National Bank of Homestead will continue to stay open as it has been, and the Pan American Federal Credit Union (formerly the Homestead Air Force Base Credit Union which converted to Florida Horizons Credit Union has now merged with Pan American Credit Union) will reopen at a later date. Both banking facilities own their buildings and are now taking steps to purchase the land..

Richardson is quite optimistic that with proper management, the joint use military/civilian base will be a viable operation. He said it will probably be at least five years, before the county will realize a profit from this long-term investment in the future of deep south Dade county and its tremendous potential.

For the Department of Defense, the reserve base has already reiterated its strategic value as a vital staging area, as evidenced by its logistical support of the recent Haiti operations.

482nd Fighter Wing



out and remained in a hanger at Homestead AFB. Remarkably, although the hanger was destroyed around them, the aircraft remained virtually undamaged by the storm. Both are currently flying.

Upon their return from Italy, all of the Homestead-assigned aircraft belonging to the 93FS - including those evacuated to Georgia - were assembled under

the care of the other 482nd FW flying operation at Wright-Patterson AFB near Dayton, Ohio. The unit conducted temporary flying operations out of Wright-Patterson AFB and other bases for several months in order to maintain combat readiness - despite the loss of their home airfield.

In March 1993, the 93rd FS and its supporting maintenance units, along with the 482nd Fighter Wing headquarters and administrative support units, were temporarily assigned to MacDill AFB, Florida - pending the outcome of the Base Realignment and Closure Commission (BRACC) recommendation concerning Homestead AFB.

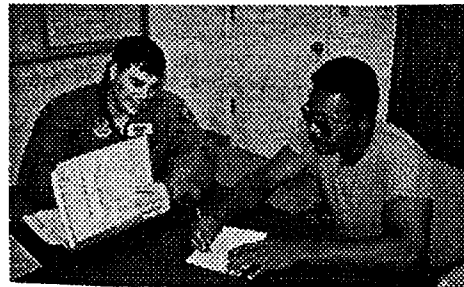


As a result of the 1993 BRACC recommendation to re-align Homestead AFB rather than close it, the 482nd Fighter Wing returned to South Florida and established Homestead Air Reserve Base on April 1, 1994.



482nd Fighter Wing

Doing the job...



Base Update

the early 1996 time frame. The contract, already awarded, is now being modified.

U.S. Customs will completely rebuild its complex on a 30-acre site within the cantonment. The facility will support its fixed-wing Citation aircraft and Blackhawk helicopters. Construction is expected to start about March 1995 and completed by mid-1996.

A new control tower is being build just north of the fire station. The \$2.5 million project is scheduled for completion by September 1995. Meanwhile, air traffic controllers operating out of portable trailers continue to direct on-going HARB flight operations.

In regard to the golf course he said, the future of the course is undetermined. However, given the shortage of recreational parks in deep south Dade, he felt the county may make it a park. Nearby residents supported use of the former golf course as a park. Faced with an estimated golf course rehabilitation cost of \$1.3 million, the county and private golf course developers have not expressed serious interest in the parcel.

The base housing area surrounding the golf course and in the vicinity of the officer's club is completely leveled. A contract to demolish the California housing units in the northwest quadrant bounded by the north gate and west gate has been awarded and demolition and cleanup should be done by next summer.

Richardson said what used to be the commissary building will be converted into an AAFES (Army and Air Force Exchange Service) BXmart, the second test facility of its type in the United States. Originally, a pre-Christmas opening was optimistically anticipated, but a detailed, on-site structural analysis revealed that the "quick fix" was not possible.

A BXmart grand opening is presently programmed for April 1995. Meanwhile, other base facilities such as the shopped/Class Six store, barbershop, laundry/dry cleaning and All Ranks Club are fully operational. The pass and ID office is also open. Facility hours can always be found on page three of the weekly *FlightLines*.

There is nothing new to report about the pharmacy, because federal law precludes the establishment of medical facilities at a military base unless active duty forces are permanently stationed there. Tri-care and mail-in prescription information will be made available in *FlightLines* as it becomes available for dissemination. (See November 11 issue).

The conference center (Turner Hall), the former base exchange, and four dormitories will be turned over to the Department of Labor for a Job Corps Skills Training Center. The 35-acre site will also include the former child-care center, youth activities center, recreation center, swimming pool and the Tropical Gardens (base enlisted dining facility).

Base Update

Where the base stands now...

by Tony DeMarco

FlightLines Freelance Writer

In Homestead Air Force Base's Turner Hall, the former USAF Conference Center, Mike Richardson sits in a small cubicle keeping track of some multi-million dollar projects.

As the Department of Defense Base Transition Coordinator for Homestead Air Force Base, retired USAF Colonel Richardson is responsible for expediting the transition of the base to a joint use (military/civilian) airport. His role is to serve as an ombudsman for the local community and to speed redevelopment by "cutting red tape" at every opportunity.

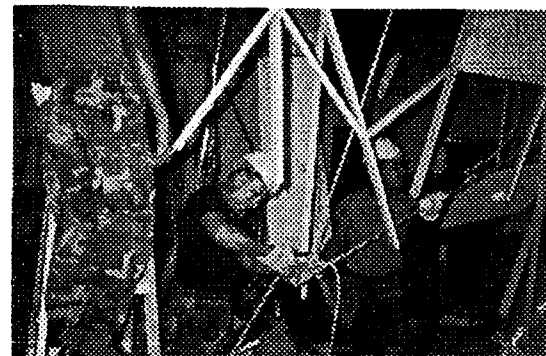
In an update interview, Richardson, the former 31st Fighter Wing Deputy Commander for Resource Management, shared the status of base projects which are of prime interest to reservists, retirees, base employees and the local south Dade community. He did not go into micro-detail about dormitories, roads, perimeter fencing and a myriad of other essential support facilities. Instead he geared his remarks to more visible projects.

Richardson was quick to point out that the prime DoD base-tenant is the 482nd Fighter Wing and its subordinate reserve squadrons. The wing has a series of projects designed to upgrade and consolidate its facilities in the cantonment area; namely, its maintenance and operations facilities, plus POL (petroleum, oil, lube) operations, base supply, ACMI/pod shop, civil engineering complex, liquid oxygen storage and aircraft ground equipment facility. This work should be completed by mid-1996.

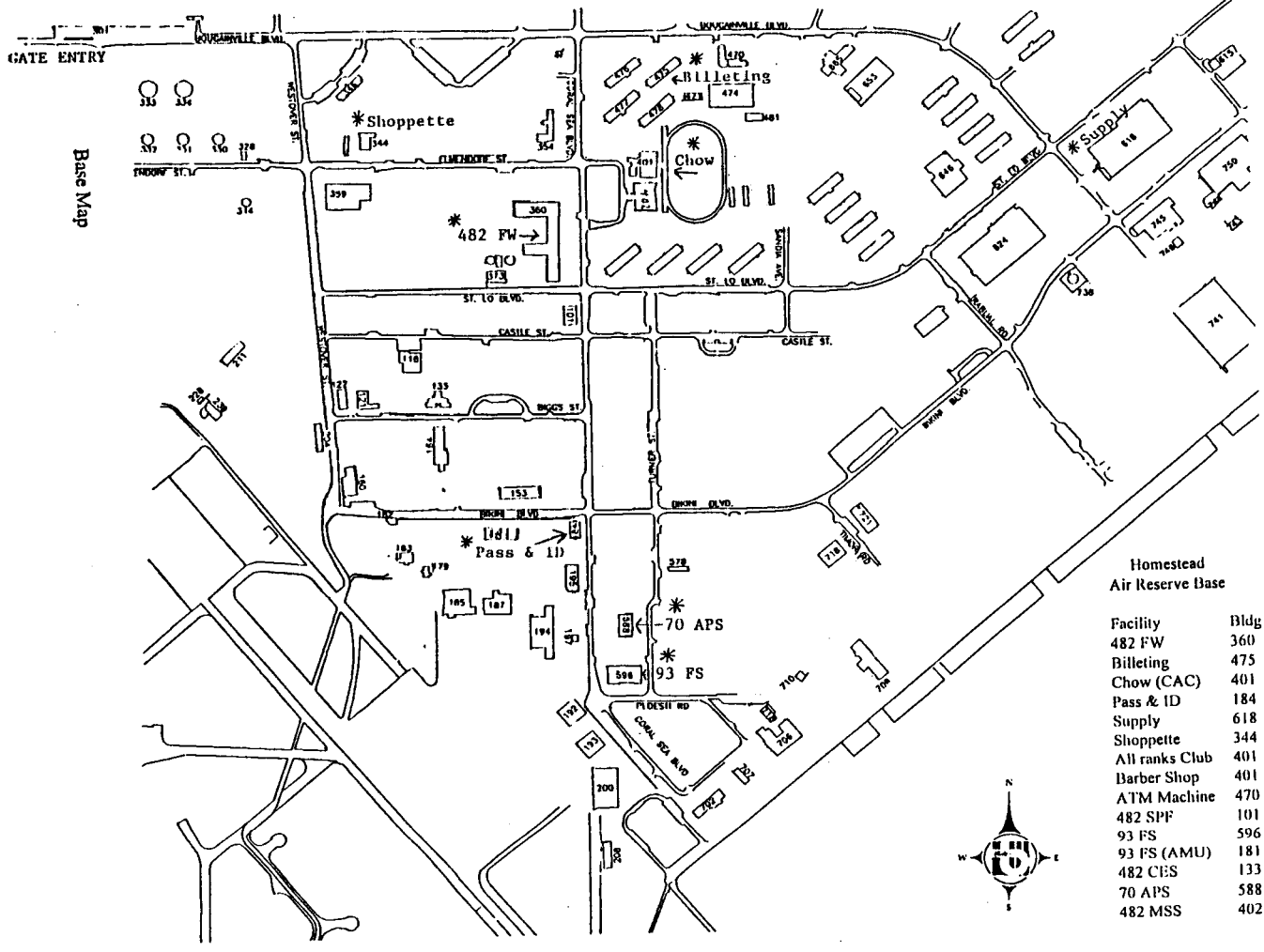
The 301st Rescue Squadron, a pre-Andrew base tenant, is presently positioned at Patrick AFB, Cocoa Beach, Fla.. The reserve squadron, with its Hercules HC-130s and its Blackhawk HH-60 helicopters, is scheduled to return to Homestead Air Reserve Base in mid-or late 1996. New hangars plus support and operations buildings will be built for the 301st using special Hurricane Andrew recovery funding. These units will be located within the Air Force Reserve cantonment area.

Another aviation asset returning to HARB and planned to be in its own cantonment area is Detachment 1, 125th Fighter Interceptor Group (ANG), 2-3 F-16 fighter-interceptors of the Florida Air National Guard. It is presently located at Naval Air Station Key West, Boca Chica Key. Due to additional structural requirements, reconstruction of the full-alert facilities for the air intercept unit has been delayed until

482nd Fighter Wing

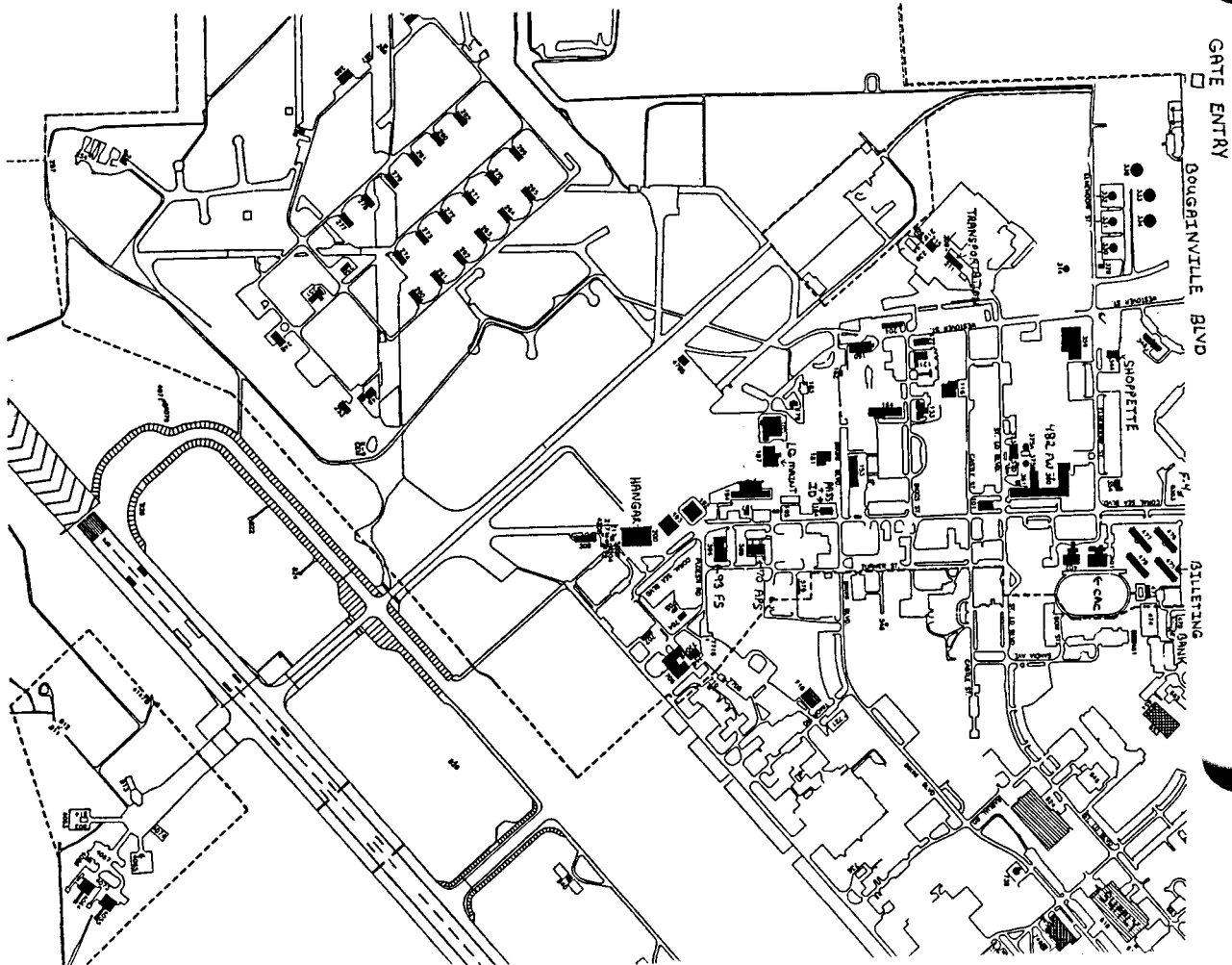


Largest quality management class conducted while deployed to MacDill AFB.



Homestead
Air Reserve Base

Facility	Bldg #
482 FW	360
Billeting	475
Chow (CAC)	401
Pass & ID	184
Supply	618
Shoppette	344
All ranks Club	401
Barber Shop	401
ATM Machine	470
482 SPF	101
93 FS	596
93 FS (AMU)	181
482 CES	133
70 APS	588
482 MSS	402



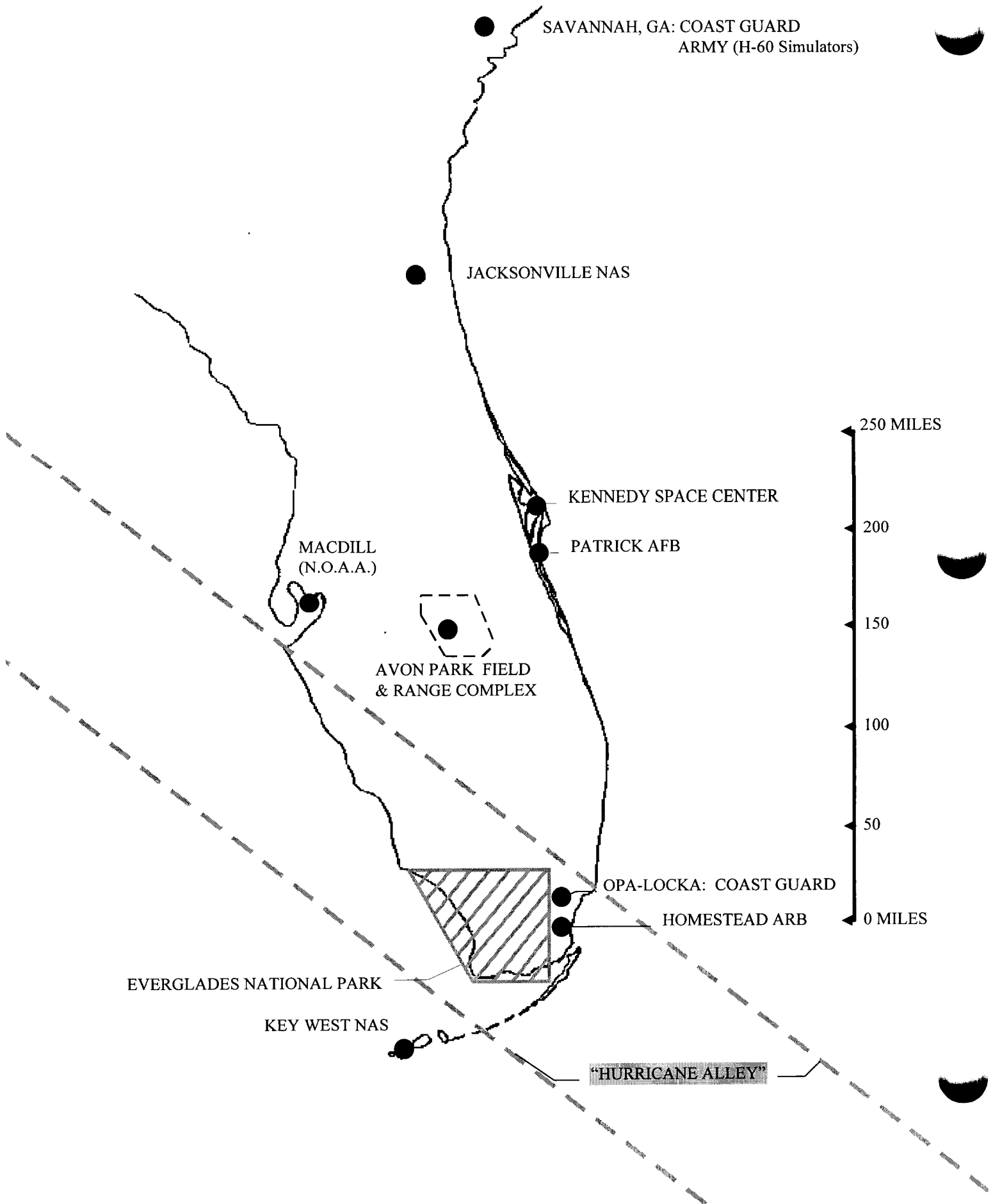


301st Rescue Squadron

Patrick AFB, FL

1995 BRAC Information Pamphlet

EASTERN FLORIDA AND IT'S FEDERAL AVIATION LOCATIONS



This Document is meant to be a supplement to the **301st Rescue Squadron Public Affairs** informational pamphlet, which contains background information required to understand the following information.

This document is prepared by the Brevard Citizen Airmen and does not reflect any Department of Defense official positions. The information contained here-in was compiled from public sources on private time.

The Brevard Citizen Airmen Endorses the Department of Defense recommendation for the Redirect of the 301st Rescue Squadron citing the following reasons:

- **Military Value**

1. The current and future mission requirements and the impact on operational readiness on the DOD's total force.

In 1958 the DOD agreed to provide support to NASA upon the formation of NASA. Part of this support was and continues to be search and rescue and range safety surveillance. Until recently this obligation was fulfilled by a combination of Active Duty forces and Air Reserve Components. With rescue force demands placed on active duty squadrons a critical shortage developed. Some of these shortages were "filled in" by the Reserves during Desert Storm, and other Contingency operations. The increased pace of required support and reductions in force caused the active duty to seek other alternatives. One alternative was to create a larger active duty force. This was a costly alternative, and ways to reduce this cost were sought. One obvious solution was to free an active duty squadron already in existence of its NASA commitments. This was possible due to the co-location of a like reserve rescue squadron that was already somewhat involved in Shuttle Rescue. Thus the 301st's role in Space Operations has expanded to include up to six airframes-- HC130 and HH60 -- and includes range surveillance for The Eastern Missile Test Range an Air Force mission. This is being accomplished without any reduction in combat capability, and, in fact, has added an entire combat rescue squadron to the force. There would be increased cost to the American Taxpayer if this unit were to relocate elsewhere. Although hard to measure, response to the primary customer would also undoubtedly suffer. Approximate cost to taxpayers: \$ 1.5M per year *EXTRA*. Also of concern is the amount of time required to regain full combat capability after another 301st RQS move. Much hard work was accomplished after the hurricane to regain full combat capability. Another concern: recruiting of qualified talent. Central Florida has five population centers to draw recruits from, all within commuting distance. This has caused our recent growth to be relatively painless. With most active duty draw-downs complete, future combat readiness could be affected by limiting the recruiting area.

2. The availability and condition of land, facilities and associated airspace at both the existing and potential receiving locations.

Facilities at Homestead Air Reserve Base are presently non existent. All 301st RQS buildings would have to be constructed. Some 301st shops would be integrated into 482nd Fighter Wing facilities. Ramp space is limited for military use. Future prognosis is likewise limited. As the commercial side of Homestead expands pressure to liberate more ramp space will most likely occur. This is illustrated by present pressures at Chicago-O'Hare, Pittsburgh, Albuquerque, Portland, Suffolk County, and numerous other Air Reserve Component Bases. Airspace to perform our tactical training missions in south Florida is extremely noise

sensitive due in part to environmental concerns in the Everglades. Miami center airspace extends to the north end of Homestead's runway. As commercial activities increase at the field, training at the field for pilots and airdrop activities will have to cease. Closest alternatives are at Avon Park not reachable in the normal time allotted for most training flights. This will seriously hamper 301st's ability to maintain combat proficiency.

Although adequate facilities do not exist at Patrick Air Force Base, many facilities do presently exist and the 301st has established a symbiotic relationship with many of its active duty counterparts. The present facilities allow the squadrons mission to be performed and in fact have allowed the squadron to grow. These facilities are large but are in need of repair and expansion. Airspace is far more accessible from Patrick AFB, and supported by 45th Space Wing. Training routes are easily accessed with tie-in to Avon Park, now the primary training area for the 301st. Airfield restrictions are few, with the exception of airfield closure to fixed wing operations after 2300. This same training environment serves the two active duty rescue squadrons well. With the exception of McDill AFB's curtailment of operating hours at Avon Park the prognosis for future combat training operations is good.

3. The availability to accommodate contingency, mobilization and future total force requirements at both the existing and potential receiving locations.

Although contingency rampspace is plentiful now at Homestead this will undoubtedly change upon the airports conversion to business uses. The 482nd is not fully staffed or equipped at present to handle a simultaneous mobility and deployment of both units. Future support would not change significantly unless active duty or reserve manpower were used to augment a deployment.

Patrick AFB and the 45th Space Wing have already augmented the 301st with mobility training and supply support. At a recent 301st Mobility exercise on a UTA weekend the 45th SW sent numerous observers to monitor and make suggestions for improvement. Patrick runways have supported numerous contingency aircraft operations handling C-5s and C-141s over the last several months. In a word active duty support has been and expected to continue to be excellent.

4. The Cost and Manpower implications

The cost of a redirect to Patrick AFB of the 301st RQS is far less than a move to anywhere else would be due to the squadron being already in place there. The cost of new facilities at Homestead is estimated to be approximately \$ 20M, with between \$ 4 and \$ 8M in moving expenses. Additional mission operating expenses are estimated at \$ 1.5M per year. Hidden costs including support by host unit are unknown, however 45SW provides an estimated \$ 2.1M in services to the 301RQS. Loss of squadron personnel and difficulties in recruiting could adversely affect mission readiness. Some facilities would be required at Patrick AFB, cost unknown.

• Return on Investment

5. The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.

Savings are immediate based on the added costs of the move of the squadron, added operating expenses at Homestead ARB, and added cost to the mission-- one time cost of move est. \$ 4-\$ 8M -- and recurring costs of \$ 2.5-\$ 3.7M per year, up to \$ 65M over a 15 year period.

• **Impacts**

6. The economic impact on communities.

The 301st RQS presently impacts Brevard County to the tune of between \$ 40- \$45M per year. Direct yearly salary \$ 6M , almost \$ 10M worth of real-estate has been purchased by the 301st.

Dade county currently has a limited impact by the 301st RQS, likely less than \$75,000. Even if the squadron were to return impact by squadron members would be minimal due to a shortage of affordable adequate housing in Dade County.

7. The ability of both the existing and potential receiving communities' infrastructure to support forces, Missions and Personnel.

Brevard has already received and more than adequately supported the 301st RQS for almost three years. It has proven to be a reasonably safe, affordable and family lifestyle oriented community. Housing is affordable and plentiful, schools provide a safe learning environment and jobs for spouses appear to be available.

Dade County is presently experiencing an influx of immigration , 12,000 new students burden the school system every year. Housing is hard to find and expensive, adequate housing could be as far as a 1.5 hour commute away. This adversely affects response times on quick reactions in peacetime Search and Rescue missions. Crime is a major concern to all Dade residents.

8. The Environmental impact

No information available at this time.

The information contained in this package is certified by the Brevard Citizen airmen as true and correct to the best of our knowlege.

AS OF 2 MAY 94

QUESTIONNAIRE/ECONOMIC IMPACT

- 165 CIVILIANS AUTHORIZED

- 160 CIVILIANS ASSIGNED

-- YEARLY SALARY = \$5,920,000.00

-- HOTEL LODGING IN LOCAL AREA = \$25,000.00

-- 117 PEOPLE INTERVIEWED 160

--- REMAIN AT PATRICK = 110 PEOPLE

--- RETURN TO HOMESTEAD = 7 PEOPLE

--- TOTAL \$ OF REAL ESTATE = \$7,852,400.00

--- TOTAL \$ OF MONTHLY RENTALS = \$26,208.00

--- TOTAL # OF CHILDREN IN SCHOOL = 124

--- TOTAL # SPOUSES WHO WORK = 39

*REAL ESTATE
BY CITY*

MELBOURNE/W. MELBOURNE
OWN RENT

\$4,304,000.00 \$9,755.00

COCOA BEACH
OWN RENT

\$263,000.00 \$450.00

MERRITT ISLAND
OWN RENT

\$96,000.00 \$1,250.00

ROCKLEDGE
OWN RENT

\$445,000.00 \$2,285.00

PALM BAY
OWN RENT

\$493,500.00 \$1,805.00

INDIALANTIC
OWN RENT

\$337,400.00 \$1,975.00



REAL ESTATE CONTINUED

SATELLITE BEACH

OWN RENT

\$613,800.00 \$5,650.00

PORT ST JOHN

OWN RENT

\$70,000.00 \$850.00

INDIALANTIC BEACH

OWN RENT

\$200,000.00 \$600.00

EDGEWATER

OWN RENT

\$0 \$600.00

VIERA

OWN RENT

\$495,700.00 \$700.00

COCOA

OWN RENT

\$453,000.00 \$0

ORLANDO

OWN RENT

\$81,000.00 \$0

PATRICK AFB

OWN RENT

\$0 \$288.00

*CHILDREN IN SCHOOL
BY CITY*

SATELLITE BEACH

21

MELBOURNE/W. MELBOURNE

51

PALM BAY

11

ROCKLEDGE

6

MELBOURNE BEACH

5

COCOA BEACH

3

EAU GALLIE

2

COCOA

6

INDIALANTIC

2

MERRITT ISLAND

6

INDIAN HARBOUR BEACH

3

DAYTONA

1

ORLANDO

1

TAMPA

2

TITUSVILLE

2

BREVARD COUNTY CARE

2



301st Rescue Squadron

U.S. Air Force Reserve

Patrick Air Force Base, Florida

Welcome to the **301st Rescue Squadron**

Introduction

In the event of armed conflict, American and other allied crew members would fly into combat facing the possibility of being shot down.

Many would be forced to bail out of their crippled aircraft near or behind hostile enemy lines. Some airmen could be injured and need immediate, life-saving medical intervention. All would require a quick response reducing the chance of being captured.

These brave air crews enter into such dangers prepared to fly, and to fight. They trust their skills and their aircraft. Also, they are comforted knowing that rescue units, such as the 301st Rescue Squadron, are dedicated to their recovery.

Accomplishing these combat rescue missions is our unit's primary mission. As part of the Air Force Reserve, the 301st may be called to active duty, and deployed to any worldwide location in support of these vital operations.

During peacetime, therefore, the unit's personnel maintain a busy schedule of combat training which upholds our high level of proficiency and readiness. Occasionally, this training has been used in actual rescues of downed Air Force pilots.

For example, when an F-16 crashed at the Avon Bomb Range, in central Florida, a 301st helicopter crew was at the scene within 90 minutes and retrieved the injured pilot.

Likewise, when another F-16 was on a routine, night-time over-water training flight, the pilot was forced to ditch his aircraft and bailout into the Gulf of Mexico. The 301st joined Coast Guard and naval forces in the search effort. When the pilot was picked up, after spending more than two hours in the water, a 301st HC-130 aircraft returned him to the base while our pararescue jump specialists, called PJs, administered first aid.

Worldwide Mission

These ambitious undertakings have taken on a global significance as the 301st has traveled to Canada, Europe and throughout Latin America in support of American military programs.

During a unit-wide annual tour, we represented the United States in the month-long NATO exercise Display Determination. This Joint Chiefs of Staff-conducted training, in Southern Europe, brought together air, land and naval forces from six countries.

Initially, the exercise tested our maintenance crews' abilities to disassemble our helicopters, then HH-3s, and load them and the unit's equipment onto a C-5 aircraft for the transatlantic journey. In addition, three of the unit's HC-130s flew to Italy. Their trip took three days and two overnight stops. Half of the 301st contingent, augmented by personnel from active duty and other reserve units, operated out of Rimini, in the north, while others were in Brandisi, in that country's heel. Also, a 25-person team flew to Izmir, Turkey for search and rescue exercises with their Turkish counterparts.

This working relationship with other countries has encouraged the 301st to share its expertise with numerous Latin American air forces. The unit has served as host or has been the guest. A few times this joint training took on realistic proportions when the 301st was called upon to conduct an actual rescue.

The 301st was the first American military unit to be invited to the country of Surinam, on South America's northeast coast, for a week of joint training, in 1993.

Four officers of Poland's air force and navy traveled to the 301st, in March 1994, for an extensive overview of American search and rescue techniques. Their visit marked the first time members of the former 'Iron Curtain' country's military traveled to the United States for such training under the United States European Command's "Military to Military Contact Program".

While we continue to prepare for a wartime tasking, many of our efforts are geared to the squadron's on-going peacetime role.

NASA Support

We recently were given greater responsibilities during all space shuttle and unmanned missile launches from the Kennedy Space Center and Cape Canaveral Air Force Station. The reserve unit will maintain surveillance of the Eastern Test Range during all space shuttle and unmanned missile launches.

In addition, when a shuttle blasts-off, 301st air crews are members of the emergency rescue and recovery teams either circling over the Atlantic or are on stand-by alert.

Our crews and PJs have undergone the specialized, extensive training needed to rescue and offer immediate medical intervention to astronauts forced to evacuate from their orbiter. The newest technology, specialized designed 17-foot inflatable boats called Zodiacs, would be airdropped along with the PJs, then quickly inflate and speed the rescuers to the waiting astronauts.

The 301st was the first Air Force unit -- either active duty or Reserve -- to use these Zodiacs during a successful rescue mission of a civilian. The 301st also was the first to deploy a Zodiac during an actual nighttime, over-water mission.

The squadron patch proudly displays a Mercury space capsule which commemorates our on-going involvement with NASA since the very first manned space flight in 1961.

Serving the People of Florida

Also, 301st personnel and aircraft often are called upon, by other governmental agencies such as the Coast Guard, to assist in search and rescue missions of civilians or fly humanitarian missions.

A case in point: When four men were spotted clinging to their overturned fishing boat, off the Florida coast, local authorities notified the Air Force Rescue Coordination Center which requested the assistance of the 301st. Within a half-an-hour, a helicopter was at the site and PJs jumping into the water as a school of sharks circled the group. The PJs helped the victims onto the helicopter's hoist penetrator for the ride to safety.

Another time, the 301st flew to the aid of the captain of a 40-foot sailboat, 300 miles west of Bermuda. He had sustained multiple injuries when the boat's boom snapped and crashed into his head. The crew notified the Coast Guard which requested his medical evacuation by the 301st. Because of the ship's considerable distance from the coast, the flight would require several mid-air refuelings -- a capability of 301st aircraft not shared by Coast Guard helicopters.

The 301st quickly launched a helicopter and two HC-130 tankers. At the scene, some eight hours later, two PJs were lowered into the ocean and swam to the wildly pitching boat. Once on board, they assessed the captain's critical condition, bandaged his swollen head and prepared him for evacuation.

During the return journey, the PJs started an intravenous solution, continued to tend to his wounds, and because of his history of heart problems, placed their patient on a cardiac monitor. The helicopter landed at a hospital helipad where a trauma team was standing by for continued treatment.

Meeting Andrew's Challenges

Perhaps, the squadron's greatest distinction came during the 18 days following the wrath of Hurricane Andrew.

Although the unit's Homestead Air Force Base facilities were completely destroyed by the 200 mile-an-hour winds, the 301st aircraft earlier had been flown to safety.

Within hours of the storm's passing, Coast Guard and Metro Dade Emergency Management officials were requesting the squadron's immediate assistance. The county fire department's two medical evacuation helicopters had been destroyed when a hangar collapsed, leaving South Dade without emergency transport to those hospitals away from the destruction.

The 301st established emergency operations at Tamiami Airport, west of Miami, which also experienced significant damage. Working in a building without running water and electricity, radio communications, or aircraft refueling capability, by early the next day, the 301st began responding to calls for emergency medical assistance and airlift.

Rescues ran the spectrum from automobile accidents, heart attack or gunshot victims, women in premature labor, to storm-related injuries such as from collapsed buildings and chain saw accidents.

Many of the 301st reservists, who responded to this unparalleled mission, had disregarded their own family's needs and left their homes which also were destroyed by the hurricane's savagery.

When the Metro Dade firefighters resumed flying, the 301st, aided by reservists from the unit's parent organization the 939th Rescue Wing, Portland, Oregon, and other reserve and active duty units, ended 18 days of around-the-clock flying, and was credited with saving the lives of 137 people.

Serving Today

The 301st again distinguished itself, on March 13, 1993, with the one-day save of 93 elderly residents from their island retirement community, near Tampa. A severe storm and rising floods cut off their only means of escape, and stranded many, some with serious medical conditions, on their flooded homes' rooftops.

The examples of such dramatic rescues are numerous. In fact, the unit has saved the lives of more than 400 people, and assisted in the rescue efforts of countless others.

Serving Tomorrow

Not content to rest on our laurels, the 301st faces new challenges. While Homestead undergoes major rebuilding, the 301st has been assigned to Patrick Air Force Base. Squadron personnel are completing the extensive relocation of assets into new facilities, while families find new homes and opportunities in the Brevard County-area.

At the same time, the unit recently ended the conversion from four vintage HH-3 helicopters to ten factory-fresh, state-of-the-art HH-60 Pave Hawk helicopters. Other crews continue to fly and maintain the HC-130 aircraft, as the unit's inventory has been increased to six of the Hercules transports.

To meet the Air Force's expanding expectations, the manning document also is expanding. The 301st is growing from 250 full-time Air Reserve Technicians and part-time Reservists, in 1992, to more than 500 personnel.

Although the 301st is a Reserve unit, the 301st maintains the same level of proficiency and meets the same stringent requirements as do active duty units.

Not only was the 301st the first Reserve rescue unit to be formed, and the first such unit to record a save, the 301st can claim an enviable record of achievement:

During 1993, the 301st received four prestigious honors:

- * the Air Force's Outstanding Unit Award;
- * the Air Force's Albert P. Loening Trophy as the nation's best Reserve rescue unit (an honor won following ten of the past 12 annual competitions);
- * the Marchbanks Award for Heroism by the Reserve Officers Association; and
- * the Air Force Association's Citation of Honor.

Perhaps, even more important than these honors is another distinction. Since the unit's activation in 1956, the 301st has maintained a perfect record of accident-free flying.

This remarkable feat stands in testimony to the abilities and the dedication of the men and women of the 301st. We respectfully believe that we are more than qualified, and more than ready to perform our life-saving missions.

The 301st is prepared to fly, often in extremely dangerous or hazardous environments, and true to air rescue service, -- so that others may live.

prepared by 301 RQS/PA
MSgt. Larry Lentz

second edition
May 1994

United States Air Force

FACT SHEET

301st Rescue Squadron

U. S. Air Force Reserve
734 Spacelift Avenue
Patrick Air Force Base, Florida 32925-3323
(407) 494-2217 DSN 854-2217

The 301st Rescue Squadron (RQS) is an Air Force Reserve search and rescue unit. The commander is Col. Oral W. Carper.

Mission

Peacetime: The 301 RQS trains personnel, with equipment, to achieve and maintain the capability to perform combat rescue missions; and to search for, locate, and recover United States Air Force and other Department of Defense personnel involved with United States defense activities.

The unit also provides rescue support for NASA manned Space Shuttle operations; provide search and rescue support of civilians as directed by the Air Force Rescue Coordination Center; and provides humanitarian and disaster relief operations at the request of foreign governments and the International Civil Aviation Organization.

Wartime: Upon recall to active duty, the unit is gained by the Air Combat Command.

Organization

The 301 RQS is a flying unit, under the command of the 939th Rescue Wing, Portland International Airport, Oregon. Full-time air reserve technicians and part-time reservists are assigned to:

- | | |
|--------------------------------|--------------------------|
| * Command Staff | * Maintenance |
| * Operations (aircrew members) | * Administrative Support |

Aircraft

The squadron is assigned:

- * HC-130 Lockheed "Hercules" turboprop aircraft
- * HH-60G Sirkorsky "Pave Hawk" twin-engine helicopters

(current as of May, 1994)

History

The 301st Rescue Squadron, the Air Force Reserve's first search and rescue unit, was activated in August, 1956, at Miami International Airport. The unit reported to the 2586th Air Reserve Flying Center and the Continental Air Command (Reserve).

The 301 RQS, also, was the first reserve unit to record a 'save'.

In 1960 the unit's expanding mission requirements prompted the relocation to Homestead Air Force Base, Florida.

The unit has flown SA-16 aircraft; H-34, HH-1 and H-3 helicopters before receiving its present complement of HC-130s and HH-60s. Its designations have been aerospace rescue and recovery squadron, then air rescue squadron before changing to rescue squadron on 1 February 1992.

The 301st has participated in rescue contingency operations for NASA's manned space program since the first Mercury capsule launch in 1961. The unit was given primary responsibility, in 1994, for surveillance of the Eastern Test Range during all space shuttle and unmanned missile launches

On 24 August 1992, immediately following Hurricane Andrew's destruction of south Dade County and the unit's Homestead facilities, the 301st temporarily relocated to Miami's Tamiami Airport. During the next 18 days, the unit provided the county's only air evacuation and rescue capability, and was credited with 137 life-saving rescues.

The 301st remained at Tamiami until receiving its temporary assignment to Patrick Air Force Base in January, 1993.

On 13 March 1993, the squadron's HH-60s evacuated 93 elderly residents when roof-high flood waters, torrential rains and 50-knot winds had cut off escape from their island retirement community.

In 1993, the unit was the recipient of four prestigious honors: The squadron received its fourth Air Force Outstanding Unit Award; the tenth presentation of the Albert P. Loening Trophy as the Air Force Reserve's best rescue squadron; the Air Force Association's Citation of Honor; and the Maj. Gen. Tom Marchbanks Award for Heroism by the Reserve Officers Association.

The squadron became an official tenant of Patrick AFB on 14 Nov 1993.

During its 38-year history, the 301st has been credited with saving more than 400 people, and has assisted in the rescue efforts of numerous others.

United States Air Force

FACT SHEET

301st Rescue Squadron

U.S. Air Force Reserve

Patrick Air Force Base, Florida

HC-130 HERCULES AIRCRAFT

The HC-130 is designed primarily as a search, rescue and recovery aircraft.

Normal crew consists of eight: pilot, co-pilot, navigator, flight engineer, communications specialist, loadmaster, and two pararescuemen. The crew can be expanded to accommodate longer flights.

The Air Force accepted 66 HC-130s beginning in 1964. The Air Force Reserve added HC-130s to its inventory in 1972.

The HC-130 features added equipment and improvements in order to perform its special mission.

Upgraded engines develop an 11 percent increase in speed, about 50 percent increase in range, a 26 percent increase in payload capacities, and a decrease of 17 percent in takeoff distance requirements over the earlier A model Hercules.

The aircraft also has advanced direction-finding equipment, search and weather radar, dual glideslope receivers, a marker beacon receiver, radar altimeter, an information positioning set, terminal approach landing aid, a Doppler navigator and navigational computer, the Air Force standard flight director, and a crash position locator. The HC-130 is equipped with a radar altimeter and a self contained navigation system (SCNS) with a ring laser initial navigation system.

Search and recovery equipment includes six seven-person life rafts, two 20-person life rafts, two litters, bunks, ten flare launchers, and air-dropable survival equipment.

The aircraft also is equipped with air-to-air refueling systems and two 1,800 gallon fuel tanks in the cargo compartment. With this installation and modification, refueling drone pods and appropriate plumbing, the Hercules is referred to a P model, and is utilized for refueling HH-3, HH-53, and HH-60 helicopters.

HC-130P HERCULES

Prime Contractor: Lockheed-Georgia Co., Marietta, Ga.

Power Plant

Manufacturer: Allison
Type: Four each: T-56-A-15 Turboprop
Rating: 4910 equiv. shaft horsepower/engine,
12,820 engine rpm

Performance

Maximum Speed: 366 mph at maximum take-off weight
Range: 4,200 miles
Ceiling: 33,000 feet
Initial Rate of Climb: 1,900 feet/minute
Maximum Takeoff Weight: 175,000 pounds
Maximum Payload: 45,000 pounds
Operating Weight: 72,892 pounds (empty)

Dimensions

Wingspan: 132 feet, 7 inches
Length: 97 feet, 9 inches
Height: 38 feet, 6 inches (includes 23 foot-tall
vertical stabilizer)

Cargo Compartment

Total Volume: 4,500 cubic feet
Maximum Payload: 45,000 pounds
Width: 10 feet
Height: 9 feet
Floor Length: 41 feet excluding ramp
Ramp Length: 10 feet

Propellers:

Hamilton Standard four blades constant speed with 13.5 foot diameter. Each weights 1,350 pounds.

Tires:

26-ply high flotation mounted on 20 inch rims. Each weights 350 pounds.

United States Air Force

FACT SHEET

301st Rescue Squadron

U.S. Air Force Reserve

Patrick Air Force Base, Florida

HH-60G PAVE HAWK HELICOPTER

The HH-60 Pave Hawk helicopter is a version of the UH-60A Black Hawk medium lift helicopter modified for air rescue operations.

The HH-60 has a crew of two pilots, a flight engineer, and one or two pararescuemen. The Pave Hawk also could carry two patients on litters.

The HH-60G provides for an improved navigation capability through the integration of an inertial/global positioning system/Doppler navigation, beacon finder radar, and a map reader. In addition, it provides a UHF radio direction-finding capability for electronic searches, satellite communication capability, and color weather radar system.

The helicopter has a permanently mounted, hydraulic-drive, external hoist with 250 feet of usable cable length. This is used for survivor pick-up when a landing cannot be made.

The HH-60G also is equipped with an external cargo hook rated to 8,000 pounds.

The helicopter has a flight time of four hours without refueling. With the use of the helicopter's mid air refueling system and fuel delivered by HC-130P aircraft, the range of the HH-60G is limited only by aircrew endurance.

The prime contractor is United Technologies Sikorsky Aircraft.

MH-60G PAVE HAWK HELICOPTER (continued)

Power Plant: Two GE T700-701C
turboshaft engines
Horsepower: 1,857

Dimensions

Fuselage Length: 50.6 feet
Overall Length: 64.8 feet
Main Rotor Diameter: 53.7 feet
Tail Rotor Diameter: 11 feet
Height: 16.8 feet
Width (fuselage): 7.7 feet

Weight

Empty: 12,300 pounds
Max. take-off &
landing: 22,000 pounds
Ferry: 24,500 pounds

Performance

Max Speed

Forward: 193 knots
Sideward: 30 knots
Rearward: 30 knots

Range

a maximum fuel: 504 nautical miles
Ceiling: 14,200 feet

Endurance

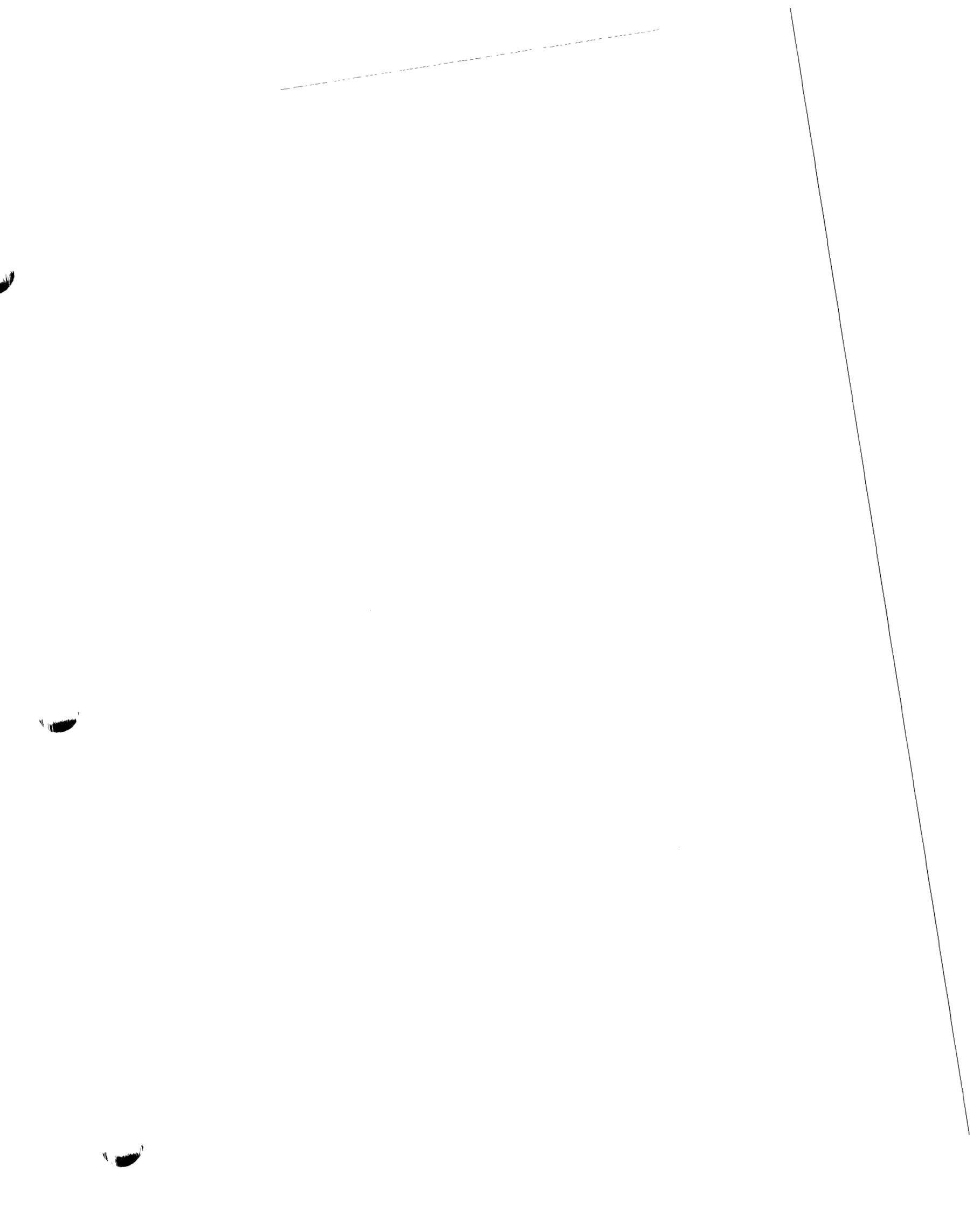
at maximum fuel

4 hours

Fuel:

capacity:

JP-4 octane
600 gallons





Introduction

The 301st Rescue Squadron, the Air Force Reserve's first rescue unit, claims an enviable, 37-year record of distinction unequalled by similar organizations.

The squadron's legacy includes the first Reserve rescue in January, 1957; participating in NASA's rescue contingency operations beginning with the first Mercury launch in 1961; rescuing 137 South Florida residents during the 18-day humanitarian operation following Hurricane Andrew in August, 1992; and, in one day in March, 1993, saving 93 elderly residents from raising flood waters at their Tampa-area retirement community.

The 301st searches the Caribbean for downed aircraft and retrieves critically ill sailors from ships hundreds of miles out in the Atlantic. The unit's crews fly in weather conditions which often test man and machine or at night using night-vision goggles. And, the 301st completes arduous, over-water rescues which frequently require the unit's HH-60s helicopters to be mid-air refueled by their HC-130 tanker aircraft -- a capability not shared by Coast Guard helicopters.

The 301st remains combat-ready, and ably responding to the rescue needs of South Florida by maintaining a high level of proficiency and a dedication to task which goes beyond the expected.

When Hurricane Andrew struck Dade County and destroyed Homestead Air Force Base, many squadron members also lost their homes and possessions. While the unit was evacuating from its destroyed facilities, other 301st members, immediately and voluntarily, were reporting to Tamiami Airport, which also was severely damaged by the 200 mile-an-hour winds, and began helping their neighbors in time of need.

This ability to overcome diversity and quickly adapt to formidable environmental factors have become a 301st tradition.

Unit History

Activated in 1956 as the 301st Aerospace Rescue and Recovery Squadron, at the Miami International Airport, the 301st reported to the 2586th Air Reserve Flying Center and the Continental Air Command (Reserve)

In 1960, the unit's increasing mission requirements prompted the relocation to Homestead Air Force Base, some 30 miles to the south.

The unit has flown SA-16 aircraft, and H-34, HH-1, and HH-3 helicopters before receiving the first of its present complement of HC-130 Hercules aircraft, in 1979, and HH-60 Pave Hawk helicopters, in 1992.

Its designations later changed to Air Rescue Squadron, in 1990, and on Feb. 1, 1992 to 301st Rescue Squadron.

The squadron's early history boasts a number of 'firsts' for Air Force Reserve rescue units. These include:

- * First rescue (January, 1957)
- * First unit to receive a Military Flying Safety Plaque (1958)
- * First unit to participate in a joint Army/Air Force/Navy exercise -- Banyon Tree (1958)
- * First unit to receive the Military Air Transport Service Outstanding Unit Award (1963)
- * First unit to receive the Reserve Officers' Association Reserve Unit Award (1964)
- * First unit to be awarded a C-1 rating under the Operational Readiness Inspection System
- * First Air Force unit to deploy a Rigged Alternate Method Zodiac (RAMZ) package during a rescue mission and be credited with a save. (1992).

The 301 RQS has been a geographically-separated unit of the 939th Rescue Wing (RQW), Portland International Airport, Oregon, since 1987.

Leading the Rescue Community

In recent years, the 301st Rescue Squadron has successfully completed a number of always humanitarian, often life-saving missions.

NASA Involvement

Squadron personnel have been integral members of NASA's rescue contingency operations at the Kennedy Space Center since 1961. During all Space Shuttle blast-offs, an HC-130 and crew either are circling over the Atlantic recovery site or are on strip alert. In 1994, the 301st was given primary responsibility for surveillance of the Eastern Test Range during all manned and unmanned launches from KSC or Cape Canaveral Air Force Station.

Display Determination

The 301st represented the United States during the month-long NATO-conducted exercise Display Determination '89. Unit members and three HC-130s deployed to Rimini, in northern Italy, while two of the squadron's HH-3s were transported, via C-5 aircraft, to Brindisi in the southern part of the country. 301st members conducted rescue training with their Italian counterparts, while a delegation spent five days with members of the Turkish air force in Izmir, Turkey.

Icelandic Rotation

The unit continues to support NATO's North Atlantic Rescue Alert commitment at Keflevic, Iceland, with an HC-130 and crew. On average, the 301st conducts five two-week deployments each year. In 1994, the 301st is scheduled for six rotations.

Latin American Involvement

The LATAM CO-OP/Deployment for Training Program has invited the 301st to share its rescue expertise with military forces from numerous Central and South American countries. Squadron members have traveled to Brazil, Columbia, Costa Rica, Ecuador, Uruguay and Venezuela; while air crews from countries, such as Jamaica and Uruguay, have come to the South Florida for similar training as guests of the 301st.

The visit of the 301st to Surinam, on South America's northeast coast, October, 1993, marked the first time that the United States has conducted a joint training with that country.

Polish Visit

Similarly, a week-long series of briefings by 301st personnel and participation in unit flying activities by four high-ranking officers of Poland's air force and navy, in March, 1994, was the first time military members of that former 'Iron Curtain' country traveled to the United States for such training under the United States European Command's "Military to Military Contact Program."

Miami Seaquarium "Whale Drop" Mission

The 301 RQS was asked to airlift two of 15 pilot whales which had beached themselves near Key West, Florida, to treatment facilities at the Miami Seaquarium on March 30, 1991. The whales, weighing some 700 pounds each and measuring ten feet, were placed in specially designed slings inside the unit's HH-3 for the 120 mile trip.

A year later, two whales had completed extensive therapy and were judged ready to return to the safety of a pod whales some 145 miles east of Miami. On April 28, 1992, 301st members, flying their new HH-60 helicopters, airlifted the whales, which had been placed in steel containers by Seaquarium trainers. At the location, and from 20-feet over the waves, the 301st crews successfully made the drop.

Rescue Missions

During its Miami Airport and Homestead AFB tenures, the Air Force Rescue Coordination Center credited the 301st with 167 life-saving rescues, and has assisted in countless other humanitarian efforts throughout South Florida, the Caribbean Sea and the Gulf of Mexico.

Some over-water missions have been medical evacuations of critically ill sailors from freighters, and passengers from cruise ships. Other rescues have culminated after exhaustive search patterns for missing or injured boaters.

The 301st also has been called upon to provide immediate medical assistance and airlift accident victims to trauma centers when other means of emergency transportation were not appropriate or available.

Pre-Andrew 301st

By the summer of 1992, the 301st RQS was occupying all or portions of 12 buildings at Homestead; and was assigned four HH-60s and four HC-130s. Manning levels were 103 full-time air reserve technicians (ARTs), 12 full-time civilians, and 224 part-time reservists.

Homestead Air Force Base

Homestead Army Air Field was founded in 1942 as a training site for flying boat pilots. During World War II, the base initially was a maintenance stopover point for aircraft being ferried to the Caribbean and North Africa. The base later trained C-54 air crews who then flew the aircraft to Burma and China.

Three years to the day after the base's founding, on Sept. 15, 1945, a hurricane destroyed many of Homestead's buildings. Because of the extent of damage, the base was closed.

Ten years later, however, the installation was reactivated as Homestead Air Force Base, and housed the 823rd Air Division's two bomber wings. The base, occupying 3,345 acres, was home to B-47s and B-52s.

Because of the base's proximity to the Caribbean, and in response to an increasing military threat from Communist Cuba, in 1962, the 31st Tactical Fighter Wing and its F-100 jets relocated to Homestead from George AFB, while 10,000 Army troops occupied an on-base tent city.

During the Vietnam War, the wing saw extensive combat from 1965 until the end of America's presence. During this period, the 31st's aircraft was replaced by F-4s.

In the 1970s, the 31st, as a tactical training wing, was responsible for F-4 air crew training. The wing converted to F-16s in 1985, and graduated its last class in March 1990. The 31st was redesignated a tactical fighter wing and eventually the 31st Fighter Wing.

Other Tenants

In the 1990s, Homestead was home to the Inter-American Air Force Academy, System of Cooperation Among the American Air Forces Secretariat; the Air Training Command's Sea Survival School; the Naval Security Group Activity, the Florida Air National Guard's Detachment 1, 125th Interceptor Group; and the Air Force Reserve's 482nd Fighter Wing, the 70th Aerial Port Squadron (which had merged with Homestead's 90 APS) and the 301 RQS.

Homestead Today

Because of the near total destruction of the base by Hurricane Andrew, on Aug. 24, 1992, Homestead was placed in caretaker status. The 31st was deactivated and its aircraft transferred to Moody and Shaw air force bases. While the 70 APS remained on station, the 482 FW temporarily was assigned to MacDill AFB and the 301st RQS temporarily relocated to Patrick AFB.

The 1993 Base Realignment and Closure Committee's recommendations, approved by President Clinton, directed that Homestead become a joint civilian and military airfield with the 482nd and 301st returning to new facilities located in a military cantonment area.

The 482nd 'officially' returned to Homestead on March 26, 1994, and the facility was redesigned Homestead Air Reserve Base.

The 301st Responds to Hurricane Andrew (Monday, August 24, 1992)

Preparations

The unit's involvement with Hurricane Andrew began two days earlier when the National Hurricane Center determined that the full-strength hurricane would hit South Florida.

The 301st's Deputy Commander for Operations, Maj. Anthony Durant, immediately ordered the evacuation of the unit's aircraft. Only one of the squadron's four HC-130s was at Homestead. One was on alert at Iceland, and another, with unit commander Col. Oral W. Carper and 40 squadron members, was in Uruguay for a joint training program. The fourth aircraft was undergoing maintenance in Alabama. The lone HC-130 was flown to Maxwell AFB.

All six of the HH-60s were on station. By Sunday afternoon, the first three had been flown to a refuge field in Lakeland, Florida. With the help of a 908th Tactical Airlift Group C-130, the crews returned to Homestead and retrieved the remaining helicopters.

With less than 12 hours before the storm's expected arrival, 301st personnel completed their emergency preparations.

Immediate Response

On early Monday morning, Hurricane Andrew destroyed much of south Dade County -- and all of Homestead Air Force Base. The nation's worst natural disaster left 160,000 people homeless, demolished some 100,000 homes and business, and caused nearly \$30 billion in property damage. Most of the county was without electricity or telephone service.

That afternoon, the Coast Guard and Dade County Emergency Management officials requested the 301st's assistance. The fire department's two medical evacuation helicopters had been destroyed when their hangar collapsed on them. These officials were estimating that clogged roads -- from the massive amounts of storm-related debris and from traffic congestion caused by the influx of emergency assistance and spectators -- would cause eight hour delays in transporting injured South Dade residents to those north Dade hospitals which had remained opened.

By later that day, the first of the unit's helicopters was placed on alert at Metro-Dade's Air Rescue Center located at the municipally-operated Kendall-Tamiami Airport some ten miles northwest of Homestead.

That airfield, too, had undergone extensive damage. The tower was destroyed and countless private airplanes had been strewn around like plastic toys. The field's Weeks Air Museum and its vintage World War II aircraft also were severely damaged. A B-17 Bomber had been picked up by the 200 mile-an-hour winds and deposited in a field more than a half mile away.

The Fire Rescue Building, like all the facilities, was without electricity or running water. Also, offices and work areas had to be quickly modified to accommodate the infusion of the ever-increasing number of military personnel.

An emergency generator provided partial electricity, while a few tents offered some shelter for maintenance and other support functions. Without most supplies, and no local restaurants or stores opened, meals consisted solely of meals-ready-to-eat (MREs) and bottled water. Initially, the only communications was by means of an UHF radio mounted in the unit's only surviving vehicle.

The 301st began requesting logistical and manpower assistance from the 939 Rescue Wing and other Reserve units. The 939th immediately responded by dispatching a HC-130 with helicopter crews along with a jeep specially outfitted with UHF/VHF/HF radios, cellular phones and satellite communications capabilities.

The First Days

Within 30 minutes of the fire department's notification of the 301st's availability, the unit received its first calls for emergency medical assistance and airlift.

Rescues, by 301st air crews with Dade County paramedics or 301st pararescue specialists (PJs), ran the spectrum from automobile accidents, storm-related injuries from collapsed buildings or from chain saw accidents, heart attacks, gunshot victims, to women in labor.

Also, on Monday, the unit's HC-130, returned from Iceland to Patrick Air Force Base. The crew made the trip in 14 hours and stopped only for refueling.

Patrick became the center for fixed-wing operations. The HC-130s were critical for the airlift missions. Without electricity to pump fuel at Tamiami, the alert helicopters were dependent on midair refueling from the Hercules aircraft.

By day's end, the 301st had logged more than 16 helicopter hours and saved nine people.

Meanwhile, the unit began helping its own with a house-by-house search for all members living in the storm's wake. Without telephone service to contact their colleagues, unit volunteers drove to each location.

Fortunately, the 301st had prepared a Communications Out Recall Book which contained single page maps pinpointing every one's residence. This proved particularly effective as road signs and other landmarks were missing.

By the end of the week, the team had contacted virtually everyone, and had offered unit-supplied temporary shelter and other assistance.

In Full Operation

During the first four days of around-the-clock operations, 301st and 939th personnel, along with the Dade paramedics and, when available, a 482nd or 31 FW flight surgeon, flew more than 150 flights. They were credited with 61 saves.

On Thursday, 18 of the unit's 24 saves had occurred at night -- often at unlit landing sites. During one mission, a crew repeatedly shuttled critically injured victims from various field stations to hospitals for more than three hours.

On another day, Dade County officials requested that the 301st place three teams of PJs into several areas in the southern part of the county. People, in these remote areas, had not received food, water, or medical care for three days.

In addition to dispersing supplies, the PJs made two notable saves. In the rubble of one house, the team found a three-year old boy with a skull fracture. In the remains of another home, they found a badly injured woman who was eight and half months pregnant. Both victims were transported by helicopter to hospitals. The woman was prepared for surgery while enroute, and an emergency Cesarean Section was performed in a hallway next to the helipad.

That night, a crew, using night-vision goggles, received reports of gunfire near a field hospital at Culter Ridge Shopping Mall. As they neared the site, they blacked out the helicopter's lights, and completed their medical evacuation without incident.

The HC-130s, in addition to their midair refueling support, performed command and control functions, ferried needed supplies to Tamiami, performed two long-range, over-water search missions for overdue boats, and supported launch contingency operations during a space shuttle blast-off.

By Aug. 30, one week after Hurricane Andrew, the 301st had performed 87 saves. That averaged to one save per helicopter flying hour.

During the second week, the level of activity remained unabated. By Sept. 6, the number of saves climbed to 128. In addition, other humanitarian missions were being flown. The 301st located people in several inaccessible areas and then air delivered 4,500 pounds of MREs and 120 gallons of water. Unit aircraft flew damage assessment flights for the Federal Emergency Management Administration which frequently included VIP passengers such as U.S. Senator Sonny Montgomery.

Logistical Support

The 301st was able to maintain non-stop operations due to the outpouring of support from other Air Force Reserve units.

For example, the 908th Tactical Airlift Group, from Maxwell AFB, sent an aerial port team, along with a fork lift and jeep, to assist with the unloading of supplies and equipment. A field kitchen, generators, refrigeration units and personnel arrived from the 307th RED HORSE Civil Engineering Squadron, Barksdale AFB. Members of the 446th, 911th and 927th CESs established a tent city for cooking, sleeping and supply storage. Security police and fuels personnel, from units across the country, quickly were put to use.

Members of Patrick's active duty 41 RQS also provided air crew and PJ support.

The biggest delegation -- some 125 strong -- belonged to the 939 RQW. In addition to air crews, their maintenance troops, beginning the second week, provided needed relief to their 301st colleagues. They also brought the equipment and supplies to keep the six helicopters flying. 939th logistical personnel, operating out of Patrick, ensured that needed supplies, from uniforms for those who lost everything in the storm, to MREs were on the way to Tamiami.

Winding Down

By the third week, the frantic pace of rescues had subsided. Electricity had been restored to many areas, most roads were passable, and the disaster was evolving into a recovery phase.

By Sept. 12, when Dade County assumed helicopter rescue duties, the total number of saves credited to the 301st had climbed to 137 lives. When the unit relinquished its supply airlift mission, squadron members had delivered more than 8,000 pounds of MREs and 650 gallon of water.

Temporary Facilities at Tamiami

With the emergency phase over, reservists, from other units, returned to their bases. However, the 301st could not return to Homestead.

In appreciation of the 301st's invaluable contributions, Metro Dade officials permitted the unit to temporarily occupy a ramp and a grass area at Tamiami. But the field's short runway and lack of adequate support facilities prevented the housing of the HC-130s. Those aircraft and a 27-person contingent of air crews and maintenance personnel remained at Patrick.

The unit rented three 50-foot trailers, and borrowed eight Expendable Mobility Units from the 4th and 14th air forces. These 20 by 40 foot, air-conditioned, modular buildings became home for the unit's administrative, operations, and maintenance functions.

Because Tamiami also had served as a principal staging area for Florida Power and Light and Southern Bell Telephone repair crews, the 301st was able to quickly arrange for the necessary utility connections.

The site took on the appearance of a mini-city due to the efforts of the 307 RH CES. They installed lighting for the taxiways, and constructed gravel roads and walkways and covered awning for break areas.

The biggest obstacle was the lack of running water for sanitary facilities and for emergency use such as a fuel leak. Also, there weren't any storage facilities or hangars available for maintenance members to accomplish their major HH-60 major phase inspections

Finding a New Home

The 301s operated at Tamiami until Jan. 15, 1993, when the squadron moved into temporary facilities at Patrick, pending the Air Force's decision about the unit's short- and long-term bed-down locations.

On Sept. 22, 1993, the Air Force announced the squadron's Permanent Change of Station to Patrick while permanent facilities at Homestead are built. Then, in compliance with the approved BRAC's recommendations, the 301st will return to Homestead after Oct. 1996.

Patrick Air Force Base

Patrick, located on a barrier island between the Banana River and the Atlantic Ocean, is 20 miles south of Cape Canaveral Air Force Station and the Kennedy Space Center. The 2,241 acre base and Cape Canaveral are home to some 3,400 active duty Air Force members, 3,400 Air Force-employed civilians, and 6,900 employees of aerospace industry contractors.

The two locations are part of the Eastern Space and Missile Center, and are under the command of the Air Force Space Command's 45th Space Wing. The wing, from its Patrick headquarters, helps process and launch Department of Defense satellites, provides launch, tracking, safety and data services to governmental agencies; and manages the Eastern Test Range which extends 10,000 miles from Florida throughout the South Atlantic into the Indian Ocean.

Brief History

The Banana River Naval Air Station was established in 1940 and used during World War II for sea-plane surveillance of enemy submarines. In 1947, the facility was deactivated.

Three years later, the station was designated the site for the Air Force's Joint Long Range Proving Ground, and renamed in honor of Maj. Gen. Mason Patrick, chief of the American Expeditionary Force's Air Service during World War I and chief of the Air Service/Air Corps from 1921 to 1927.

Also, in 1950, the first German model V-2 rocket was launched from Cape Canaveral.

By 1979, the Cape, then known as the Air Force Eastern Test Range, had seen more than 3,000 launches including the 1958 launch of America's first satellite Explorer I, and the Mercury-Redstone blast-off of America's first astronaut Alan Shepard in 1961.

Today, other major tenants include the Air Force Technical Applications Center, the Defense Equal Opportunity Management Institute, the Naval Ordnance Test Unit, and the 41st and 71st Rescue Squadrons.

The 301st Today

As of May, 1994, the unit had grown to some 387 members consisting of 138 full-time ARTs, 17 full-time civilians, and 249 Reservists.

The squadron's complement of assigned aircraft is ten HH-60G Pave Hawk Helicopters and six HC-130 Hercules.

Unique One Day Save

Braving 50 knot winds which had produced more than 50 tornadoes in Florida before heading north along the country's east coast and becoming the 'storm of the century' the Patrick-based reservists rescued 93 elderly residents from their Crystal River retirement community, near Tampa, on March 13, 1993.

Raising flood waters had cut-off the only means of escape from the residents' island homes. Many of the residents, some with serious medical conditions and whose ages ranged from 65 to 99, waited for help on their flooded homes' roofs. Two HH-60s ferried the victims to a nearby airfield where those needed medical attention were taken to a hospital.

Well-Earned Recognition ***by Col. Oral W. Carper***

Every member of the 301st Rescue Squadron continues to set standards by which others must strive to achieve. Their commitment to excellence and an unswerving dedication had had a three-fold benefit.

Air Force officials have long recognized the invaluable contributions of the 301st, and have bestowed upon this unit numerous accolades. In 1993, these include:

- * The Air For Outstanding Unit Award: The 301st has received this honor four times
- * The Albert P. Loening Award: Presented to the best Air Force Reserve rescue squadron. This marked the tenth time, out of the past 12 annual competitions, that the unit earned this distinction.
- * The Maj. Gen. Tom Marchbanks Award for Heroism: The Reserve Officers Association applauded the 301st for its March, 1993 evacuation of 93 elderly residents during blizzard conditions.
- * The Citation of Honor: The Air Force Association bestowed the honor for the unit's life-saving efforts after Hurricane Andrew.

In addition to the commendations, the people who fly and maintain the aircraft are especially proud of its 38-year history of accident-free flying.

Finally, as important, the unfailing gallantry of the 301st has earned the gratitude of countless South Floridians whose lives have been touched by the squadron's many humanitarian efforts -- especially the 404 people who were rescued by our squadron.

Regardless of weather conditions, type of hazardous mission, or personal sacrifice, the men and women of the 301st have measured up to every hurdle. They display a resourcefulness needed to meet the lofty expectations we have set for ourselves, and a willingness to meet tomorrow's demanding challenges.

Prepared by
301 RQS/PA
MSgt. Larry Lentz
second edition
May, 1994

Heart Attack Victim is 301RQS' 404th 'Save'

by MSgt. Larry Lentz
1 RQS PA

A 35-year-old sailor with a history of heart attacks and complaining of severe heart palpitations was rescued by an HH-60 helicopter crew from the 301st Rescue Squadron Sept. 1.

The seaman, William Quirt, was on board the Westwind III, a 75-foot shrimp boat some 15-miles east of Cape Canaveral. He was airlifted to Patrick Air Force Base and then brought to the base hospital.

During the flight, the victim was stabilized and his heart monitored by Dr. (Maj.), Greg Rogers, a 45th Medical Group flight surgeon, and two 301st pararescue-jump specialists, TSgts. Raymond Bradshaw and Jeffrey Curl.

"Quirt had a major heart attack two-months ago, and then a minor one just two weeks ago, and now was feeling the onset of another one," said Bradshaw. "He had taken

his medication, but the symptoms continued for six to eight hours. That's when the ship's captain sent out the request for emergency assistance."

Once on board the helicopter, Quirt was placed on a Life Pac - a heart-monitor machine.

"His medication told us a lot about his condition and how to better treat him. People with abnormal heart beats and the resulting lack of adequate blood flow are often prone to sudden death," said Rogers. "If needed, we were ready to immediately administer advance-cardiac life-support drugs."

The 301st had been able to quickly respond to the request for the medical evacuation because one of the unit's HH-60s was already on a routine training flight.

"We were ten minutes away from Patrick and made arrangements to pick up a flight surgeon and PJs

over the ship 10 minutes after take-off".

"Unfortunately, we didn't have any radio communication between us and the crew, so (MSgt. Gene) Akina (the flight engineer), had to rely on hand signals to coordinate the rescue. It took us a few precious minutes until the skipper understood that he was to cut his engines and turn into the wind."

Then, the PJs were ready to retrieve their patient.

"We did a low-and-slow jump from ten feet, and then swam to the ship," Curl recalled. "Capt. Jim Britt, (the HH-60 pilot), decided against a hoist from the deck because of the ship's crowded rigging and rough seas. So we put Quirt into the water and then placed him into a stokes litter for the extraction and trip home."

The successful mission marked

301st RQS assumes range duties

Reservists will fly surveillance missions for all launches

By MSgt. Larry Lentz
301ST RQS PUBLIC AFFAIRS

The Air Force Reserve's 301st Rescue Squadron at Patrick AFB has been given primary responsibility for surveillance of the Eastern Range during all space shuttle and unmanned missile launches.

Two of the unit's HH-60 helicopters will ensure that all ships are well out of the launch danger zone prior to and during missions at Cape Canaveral AFS and the Kennedy Space Center.

"Often, skippers of these vessels — from small pleasure sailboats or fishing boats to cruise ships — have not read the official notices warning of an impending launch, or have ventured into the restricted area," said Capt. Mark Kyle, 301st RQS assistant deputy commander for operations. "Therefore, we'll start flying a search pattern two or three hours prior to launch. When we locate an errant ship, we'll contact them, either on a marine band frequency or by dropping a streamer with a prepared message, and request their immediate cooperation."

— See RESCUE page 4

U.S. Polish rescue teams exchange ideas:

by MSgt. Larry Lentz,
301st Rescue Squadron

PATRICK AFB, FLA. — The Cold War ended for the Air Force Reserve when four officers of Poland's Air Force and Navy began receiving an overview of U.S. Air Force search and rescue techniques at the Reserve's 301st Rescue Squadron.

A week-long series of brief-

ings and participation in a variety of flying exercises marked the first time members of the central European country's military have traveled to the United States for training under the auspices of the U.S. European Command's "Military-to-Military Contact Program." The Air Force selected the 301st RQS to host the Polish officers because it uses the latest technology, and search and rescue procedures.

Col. Jan Kania, commander of Poland's Naval Aviation, led the delegation which included the commander of Poland's Air Rescue coordination center, the Air Force Chief of Rescue Operations and a rescue wing vice commander. Representatives from the Office of the Secretary of the Air Force served as liaison and interpreters.

"The 301st developed a comprehensive schedule of activities

which showcased our combat search and rescue procedures, and how we save them during actual saves of civilians," said Capt. Joe Viani, a 301st RQS HC-130 navigator and the tour's organizer. "There were presentations on everything from our HC-130s and our new HH-60 helicopters; the latest advances in life support equipment such as night-vision goggles; and Zodiac inflatable boats, designed by

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Communications equipment will boost 301st RQS shut

■ New avionics, radio processor will make rescue efforts quicker, safer

By MSgt. Larry Lentz
301 RESCUE SQUADRON PUBLIC AFFAIRS

State-of-the-art communication equipment designed to locate astronauts following an emergency evacuation from their space shuttle orbiter, and a new 'high-tech' radio processor, are two new avionics systems recently installed on HC-130 aircraft of the 301st Rescue Squadron.

With NASA's Personnel Locator System, 301st air crews can determine the bearing and distance of the astronauts if they bail out and are in life rafts in the vast Atlantic. The system, using two-way voice communication or an identifying, coded beeper signal, computes the bearing and distance of the hand-held transmitter from an altitude of more than 20,000 feet and more than 100 miles away.

"Besides recovering astronauts, this space-age technology has an immediate application to combat situations," explains MSgt. Vic Ortega, a 301st RQS communications/navigation technician, who helped install the system. "Search and rescue teams can quickly find downed air crew members or pararescue-jump rescue teams behind enemy lines. Even if survivors couldn't operate their transmitters, the locator could be activated from the aircraft."

The 301st is one of the first Air Force units selected for the new equipment because of the squadron's expanding role in NASA's emergency



Rockwell Collins Avionics bay. SSgt. Mark Fletcher. Advanced Commu...

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Center /- An Autom...

301st RQS Uses Space Shuttle Rescue Boat To Save Life

While the Space Shuttle "Atlantis" circled the earth last March, a 301st Rescue Squadron crew was giving NASA's "Rigging Alternative Method Zodiac" inflatable boat — designed to recover astronauts following an open-ocean bailout — its first workout on earth.

The crew was responding to an emergency aboard the cruise ship Sea Breeze I, where a passenger had suffered a heart attack. Because of the victim's critical condition, the rescue crew opted to fly out on one of the unit's HC-130s, which could make the trip faster than could an H-3 rescue helicopter.

Problem was, the ship didn't have a mechanized launch to pick up the team and their medical supplies from the water. The PJs would have to bring their own boat — which is where the 17-foot-long inflatable RAMZ came in.

The PJs landed within 700 meters of the ship, quickly inflated their boat, and soon arrived at the vessel. Within 10 minutes, TSgts. Don Frank and Dougherty had completed their assessment of the patient and prepared the woman to be picked up by the H-3 when it arrived later. The victim was flown to Key West and later listed in satisfactory

301st Rescue Squadron trains in Sur

By MSgt. Larry Lentz
301 RESCUE SQUADRON PUBLIC AFFAIRS

The quiet oasis of Independence Square, next to the Presidential Palace in Paramaribo, the capital of Surinam, was shattered with a roar as an American military helicopter landed on the manicured lawn. Immediately, a crowd of 5,000 curious on-lookers surrounded the never before seen HH-60 and cordially welcomed their visitors.

The aircraft and its crew were part of a 26-person contingent from the 301st Rescue Squadron.

The helicopter's display of the reservist's demonstration of the unit's search and rescue capabilities, as well as three days of presentations and joint training to members of the Surinamese military marked the first time that the United States has conducted a joint train-



The 301st helicopter is surrounded as it lands in Surinam.

HH-60 or HC-130 aircraft with Surinamese observers, which ranged from conducting over-water search patterns to establishing survival training and life support

and medical equipment," said MSgt. Dana Beach. During the public display, we demonstrated fast rope, rappel and hoist operations."

as much as possible and presented them with the briefing slides which they very much appreciated," recalled Maj. Rocky Villafane, an HH-60 pilot.

"We also conducted numerous orientation rides for members of the military and the media."

"The 301st gained considerable experience in planning for this deployment,

completing the 2,000-mile, over-water route, and

301st RQS completes Southwest Asia tours

v MSgt. Larry Lentz
01 RQS PA

The intense heat, lack of in-place procedures, and a foreign male-dominated culture were three of the diverse obstacles faced by 56 members of the 301st Rescue Squadron during their three-month rotation in Southwest Asia.

The 301st, along with other reservists from the unit's parent organization, the 939th Rescue Wing in Portland, Ore., and three Air National Guard units formed the 4404th Composite Wing. The specially-created air reserve component unit relieved the 66th Rescue Squadron from its combat search and rescue responsibilities and allowed the active-duty members to return stateside for extended vacations.

The new wing flew HC-130s at Dhahran while their parent units flew C-130s and other aircraft.

"This was the first time crews from the five rescue organizations had worked together..."

-Capt. Mark Kyle

hour-a-day, seven-day-a-week alert coverage; make provisions for crew rest; and initiate standardization procedures," explained Capt. Mark Kyle, 301st assistant deputy commander for operations. "This was the first time crews from the five rescue organizations had worked together, yet we had to start flying under very demanding conditions.

"The blowing sand and dust, temperatures of 110 degrees at night, flying over an unfamiliar desert at night, and maintaining operations around-the-clock can adversely affect crew performance. We only had a few days to work with the 66th, learn their mission, and become an effective, fully-functioning team." Kyle continued.

Much too hard

With them

Air Force Association honors 301st

MSgt. Larry Lentz

The Air Force Association awarded the 301st Rescue Squadron its Citation of Honor at the annual convention in Washington, D.C. Sept. 13. The award was presented "In recognition of the 301st RQS's 'life-saving' efforts under extremely hazardous and arduous conditions during and after Hurricane Andrew."

The Air Force Association saluted representatives of the Air Force Reserve and the difference between life and death for the victims of Hurricane Andrew. The award was presented by the late Lt. Col. James M. McCoy.

"Despite the destruction of their home base; and the damage and loss of their own homes; and the reality that some lost all but the clothes they were wearing, the men and women of the 301st operated their aircraft around the clock, saving 137 lives, delivering vital food and water, and providing medical help to the ravaged Florida area," continued McCoy reading the plaque's engraved tribute.

The unit was represented, at the convention's closing ceremonies by Capt. Tony Cunha, a 301st Reserve member, who was the only unit to receive the award. There were 600 attendees.

Maj. Gen. John J. Closser, Air Force Reserve, who expressed his admiration for the 301st, presented the award.

The presentation given to the 301st was a distinguished distinction marked by two months. They earned the Outstanding Unit Award, the highest Reserve rescue unit for the Reserve Officer's Award. The other members of the 301st were also appreciative to be the recipients of the award, said Col. Oral Mander.

Honduran military takes lessons from 301st Rescue Squadron

By MSgt. Larry Lentz
301ST RESCUE SQUADRON

While A-10 gun ships screamed overhead and rattled the earth with 'live fire' cover, an HH-60, after flying at tree-top level to the small jungle clearing, lands just long enough for the pararescue specialists to retrieve the downed pilot. The two American aircraft were flying over familiar and hazardous terrain — the mountainous jungles of central Honduras.

The A-10s were from Pope AFB's active duty 23rd

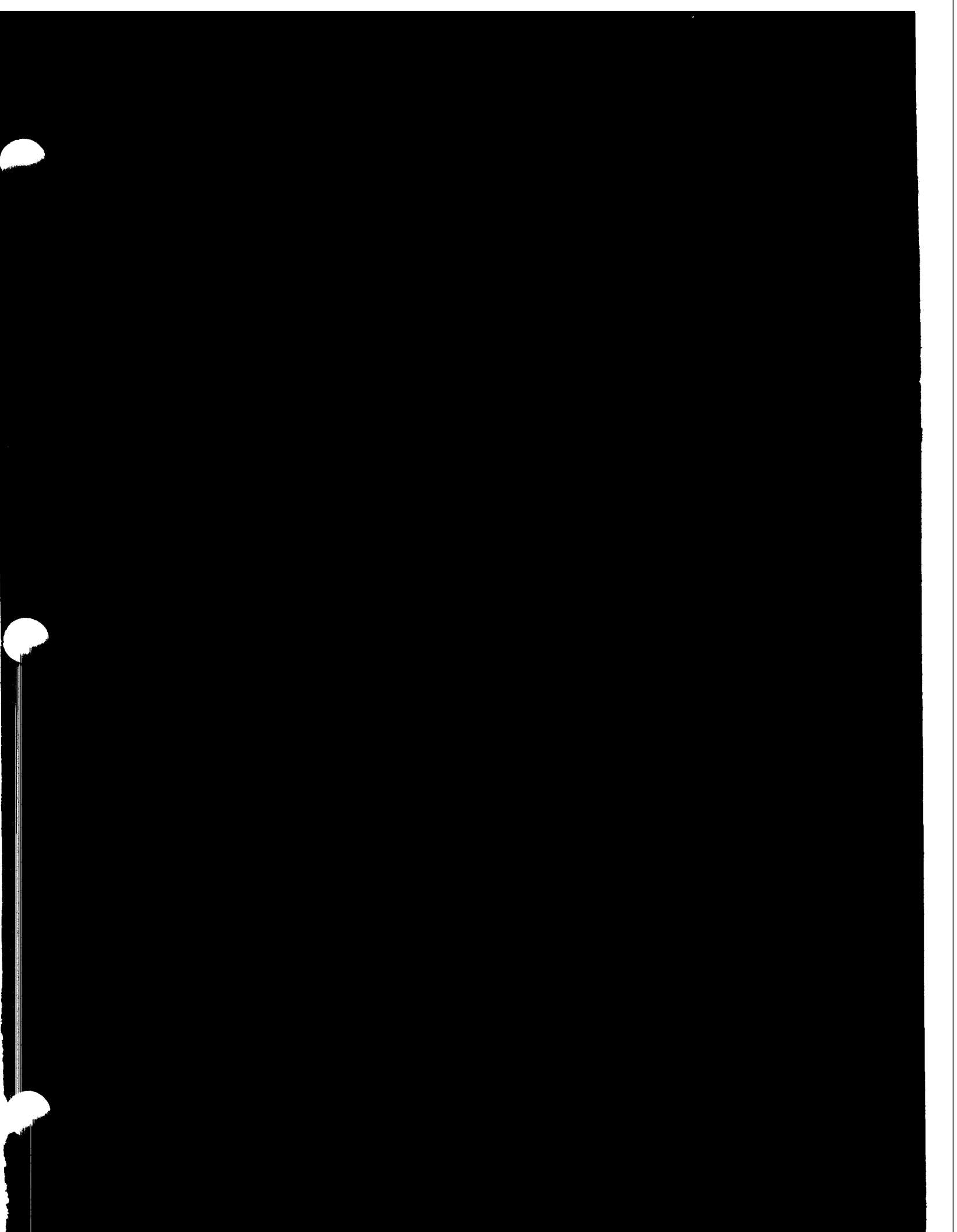
HC-130 tanker support aircraft were flown by an integrated crew from the wing's 304th RQS at Portland AFB, Ore., and the 301st RQS, now located at Patrick.

"Some 40 members of the wing were based at Soto Cano Air Base, some 60 miles from the capital city of Tegucigalpa, and the home of the Honduran Air Force Academy. The base also is headquarters of the United States Southcom's Joint Task Force — Bravo," explains 1st Lt. Kurt Matthews, a 301st RQS helicopter pilot. "In

continued. "The A-10s and HH-60s jointly practiced our Sandy (rescue) missions under 'live fire' conditions, and we were able to fly in a hostile, mountainous environment."

The exercise also gave the reservists another occasion to serve as America's good-will ambassadors.

"Of course, there was a lot of interaction with our Honduran hosts during the daily training and with their observers while we were flying," said TSgt. Glenn Roberts, an HH-60 flight engineer and air



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950406-5

FROM: RUDD, WILL	TO: DIXON
CITY MANAGER	TITLE: CHAIRMAN
ORGANIZATION: HOMESTEAD, FL	ORGANIZATION: OBCRC
INSTALLATION (S) DISCUSSED: HOMESTEAD AIR RESERVE BASE	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL				COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR. COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR. INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:
 CONCERNED THAT 301ST AIR RESCUE SQUADRON IS BEING PERMANENTLY MOVED.

Due Date: 950410	Routing Date: 950406	Date Originated: 950403	Mail Date:
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CITY OF HOMESTEAD, FLORIDA

60

790 N. HOMESTEAD BOULEVARD/HOMESTEAD, FLORIDA 33030/TELEPHONE: (305) 247-1801

J.W. DeMilly III, *Mayor*
Roscoe Warren, *Vice-Mayor*
William T. Rudd, *City Manager*

COUNCILMEN:
Ruth L. Campbell
Jeff Kirk

Eliza D. Perry
Steve Shiver
Nicholas R. Sincore

April 3, 1995

Please refer to this number
when responding 950406-5

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The City of Homestead is building its Hurricane Andrew recovery around certain economic generators. Primary among those is Homestead Air Reserve Base. Its importance is not only measured by jobs at the Base, more importantly, the Air Reservists are residents, business owners, employees and community leaders. They are the threads holding the fabric of our community together--for they did not abandon South Dade after the storm.

The 1993 BRAC allowed the retention of both the 482nd Fighter Wing and 301st Air Rescue Squadron because their missions are interrelated. The proposed change in emphasis of moving the 301st to Patrick Air Force Base for a secondary mission of manned space flight support negates the policy of the 1993 BRAC. It also minimizes the effectiveness of the Squadron's primary mission of Search and Rescue and support to combat-ready air units in South Florida and the Caribbean.

Please consider these factors while deciding the fate of the 301st Air Rescue Squadron, their missions, its Reservist residents of Dade County, and the recovery of South Dade County. If you have any further questions, please do not hesitate to call me at (305)247-1801 extension 101.

Sincerely,

Will Rudd
City Manager

CC: James B. Davis
Wendi Steele
Rebecca Gernhardt Cox
S. Lee Kling
Al Cornella
Benjamin Montoya
Joe Robles

K E E P T H E 3 0 1 S T R E S C U E S Q U A D R O N A T P A F B

I am John Buckley. I am the Vice Mayor of the City of Melbourne and I am presently the President of the Space Coast League of Cities which represents all of the 15 incorporated communities in Brevard County.

The 301st Rescue Squadron was relocated to Patrick Air Force Base from Homestead, Florida as a result of the incredible damage inflicted by Hurricane Andrew in 1992. More than 600 airmen and civilians supporting the 301st Rescue Squadron and their families have become an integral part of Brevard County and our local communities.

We understand that the Base Realignment and Closure Panel recommended in 1993 that the 301st be returned to Homestead Air Force Base. We do not believe that this is the way to proceed. On behalf of the citizens of Brevard and members of the Squadron, we are opposed to such a relocation.

I am of the opinion that there are at least three good reasons to oppose such a relocation: 1) fiscal, 2) potential for repeat weather conditions, and 3) uprooting of family units.

1) Fiscal - It will cost \$4 million dollars to relocate the Squadron back to Homestead. Annual operational costs would increase by about \$ 1 million.

2) Potential for Repeat Weather Conditions - It is quite possible that another storm will reoccur in the South Florida area which would cause another relocation of the squadron northward. Patrick Air Force Base has never had serious hurricane problems since the Gulfstream waters seems to protect this area from serious hurricane intrusion.

3) Uprooting of Family Units - The impact of the relocation to families would be dramatic. These families have been here over two and one half years and have become a part of our communities. The Space Program at the Cape Canaveral Air Station and the Kennedy Space Center has come to rely quite heavily on the Squadron because of the support provided on launches.

On behalf of the City of Melbourne and the Space Coast League of Cities, I respectfully request that the 301st Rescue Squadron be kept here at Patrick Air Force Base. This would be the most fiscally responsible decision and would be of the greatest benefit to the members of the Squadron as well as the citizens and communities of Brevard County.

Thank you for this opportunity to address you on this very important matter. Please keep the 301st Rescue Squadron in Brevard County.



Economic Impact of 301st Rescue Squadron

Total Employees:

Officers -	78
Enlisted -	405
Civilian -	27

Total	510

Mission:

The mission of the 301 RQS is to achieve and sustain a combat rescue capability; to maintain and provide a worldwide capability to search for, locate and recover aerospace personnel; to provide air support for manned space flight operations and aerospace hardware recovery when so directed; and safety surveillance of sea security zones during launch operations. The 301st will support the International Civil Aviation Organization (ICAO) and foreign governments when directed; will provide humanitarian and disaster relief operations in accordance with written agreements as directed. Helicopter support for Eastern Range.

Estimated Economic Impact:

Total Payroll -	\$ 11,770,290.00 (direct)
	\$ 11,770,290.00 (direct)
	\$ 16,478,406.00 (indirect - multiplier 1.4)

	\$ 28,248,696.00 (total direct and indirect)

DSN 854-8695

H/6

20 Apr 95

REFERENCE # 950410-3

112
950428-4

Robert E. Haston
421 Nautilus Dr.
Satellite Beach, FL 32937
(407) 777-5959

Alan J. Dixon, Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Sir,

I thank you for your prompt response to my request for the materials presented for Homestead at Birmingham. I apologize for my being so agitated when I spoke there. I assure you that it had nothing to do with your honorable task, and everything to do with what was presented to you by the Greater Miami Chamber of Commerce. You will see why when you read the attached report, which details the inaccuracies in their presentation.

I apologize for the dis-jointedness of this report. This stems from the Miami Chamber of Commerce presentation not being in line with your criteria, or it's own outline.

To avoid wasting your time reading future correspondence about points that we already agree on, I have enclosed response forms and stamped envelopes. If you could just jot down the points about which you are not convinced of at this time, we here would be happy to get all the data you need. I assure you, that we will tell the whole truth. For our cause stands strongly entirely on its own merit.

I am proud to say, that this is the most important task I have ever done for my country. It is well worth the risk I feel. As I was leaving, one of the gentleman in the group who was watching me speak said: "You better hope you have a job when you get back". I later learned that someone from Homestead was watching also. The help you and your staff have given me has renewed my faith. It is an honor and a privilege to serve you in your efforts.

Sincerely,



Robert E. Haston

- This report analyzes the presentation made by the Greater Miami Chamber of Commerce at Birmingham. It is structured along their major points. The numbers in parentheses direct you to parts of their text. The consensus after reviewing their presentation was:
 - The presentation made by the Greater Miami Chamber of Commerce was incorrect on every point.
 - The number of detailed facts they had in their presentation proves they had an intimate knowledge of the 301st and its operations. How these facts were presented, others omitted; and how conclusions were drawn based on no data leads to one most probable conclusion, namely that this was a deliberate attempt to mislead the BRAC.
- DEFENSE SECRETARY PERRY'S MODEL RE-USE PLAN: (1) First, If they would have reviewed the laws governing the BRAC process, they would have known that prior decisions have no factor in this process. Second, the obvious intent of this is to imply that the Secretary recommended that keeping the 301st at Patrick was a "model" idea. The opposite is true as his '93 and '95 recommendations to the BRAC prove. It is obvious that he was speaking of the planned physical model as an example of a multi-use facility. A unit that needs to be in the area (such as Southern Command) would fit well in this model.
 - The Secretary's recommendation to the 93 BRAC was for the 301st to stay at Patrick, just as it is this year. In addition, he recommended for the 482nd Fighter Wing to convert to KC-135R Air Refueling Tankers and move into empty facilities at MacDill AFB, Tampa. This was proven as a wise proposal. There is substantial evidence to indicate that the same misinformation that was presented at Birmingham may have been a causal factor in the 93 decision to relocate the 301st to Homestead.
 - Rescue forces were among the top five forces most in demand this past year. Having the 301st assume the NASA mission at Patrick freed up an additional active-duty rescue unit, which is currently deployed to Kuwait.
 - Air Refueling Tankers were higher in demand, while fighter units continue to be converted or closed.
 - The '95 proposal includes an active duty Tanker unit to be moved to MacDill. This is presumably to fulfill the need for Tanker forces in the Southeast that was not fulfilled by the 482nd.
 - By all signs, the Homestead area isn't providing enough qualified people or recruits to meet the 482nd's needs. I highly recommend that you investigate this.
- SIGNIFICANT ECONOMIES OF SCALE: These presumptions were based on: The 482nd and 301st as "related and interdependent"(3) "must be in a position to support-day to day operations and specific exercises of the 482nd"(4) "daily training activities coordinated with F-16 operations" (6)

In four years, the 301st has done no daily training and only 2, 2-day joint exercises with the 482nd. Of these, one was at Homestead. It was held over the open ocean. The 482nd simply provided F-16 fighter cover for the 301st's HC-130 and helicopter. This involves minimal involvement compared to a true Search and Rescue Task Force (SARTAF). The other exercise was held with the 301st at Patrick, and the objective being Avon Park Bombing Range, 100 miles closer to Patrick and the only overland bombing range in Central or South Florida. This exercise was many times more realistic and better for training. This forward deployment of slower rescue assets is typical of operations now happening across the world. The key player in a SARTAF is the A-10 attack plane, the dedicated rescue support plane. The A-10 directs both the helicopters and F-16 strike aircraft. All A-10 units are north of Patrick.

The statement (7) that the F-16 is designated to "escort rescue assets during contingencies in Southwest Asia at this time" may be true. What wasn't said was: This is only because there are no A-10s there now. During the war, the A-10 proved their unique ground attack ability is essential for rescue. The only reason the F-16 can perform this role (in a limited manner) in Southwest Asia is because it is one of the few places in the world that is both completely flat and un-vegetated.

Of the 482nd's supposed "twenty, 10-day exercises per year with other tactical Air Force units create an ideal environment for the 301st to achieve its peace time readiness training and real time objectives" (5) The 301st has not heard of any of these planned exercises occurring, or been invited to one. Furthermore, most of these exercises (and any realistic rescue scenarios) would need to would be flown to Avon Park.

Patrick was the most common 301st helicopter TDY from Homestead because of Patrick's proximity to Avon Park. Patrick's proximity to the rest of the US, its active-duty support, ample ramp space, outstanding facilities, and popular local area make it the obvious choice for most units. This is proven by the several SARTAF exercises that have occurred at Patrick, and future exercises that have been committed to.

How could anyone imply that collocating the 482nd and 301st is efficient, while having units that have the exact same aircraft and mission, that can share custom built facilities, and have regularly trained together is a "duplication of effort" (9) and "poor readiness planning" (10). Air refueling training, which is always in short supply is accomplished often between the 301st and 71st. Past flying schedules prove this. Many air crew evaluations have been saved because of this unique capability.

- [PILOT SAFETY]: (4,5,6) This was not presented as a point, but was mentioned repeatedly with such emphasis that it deserves to be addressed separately. Furthermore, to imply to a rescuer that somehow he/she is shirking his/her responsibility is a slap in the face that can't very well be put into words.
The obvious omissions here were: The US Coast Guard (minutes away at Miami) maintains 24 hour alert for air rescue coverage for all Florida waters. Dade County Fire Rescue, with 4 helicopters and outstanding medical capabilities provides 24-hour coverage for South Florida. The 301st has never sat alert, and is not projected to. The 301st has performed two military rescues in the last 5 years, one for an active duty F-16 at Homestead, the other north of Patrick near a Navy bombing range. The weakest area for rescue coverage is between the Coast Guard's Miami and Savannah, GA Air Stations. The 301st from Patrick can respond to military mishaps at Avon Park, across Central Florida, and fill the Coast Guard gap offshore. The 301st has performed about one hundred civilian rescues for every military rescue.
- COMPOSITE WING EFFICIENCY: (1) The USAF Composite Wing Philosophy is to pair units that have a proven need for collocation, and place them together at a site where they can both benefit. As described above, the 482nd and the 301st's ability to "train like they fight" is enhanced by having the 301st at Patrick. There would be few commonalties in the joint maintenance facilities and structure proposed at Homestead. Furthermore, it is most efficient to have Reserve tenants on active duty bases. The number of BRAC realignments done to accomplish this is ample proof.
- MILITARY VALUE: (8) Yes, Homestead (just like Patrick) did support operations in the Caribbean. But when the plan for the base is completed, there will be no room for this. In fact, there is serious doubt that there will be enough room for the 301st's 16 aircraft in the current plan. Case in point: When part of the staging for operation Restore Democracy (Haiti) was going on at Homestead, the only tenant at the base was the 482nd, using up roughly 10% of the ramp space available. Due to the numerous aircraft on the ramp at Homestead, the 301st was not allowed to land one C-130 there to support training of reservists who still live in that area. The plan for Homestead allows no room for contingencies, or even a large exercise. Leaving the 301st at Patrick would free up needed room for this contingency. The military could earn income using this area for short term transient parking.
- MINIMAL OFFSETTING COSTS (10,11) The cost figures stated when estimating the 301st's part of the Homestead plan are usually just for the 301st's specific facilities. Much of the facilities dedicated to the 482nd are joint facilities, or for functions currently within the 301st. The 301st has just as many aircraft and people. Even with the touted "economies of scale" the 301st must use close to half of the facilities. Using their numbers, this is half of 78 Million (M). They admit that the DOD observed that excess funding would be required. Analysis at the 301st have shown that there isn't enough room for the 301st's aircraft and people in the Homestead plan.
 - The recent AFRES facilities team estimated the cost of keeping the 301st at Patrick is 6.3M if the active duty units leave Patrick, and 18.3M if they don't. This is less than half the cost of the 301st's half of the Homestead Plan. This worst case 18.3M would be completely recovered within 5 years. This would come from saving the 4-8 million to move the unit, plus annual savings from the 301st being closer to NASA, Avon Park, the rest of the 301st's many northern destinations. No, this isn't a "free ride" for the American taxpayer" (10). It's a *paid ride* for the taxpayer, as savings will soon outpace costs and continue to pay off indefinitely.

- **EFFECTIVE ANNUAL OPERATIONS:** That neither the 482nd, or the 301st has any need for the 301st to be at Homestead was covered above. Here are details of how *ineffective* it would be.
 - **NASA Missions:** (12) The 198 hours stated seem short, and we are currently checking them. They probably don't include numerous photo missions, VIP support missions, and other missions in support of NASA. Even using their numbers, if you present them accurately, they represent not how minor the mission is, but how major, and how much more the impact would be from Homestead. Of these "198" hours, almost all are helicopter hours, so the quoted 5.4% is 10% of the HH-60 flying time. Flying the aircraft up from Homestead add 3.0 hours for each helicopter flying the mission, which is usually less than 3.0 hours. But, being conservative and rounding up, this means that from Homestead, this would double the time to 20% of the HH-60 time. Furthermore, spare aircraft (and the crews necessary to fly them) would have to be flown up. For such a critical task, one spare is readied for each aircraft. This raises the total to 25%, 15% of which is completely wasted. So for the helicopters, this mission takes 2.5 times more flying hours plus:
 - Losing the vital ability to have aircraft and crews available for both NASA missions and local sorties the same day.
 - Launches slip, sometimes with attempts every day for weeks. This would wreak havoc with local training, keep crews from their administrative jobs, and require some crew members to be relieved.
 - Having many maintenance and parts intensive helicopters away from home maintenance would require parts and specialists to be flown back and forth to repair aircraft that malfunction.
 - For a Reserve unit, this would severely impact the 301st's primary mission: combat training.
 - **Other:** Patrick's proximity to Avon Park and the rest of the US is arguably a larger benefit for the 301st than it's proximity to NASA.

- **REDUCED MAINTENANCE COSTS:** (16,18,19) Their statement about Homestead: "where corrosion is not of significance" is definitely not supported by historical records. One HC-130 (5830) that was stationed at Homestead, had to be overhauled early. It needed a waiver to be flown (in a very restricted flight regime) to the depot. It spent 19 months in overhaul. Documents on its extensive corrosion repairs and many others documenting Homestead's corrosion problems are available.

The report pages they presented were to support their case of the "atmospheric conditions"(16) at Patrick. It references the helicopters exposure to saltwater in training. The areas most corroded were generally on the bottom of the helicopter, where salt spray from hovering is greatest. Closed areas such as the avionics compartment, where vent fans provide airflow only when the aircraft is running, were also noted. Areas typically affected by sea breeze salt deposits, such as the top of the helicopter, placed last in corrosion. Of note was the worst case aircraft was at Hurlburt, which is two miles from the sea. Homestead is three.

NASA and training missions require HH-60s to be hovered low over the ocean, and pararescuemen and equipment, dripping with saltwater are taken on board the helicopter, just as at Homestead. Most of the 50 Helicopter crewmembers must perform this at least every 70 days. The strong winds at Patrick help blow the salt spray from under the helicopter. Many pilots use Patrick's nearby freshwater lakes to do day water operations. Patrick's longer "dry season" offsets part of this problem. There are many cost-effective ways to counter corrosion. A taxi-through freshwater rinse rack, originally proposed at Homestead, has been funded at Patrick. The problems stated about wash rack inaccessibility at Patrick stem from upgrade construction delays at Patrick's wash rack. Otherwise, there has been little trouble. One of the hangers at Patrick also doubles as a wash rack, and an unused wash rack adjacent to the flight line could be repaired and upgraded. The washing increase to prevent corrosion at Patrick has not required any additional manning.

The plan at Homestead has only one dedicated wash rack. It will not fit C-130s. The only area for the C-130s is inside the fuel cell hangar. This would be unavailable in the event lengthy fuel cell work is required.

That the exposure to parachutes and medical gear (18) "creates an inherent danger not only for the pararescue team but also for those requiring their assistance" is not true. This is caused by parachuting into the same ocean as Homestead, and equipment exposed in training. In some ways, Patrick's proximity to the ocean saves money and increases safety. Patrick's river training area is behind the 301st operations building. Homestead's was 15 miles away by road, with no nearby landing areas, and out of radio contact. At Patrick, aircraft can drop or pickup pararescuemen from the river, and do tactical land operations at Patrick's sling area, all the while being monitored by both tower and the Supervisor of Flying. That the Air Force has lost 2 helicopters doing night water operations proves the need for good safety measures.

The Patrick area's low cost of living index lowers the cost of living pay needed for Wage Grade maintenance workers. Patrick's temperate climate saves on utilities. Costs of necessary goods and services are lower in the local area. Costs associated with crime are lower also.

Even if their conclusions were taken at face value, they would be insignificant in comparison to the many other larger benefits of being at Patrick. When measured correctly, they all but cease to exist.

BETTER RECRUITMENT CAPABILITIES: (20) Of all the statements, this was the most blatantly false.

All signs reflect that the local area surrounding Homestead is not providing the manpower the 482nd needs. The 482nd may not survive long at Homestead. If this is true, placing the 301st there would doom both units. Please investigate this, you should find it true.

- Patrick's recruiting area includes the Miami, Tampa, Orlando, and Jacksonville metro areas, along with the highly populated North Central Florida region. This is three times as large as Homestead's. That the 301st was able to survive a hurricane, move, and almost double in size proves how attractive this location is. The statement that "a manning deficiency exists in the critical pararescue component" (20) doesn't say that this is an Air Force wide problem, and has nothing to do with Patrick's location. In fact, Patrick's location is probably the only reason why the 301st was able to hire the needed pararescuemen to support its growth. 95% of the 301st's full time employees, and 90% of its reservists want the unit to stay at Patrick. Of the remainder, most are near retirement. Melbourne, across the river from Patrick has the lowest real estate costs in the state. Miami has the highest, and the highest level of serious crime in the nation. Patrick's nickname "Patrick World" is well deserved. With a beautiful area and climate, some of the highest standards of living, and some of the lowest costs of living in the nation. Patrick is a nuclear-powered electromagnet for highly qualified people.
- **GREATER POSITIVE ECONOMIC IMPACT:** (2) This impact is essentially spending 100 million military dollars to build facilities that the military will by all current signs, have to pay to move out of. This will be either sooner because of inability for the local area to provide manning, or later because inability of the military to perform its missions due to high operating costs and conflicts with the growing airfield. This would make this a 100 million dollar urban development grant for a local community that by their own admission has the capability to invest 216 million, plus local public funds. Obviously this is a great impact: positive for the local community (BRAC priority 6), and very negative for the DOD and federal budget (BRAC priorities 1-5).

The "breach of faith" (22) Stems from the 93 BRAC. I am sure you are familiar with the public law which says all installations will be considered equally without regard to whether the installation has been addressed on previous BRACs. This is a law that they don't think you should follow.

The problem here is not with the current proposal, but what was said to the '93 BRAC by Homestead supporters. The '93 BRAC concluded that the 482nd and 301st were two "synergistic" combat units. Statements like this had to come from someone. They sound identical to what was disproved above.

The main reason we find ourselves here again is the reason for that law in the first place. That was then, this is now; and many things have come to pass that make keeping the 301st at Patrick very wise indeed.

Their report has other other incorrect statements and omissions. Like the first sentence of their statement, which doesn't list NASA Support (#2 in priority) at all in the 301st's missions. All of them like the above show a cause supported by empty statements or at best, only gross misrepresentations. I am sure you will check out everything that they and we have said and find the truth.

AIR FORCE TEAM ROUTING SLIP

ORIGINATED BY:

CIRILLO

DATE: 9-28

	ACTION	INFO	COORD	APPROVE	FILE	INITIAL
FRANK CIRILLO						
JEVE ACKERMAN						
RICK DICAMILLO	① Log					
MERRILL BEYER	② *					
CRAIG HALL						
MARK PROSS						
DAVE OLSON						
FRANK CANTWELL						

COMMENTS:

* Merrill - get with CeG - I
 Suggest a "... Thank you
 for your info... we will consider
 response"
 - Review items in letter as "issues"
 in your analysis P

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950428-4

FROM: <u>HASTON, ROBERT E.</u>	TO: <u>DIXON</u>
ORGANIZATION:	TITLE: <u>CHAIRMAN</u>
ORGANIZATION:	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD AFB, PATRICK</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR				COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

FORWARDING REPORT DISCUSSING REASONS 3 ST RESCUE SQUADRON SHOULD REMAIN AT PATRICK AFB.

File: <u>950505</u>	Routing Date: <u>950428</u>	Date Originated: <u>950420</u>	Mail Date:
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301st Rescu
WMS
300



FLORIDA'S SPACE COAST



SCOTT ELLIS, Commissioner, District 5
1515 Sarno Road, Building B, Melbourne, FL 32935

Telephone: (407) 253-6611
FAX: (407) 253-6620

March 3, 1995

File # 950313-7

The Honorable Jim Courter
Chairman, Base Closure and Realignment Commissioner
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Subject: **The 301st Rescue Squadron**

Dear Chairman Courter:

I would like to personally take this opportunity to thank you for your decision to retain the 301st Rescue Squadron at Patrick Air Force Base in Brevard County.

This decision is fiscally sound especially when compared to returning this Rescue Unit back to Hurricane Andrew ravaged Homestead Air Force Base. The relocation of families would also have been a great burden, since Squadron members and their families have become an integral part of our community.

On behalf of myself and the 301st Rescue Squadron I would like to thank you again for your decision.

Sincerely,

Scott Ellis
County Commissioner
District V

SE:ca

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950517-10

FROM: SLESNICK, DONALD A.	TO: DIXON
LE: EXECUTIVE COMM.	TITLE: CHAIRMAN
ORGANIZATION: GREATER MIAMI CHAMBER	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: HOMESTEAD AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

SENDING RE BUTTAL TO POINTS MADE BY BREUARD CITIZEN ARMEN. REGARDING 30134 - RESCUE SQUADRON.

Date: 950519

Routing Date: 950517

Date Originated: 950515

Mail Date:



Greater
Miami
Chamber of
Commerce

Please refer to this number
when responding 950317-10

155

Mr. Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Re: Homestead Air Reserve Base
301st Rescue Squadron, USAFR
May 15, 1995

Dear Mr. Dixon:

On April 4, 1995, the Greater Miami Chamber of Commerce made its presentation to the Defense Base Closure and Realignment Commission regarding preservation of the 1993 BRAC recommendation for the 301st Rescue Squadron to remain in cantonment areas of Homestead Air Force Base.

We have subsequently received a rebuttal to the points made in our presentation from an anonymous Brevard Citizen Airman. The rebuttal which is enclosed herewith was (supposedly) submitted as part of the record of the BRAC hearings. The following facts address each of the points raised in this rebuttal:

*Defense Secretary Perry's Model Re-Use Plan: Defense Secretary Perry's "Model" Re-Use Plan was taken as a reference from the newspaper account of his visit to Homestead Air Force Base on July 8, 1993. An excerpt of that article wherein the reference lies is appended. The derivatives of this reference in the communication from the Brevard Citizen Airman have no relevance to that designation. Secondly, while the Secretary's recommendation to the '93 BRAC was for the 301st to stay at Patrick, that recommendation was rejected.

*Significant Economies of Scale: It is suggested that the Brevard Citizen Airman should present a "...proven record of the amount of exercises, and the benefit for rescue to be involved in them" to justify his own support of the 301st mission at Patrick Air Force Base. We would also submit to further inquiry on this point as it pertains to "unification of effort" if the 41st is relocated.

*Peacetime Rescue Support: Of the Brevard Citizen Airman's own admission this was not presented as a point. The statement which the Airman quotes is not saying that the 301st is leaving a rescue gap. The nature of rescue, however, implies that time is of the essence, and the 301st was the only long-range rescue support for one of the busiest U.S. airports, i.e., Miami International.

GREATER MIAMI CHAMBER OF COMMERCE

Mr. Alan Dixon
May 15, 1995
Page 2

- *Composite Wing Efficiency: The Brevard Citizen Airman has indicated that "All of the above points must be disproved in order to support this." We do not believe that our premises are unsound.
- *Military Value: With an 11,200 foot long runway and ramp space, contingency room is available. Prospective civilian tenants must forfeit facilities and infrastructure in times of national emergency further supplementing the availability of required/critical resources.
- *Minimal Offsetting Costs: Subsequent to April 4, 1995, AFRES provided a scaled-back version of facilities expenditures for maintenance of the 301st Rescue Squadron at Patrick Air Force Base. However, the plan for the 301st Rescue Squadron facilities at Homestead Air Reserve Base was developed and accepted by members of the Squadron through various SATAF's and charrettes held on site.
- *Effective Annual Operations: Burn hour and per diem costs need to be factored into the data provided by the Brevard Citizen Airman in presenting this argument.
- *Reduced Maintenance Costs: The findings presented in our document were further supplemented and supported by independent contractor reports which were not available at the time of the hearing, but are available to the BRAC from the Air Force.
- *Better Recruitment Capabilities: The Brevard Citizen Airman's assessment of manning deficiencies for the 482nd is irrelevant to the hiring of 301st pararescue personnel. The argument did not specifically focus on quality of life issues as much as the available manpower pool. Verification of residences will shed light on location preference.
- *Greater Positive Economic Impact: Contrary to the Brevard Citizen Airman's assertion, the investment of private dollars helps to minimize the impact of airfield operational and maintenance costs to the military.

Sincerely,



Donald D. Slesnick II
Executive Committee Vice Chairman

Transmitted by fax May 15, 1995
and by express (same day) service.

28 Apr 95

Brevard Citizen Airman
PO Box 410005, Melbourne, FL 32941-0005

Donald D. Slesnick
Executive Committee Vice Chairman
Greater Miami Chamber of Commerce
Omni International Complex
1601 Biscayne Boulevard
Miami, FL 33132-1260

Dear Mr. Slesnick,

We have reviewed your organization's presentation to the BRAC at Birmingham. Frankly, most of the points were not true, and none of the rest reflected even half of the truth. You are not directly implicated in doing any of this knowingly, since you gained whatever facts you had second or third-hand. We are sorry that those who gave you information did so in bad faith. We are also sorry (and not at all surprised) that they were willing to injure your organization and good name, and put you in this position by associating you with this. However, it is unfortunately now your sworn obligation under oath to formally retract any statements you find false. Attached is a report of the errors in the presentation. A similar report was sent to the BRAC.

Anyone armed with the whole truth would come to these conclusions: That the amount of detailed facts in the C of C's presentation shows that some people in the process of building it had to know most of the truth. There is a clear intent behind making major points based on no data, or a few isolated facts taken out of context. This was a deliberate attempt to mislead the BRAC.

Please feel free to refute anything in the report. You will find upon reviewing the facts, that any effort in support of your presentation will prove fruitless, and further incriminate those involved. We are sure you will agree that the honorable and smart thing for you to do is to retract the presentation in total. This would distance you and your organization from any incrimination. We request that you either provide substantial proof, or a written retraction of any points you can't prove to the BRAC postmarked or faxed to Chairman Dixon by May 15th, or further action will have to be pursued.

Sincerely,

Brevard Citizen Airman

This is structured along the presentation's major points.

OPENING STATEMENT: This doesn't list Eastern Range and NASA Support (#2) at all in the 301st's missions..

• DEFENSE SECRETARY FERRY'S MODEL RE-USE PLAN: This, under the title "Why the 301st Air Rescue Squadron Belongs at Homestead Air Reserve Base." can only imply that the Secretary recommended that keeping the 301st at Patrick was a "model" idea. The whole truth is opposite, as his '93 and '95 recommendations to the BRAC to keep the 301st at Patrick prove. The only assumption that can be drawn when considering this is that he was speaking of the planned physical model as an example of a multi-use facility. A unit that needs to be in the area (such as Southern Command) would fit well in this model. Also, [Section 2902(e)(2)(A), Public law 101-510] prohibits prior BRAC decisions being entered in this process. Ignoring this is essentially asking for the BRAC to disobey its own laws.

- The Secretary's recommendation to the 93 BRAC was for the 301st to stay at Patrick, just as it is this year. In addition, he recommended for the 482nd Fighter Wing to convert to KC-135R Air Refueling Tankers and move into empty facilities at MacDill AFB, Tampa. Further proving the wisdom behind and intent of his decision are these facts.

- Rescue forces were among the top five forces most in demand this past year. The 301st assuming the NASA mission freed up an active-duty rescue unit, which is currently deployed to Kuwait.
- Air Refueling Tankers were higher in demand, while fighter units continue to be converted or closed.
- The '95 proposal includes an active duty Tanker unit to be moved to MacDill. This is presumably to fulfill the need for Tanker forces in the Southeast that was not fulfilled by the 482nd.
- The Homestead area isn't providing enough qualified people or recruits to meet the 482nd's needs.

This point should be retracted because it is either false, or makes the slanderous assumption that the Secretary changed his mind about the 301st twice, and would want to change it again. It also is arguing for consideration that is prohibited by law.

- SIGNIFICANT ECONOMIES OF SCALE: These presumptions were based on: The 482nd and 301st as "related and interdependent" "must be in a position to support-day to day operations and specific exercises of the 482nd" "daily training activities coordinated with F-16 operations" These statements and those associated with them are completely false.

In four years, the 301st and 482nd have done no daily training and only 2, 2-day, single sortie exercises. Of these, one was at Homestead. It was held over the open ocean. The 482nd simply provided F-16 fighter cover for the 301st's HC-130 and helicopter. This is minimal compared to a true Search and Rescue Task Force (SARTAF). The other, was a SARTAF exercise, held with the 301st at Patrick, the objective being Avon Park Bombing Range, 100 miles closer to Patrick and the only overland bombing range in Central or South Florida. This exercise was many times more realistic and better for training. This forward deployment of slower rescue assets is typical of operations now happening across the world. The key player in a SARTAF is the A-10 attack plane, the dedicated rescue support plane. The A-10 directs both the helicopters and F-16 strike aircraft. All A-10 units are north of Patrick.

The statement that the F-16 is designated to "escort rescue assets during contingencies in Southwest Asia at this time" is not true. The F-16 did perform this role (in a limited manner) when A-10s weren't there. It could only do this because this is one of the few places worldwide that is both completely flat and un-vegetated.

Of the 482nd's supposed "twenty, 10-day exercises per year with other tactical Air Force units create an ideal environment for the 301st to achieve its peace time readiness training and real time objectives" The 301st has not heard of any of these planned exercises occurring, or been invited to one. Furthermore, any realistic rescue scenarios would need to be flown to Avon Park. Patrick's proximity to the rest of the US, its active-duty support, ample ramp space, outstanding facilities, and popular local area make it the obvious choice for most units. This is proven by the several SARTAF exercises that have occurred at Patrick, and future exercises that have been committed to. A proven record of the amount of exercises, and the benefit for rescue to be involved in them must be presented for this statement to be even partly true.

Implying that collocating the 301st with active duty units that have the exact same aircraft and mission, that actively share custom built facilities, and have regularly trained together is a "duplication of effort" and "poor readiness planning" is false and completely unsupported in the presentation. The truth is it is a unification of effort. Air refueling training, which is always in short supply is accomplished often between the 301st, 71st, and 41st. Past flying schedules prove this. Many air crew evaluations have been saved because of this unique capability. Members of the 41st were allowed to fly with the 301st to maintain currency. It is also excellent readiness planning. Past exercises at Patrick have proven it's better ability to support a mobilization. Homestead is insignificantly closer to any southern contingencies. The only contingencies that the 301st have supported have been flown north through Europe.

• [PEACETIME RESCUE SUPPORT]: This was not presented as a point, but was mentioned repeatedly with such emphasis that it deserves to be addressed separately. This point is all but completely false. The statement that "The 301st has traditionally provided air/sea rescue in an area surrounding the tip of Florida which lies within close proximity to Homestead." is saying that the 301st is leaving a "rescue gap". The truth is it is not. At Patrick, it is filling a huge gap in the center and east coast of Florida. The glaring omissions were: The US Coast Guard (minutes away at Miami) maintains 24 hour alert for air rescue coverage for South Florida waters. Dade County Fire Rescue, with 4 helicopters and outstanding medical capabilities provides 24-hour coverage for South Florida. The 301st has never sat alert, and is not projected to. The 301st has performed two military rescues in the last 5 years, one for an active duty F-16 at Homestead, the other north of Patrick near a Navy bombing range. The weakest area for rescue coverage is between the Coast Guard's Miami and Savannah, GA Air Stations. The 301st from Patrick can respond to military mishaps at Avon Park, across Central Florida, and fill the Coast Guard gap offshore. The 301st has performed about one hundred civilian rescues for every military rescue. The rest (and vast majority) of the truth must be said.

• COMPOSITE WING EFFICIENCY: The USAF Composite Wing Philosophy is to pair units that have a proven need for collocation, and place them together at a site where they can both benefit. As described above, the 482nd and the 301st's minor need to "train like they fight" is enhanced by having the 301st at Patrick. It is also most efficient to have Reserve tenants on active duty bases. The number of BRAC realignments done to accomplish this is ample proof. All the above points must be disproved in order to support this.

• MILITARY VALUE: Yes, Homestead (just like Patrick) did support operations in the Caribbean. But when the plan for the base is completed, there will be no room for this. In fact, there is not enough room for the 301st's current 16 aircraft in the plan. Case in point: When part of the staging for operation Restore Democracy (Haiti) was going on at Homestead, the only tenant at the base was the 482nd, using up roughly 10% of the ramp space available. Due to the numerous aircraft on the ramp at Homestead, the 301st was not allowed to land one C-130 there to support training of reservists who still live in that area. The plan for Homestead allows no room for contingencies, or even a large exercise. Leaving the 301st at Patrick would enhance military value by freeing up needed room for contingencies. These facts, and all the negative effects (distance to Cape Canaveral, Avon Park, manning problems, etc.) will have to be disproved.

- **MINIMAL OFFSETTING COSTS** The cost figures stated when estimating the 301st's part of the Homestead plan are usually just for the 301st's specific facilities. Much of the facilities dedicated to the 482nd are joint facilities, or for functions currently within the 301st. The 301st at its current size, won't fit in the Homestead plan. This, and the need to reduce or split the 301st between Patrick and Homestead to make it fit isn't addressed. The 301st has just as many aircraft and people as the 482nd. Even with the touted "economies of scale" the 301st must use close to half of the facilities. Using the plans the presentation provided, this is half of 78 Million (M). The report admits that the DOD observed that excess funding would be required. Neither are the effects this would have on added operational expenses and readiness.

Regardless of the scenario, and including all associated costs, all surveys show keeping the 301st at Patrick to be much less expensive. More importantly, all bed down funds would be completely and rapidly recovered from saved relocation and operational costs. No, this isn't a "free ride" for the American taxpayer". It's a *paid ride* that will pay off indefinitely.

What the Miami Chamber of Commerce Considers minimal is up to them. But more importantly these millions must be invested wisely. The majority of all the rest of the points in the presentation must be conclusively proven (an impossible task) to make the offsetting costs truly minimal.

- **EFFECTIVE ANNUAL OPERATIONS:** That neither the 482nd, or the 301st has any need for the 301st to be at Homestead was covered above. Here are details of how *ineffective* it would be.
 - **Space Support Missions:** The presentation first skewed the data by spreading helicopter time across both aircraft, and then used data from Patrick to represent how "easy" this would be from Homestead. The 198 hours stated seem short, and probably don't include numerous photo, VIP support, administrative, training, and other missions in support of NASA. Of these "198" hours, almost all are helicopter hours, so the quoted 5.4% is 10% of the HH-60 flying time. Flying the aircraft up from Homestead adds 3.0 hours for each helicopter flying the mission, which is usually less than 3.0 hours. But, being conservative and rounding up, this means that from Homestead, this would double the time to 20% of the HH-60 time. Furthermore, spare aircraft (and the crews necessary to fly them) would have to be flown up. For such a critical task, one spare is readied for each two aircraft. This raises the total to 25%, 15% of which is taken away from the 301st's primary mission: combat training. So for the helicopters, this mission takes 2.5 times more flying hours plus:
 - Losing the vital ability to perform both Space Support missions and local sorties the same day.
 - Launches slip, sometimes with attempts every day for weeks. This would wreak havoc with local training, keep crews from their administrative jobs, and require some crew members to be relieved.
 - Having many maintenance and parts intensive helicopters away from home maintenance would require parts and specialists to be flown back and forth to repair aircraft that malfunction.
 - **Other:** Patrick's proximity to Avon Park and the rest of the US is arguably a larger benefit for the 301st than it's proximity to NASA.
- **REDUCED MAINTENANCE COSTS:** The statement about Homestead: "where corrosion is not of significance" is definitely not supported by historical records. One HC-130 (5830) that was stationed at Homestead, had to be overhauled early. It needed a waiver to be flown (in a very restricted flight regime) to the depot. It spent 19 months in overhaul. Documents on its extensive corrosion repairs and many others documenting Homestead's corrosion problems are available.

This point was about the "atmospheric conditions" at Patrick. What wasn't stated was that for the helicopters and equipment, the majority of exposure to saltwater is in flying operations, just as it was at Homestead. Most of the 50 Helicopter crewmembers must perform these missions at least every 70 days. Many pilots use Patrick's nearby freshwater lakes to do dry water operations. The presentation's attached report showed that the areas most corroded were generally on the bottom of the helicopter, where salt spray from hovering is greatest. Closed areas such as the avionics compartment, ventilated only when the aircraft is running, were also noted. Areas typically affected by sea breeze salt deposits, such as the top of the helicopter, placed last in corrosion. Their conclusions weren't directed at location, but at inadequate maintenance attention. The worst case aircraft was at Hurlburt, which is two miles from shallow, calm Gulf waters. Homestead is three miles from the Ocean.

The problems stated about wash rack inaccessibility at Patrick stem from upgrade construction delays at Patrick's wash rack. Otherwise, there has been little trouble. One of the hangars at Patrick also doubles as a wash rack, and an unused wash rack adjacent to the flight line could be repaired and upgraded. The increased efforts to prevent corrosion at Patrick have not required any additional manning.

What wasn't said was that the plan at Homestead has only one dedicated wash rack. It will not fit C-130s. The only area for the C-130s is inside the fuel cell hangar. This would be unavailable in the event lengthy fuel cell work is required. There are many cost-effective ways to counter corrosion. A taxi-through freshwater rinse rack, originally proposed at Homestead, has been funded at Patrick.

That the exposure to parachutes and medical gear "creates an inherent danger not only for the pararescue team but also for those requiring their assistance" is not true. This is caused by parachuting into the same ocean as Homestead, and equipment exposed in training. In some ways, Patrick's proximity to the ocean saves money and increases safety. Patrick's river training area is behind the 301st operations building. Homestead's was 15 miles away by road, with no nearby landing areas, and out of radio contact. At Patrick, aircraft can drop or pickup pararescuemen from the river, and do tactical land operations at Patrick's sling area, all the while being monitored by both tower and the Supervisor of Flying. That the Air Force has lost 2 helicopters doing night water operations proves the need for good safety measures.

The Patrick area's lower cost of living index lowers the cost of living pay needed for Wage Grade maintenance workers. Patrick's temperate climate saves on utilities. Costs of necessary goods and services are lower in the local area. Costs associated with crime are lower also.

• **BETTER RECRUITMENT CAPABILITIES:** Of all the statements, this was the most blatantly false.

If Miami is such a great location to recruit from now (after Hurricane Andrew, with no large active duty base to recruit from) then why was data from 301st's manning before the Hurricane used instead of current 482nd statistics? Why then does the 482nd have to airlift reservists from South Carolina and other points to support its operations? All signs show that the 482nd is in a bad manning situation that is getting worse.

The statement that "a manning deficiency exists in the critical pararescue component" doesn't say that this is an Air Force wide problem, due to a long training program and other external factors. This has nothing to do with Patrick's location. In fact, Patrick's location is a main reason why the 301st was able to rapidly hire the pararescuemen and many other highly qualified people needed to support its growth. The threat of returning to Homestead is the only thing that has kept even more people from applying. Patrick's recruiting area includes the Miami, Tampa, Orlando, and Jacksonville metro areas, along with the highly populated North Central Florida region. This is three times as large as Homestead's. That the 301st was able to survive a hurricane, move, and almost double in size proves how attractive this location is. 95% of the 301st's full time employees, and 90% of its reservists want the unit to stay at Patrick. Of the remainder, most are near retirement. Melbourne, across the river from Patrick has the lowest real estate costs in the state. Miami has the highest, and the highest level of serious crime in the nation. Patrick's nickname "Patrick World" is well deserved. It has a beautiful area and climate, some of the highest standards of living, and some of the lowest costs of living in the nation. This area is a world-class magnet for highly qualified people, providing a quality of life no amount of money could buy at Homestead.

A total retraction is necessary unless the following data can be proved:

Current data that the Homestead area alone can continue to support the 482nd for years to come.

That it could also support the 301st during the critical post-relocation period and well into the future.

Most importantly, if this proof cannot be given, this fact alone mandates that the 301st stay at Patrick. For the simple fact that you cannot run any organization without employees.

• **GREATER POSITIVE ECONOMIC IMPACT:** This impact is military millions to build facilities that the military will by all current signs, have to pay to move out of. This will be either sooner because of inability for the local area to provide manning, or later because inability of the military to perform its missions due to high operating costs and conflicts with the growing airfield. This would be a 100 million dollar grant for an area that the C of C admits can invest 216 million in private funds. Obviously this is a great impact: positive for the local community (BRAC priority 6), and very negative for the DOD and federal budget (BRAC priorities 1-5).

Beverly Dittys Rismen
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Melbourne, FL 32941-0005

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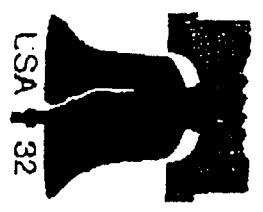
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Executive Committee Vice Chairman
Greater Miami Chamber of Commerce
Omni International Complex
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Miami, FL 33132-1260



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By FRAN BRENNAN
Herald Staff Writer

July 8, 1993

Homestead Air Force Base will become a national showcase of ways to breathe new life into out-of-date military facilities, a top Pentagon official announced Wednesday.

For months, local leaders have voiced a common refrain in their dealings with the federal government. Please, they said, keep Homestead AFB alive.

Those same eloquent leaders sat in stunned silence Wednesday as visiting Deputy Defense Secretary William Perry announced that the government would make Homestead its first "model base."

Homestead Mayor Tad DeMilly led the applause when Perry said the designation puts Homestead on a "fast track" for government funds and support to rebuild the base as a joint military and civilian operation.



Perry

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950511-5

FROM: DE MILLY, J. W.	TO: DIXON
TITLE: MAYOR	TITLE: CHAIRMAN
ORGANIZATION: CITY OF HOMESTEAD, FL.	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: HOMESTEAD AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

FORWARDING COPY OF CITY COUNCIL RES # 95-05-29; IN SUPPORT OF 301ST RESCUE SQUADRON BEING RETURNED TO BASE,

Due Date:	Routing Date:	Date Originated:	Mail Date:
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CITY OF HOMESTEAD, FLORIDA

790 N. HOMESTEAD BOULEVARD/HOMESTEAD, FLORIDA 33030/TELEPHONE: (305) 247-1801

May 1, 1995

139

Please refer to this number of
when responding

950511-5

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

Attached is a resolution of the City Council of the City of Homestead supporting the return of the 301st Rescue Squadron to Homestead Air Reserve Base as recommended and signed into law in the 1993 Base Realignment and Closure process.

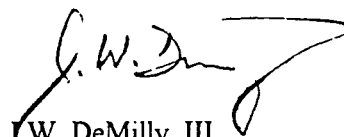
As you know, the 1993 Base Closure and Realignment Commission allowed the retention, at Homestead Air Reserve Base, of the 482nd Fighter Wing and the 301st Air Rescue Squadron because of the military value of their interrelated missions.

The recent Department of Defense recommendation to move the 301st Rescue Squadron to Patrick Air Force Base for a secondary mission of manned space flight support diminishes the primary purpose of search and rescue and support to combat-ready air units in South Florida and the Caribbean. The recommendation also negates the policy of the 1993 BRAC.

The 301st Air Squadron is an integral part of the recovery of South Dade County following the Hurricane Andrew disaster. The Air Reservists are residents, business owners, employees and community leaders. The retention of the 301st is vital to the socioeconomic well being of South Dade.

We respectfully request that you consider these factors.

Sincerely,


J.W. DeMilly, III
Mayor

JWD/cmm
Enclosures

RESOLUTION NO. R-95-05-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HOMESTEAD, DADE COUNTY, FLORIDA, SUPPORTING THE RETURN OF THE 301ST RESCUE SQUADRON TO HOMESTEAD AIR RESERVE BASE AS RECOMMENDED AND SIGNED INTO LAW BY THE 1993 BASE REALIGNMENT AND CLOSURE COMMISSION (BRAC).

WHEREAS, the location of the 301st Rescue Squadron at Homestead Air Reserve Base comprises a critical anchor tenant for Defense Secretary Perry's model re-use plan for dual military and civilian use. The Air Force policy of composite wing efficiency is achieved through the pairing of the 482nd Fighter Wing at Homestead Air Reserve Base with the 301st Rescue Squadron in their training missions, and

WHEREAS, the one-time cost to permanently move the 301st Rescue Squadron from Homestead will require an additional BRAC 95 funding authorization, while funding for the 301st facilities at Homestead has already been made available from a FY92 Special Appropriations Bill designed to reestablish a functional airport at Homestead, and

WHEREAS, the Department of Defense asserts that the one-time cost to implement this change is \$4.6 million, while the 1993 Air Force COBRA estimate for construction at Patrick Air Force Base alone will be \$6.7 million. Reduced costs to the American taxpayer can and will be achieved through the minimized maintenance costs of military aircraft and equipment as documented in Air Force studies, and

WHEREAS, there will be a greater positive economic impact to the greater Homestead/Florida City/South Dade area through the return of the 301st Air Rescue Squadron than would be achieved through its remaining at Patrick Air Force Base, and

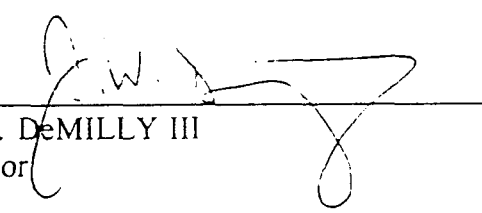
WHEREAS, the deliberative process of the Base Realignment and Closure Commission should be one which abides by earlier decisions which have the effect of law.

The Department of Defense recommendation seriously erodes the government's previous commitments to assist in returning the South Dade area, and Homestead Air Reserve Base in particular, to a level of economic vitality commensurate with pre-storm conditions. While the loss of the squadron may be relatively small in absolute terms, it serves as a graphic symbol of the federal government's deteriorating commitment to South Dade's hurricane damaged area,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HOMESTEAD, FLORIDA:

Section 1: The City Council is opposed to the permanent relocation of the 301st Air Rescue Squadron to Patrick Air Force Base and hereby stands by the testimony before the Base Realignment and Closure Commission to bring the 301st Air Rescue Squadron back to Homestead Air Reserve Base as stated by the 1993 BRAC.

PASSED AND ADOPTED this 12th day of May, 1995.



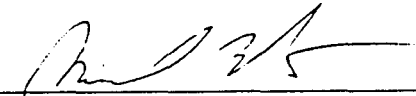
J.W. DeMILLY III
Mayor

ATTEST:



VELVA J. BIRCH, CMC
City Clerk

APPROVED AS TO FORM & CORRECTNESS:



MICHAEL E. WATKINS
City Attorney

Offered by Mr. Skinner
seconded by Mr. Warren

Motion to adopt by Mr. Campbell

FINAL VOTE AT ADOPTION

Mayor J.W. DeMilly III
Vice Mayor Roscoe Warren
Councilman Ruth Campbell
Councilman Jeff Kirk
Councilman Eliza Perry
Councilman Steve Shiver
Councilman Nick Sincore

Yes
Yes
Yes
Yes
Yes
Yes
Present

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950428-20

FROM: RICHARDSON, MICHAEL E	TO: DIXON
TITLE: PRESIDENT, JOHN W. DEWILLY	TITLE: CHAIRMAN
ORGANIZATION: AIR FORCE ASSOC. - HOMESTEAD	ORGANIZATION: OBCRC
INSTALLATION (S) DISCUSSED: HOMESTEAD AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR				COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
DIR./CONGRESSIONAL LIAISON		⓪		COMMISSIONER ROBLES			
				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:

FORWARDING INFO REQUESTING 301 RESCUE SQUAD
BE RETURNED TO HOMESTEAD AFB.

Date: 950505	Routing Date: 950428	Date Originated: 950423	Mail Date:
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JOHN W. DeMILLY, Jr. CHAPTER #385
OF THE
AIR FORCE ASSOCIATION
P. O. BOX 901605, HOMESTEAD, FL 33090-1605

April 23, 1995

The Honorable Alan Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street, Suite S-1425
Arlington, Virginia 22209

Please refer to this number
when responding 950.428-20

Dear Chairman Dixon,

The John W. DeMilly, Jr. Chapter of the Air Force Association wishes to express its concerns about the Department of Defense's recent recommendation to permanently assign the 301st Rescue Squadron to Patrick Air Force Base, Florida.

As you are no doubt aware, the 1993 Commission -- in the wake of Hurricane Andrew -- recommended the 301st return to Homestead Air Reserve Base where it would be collocated with the 482nd Fighter Wing and its F-16 aircraft. That decision was predicated on a complex set of issues...the combat aspect of the unit's mission, the strategic location of the Homestead site relative to Latin America and the Caribbean Basin, the availability of a post hurricane Special Appropriation to assist in funding the return of the units and the serious economic impact the loss of the 31st Fighter Wing and the rest of the active duty forces would have on a community struggling to recover from the most expensive natural disaster to befall our nation...to name just a few.

We are particularly dismayed by the Department of Defense's reversal of position on this matter in spite of frequent reassurances to the community by senior Air Force leaders that they intended to return the 301st to Homestead (see Attachments 1, 2 and 3). While we recognize they must continue to adjust the force structure to cope with the many demands placed upon them, we do not see that the relocation of the 301st is in the best interests of the nation. The attached Issue Paper on the 301st addresses the crux of our concerns.

We recognize the immensity of the job you have ahead of you and thank you for your willingness to take on a task so critical to the interests of our nation. We wish you patience, perseverance and wisdom as you deal with these crucial issues.

Sincerely,

Michael E. Richardson
President

Attachments

1. Letter, dated Nov 10, 1993, from Sec of AF Widnall to Representative Meek
2. Letter, dated Sep 28, 1993, from MGen Stein to Representative Meek
3. Extract from Congressional Hearings, dated March 9, 1994
4. Issue Paper: 301st Rescue Squadron



SECRETARY OF THE AIR FORCE
WASHINGTON

NOV 18 1993

NOV 10 1993

The Honorable Carrie P. Meek
House of Representatives
Washington, DC 20515-0917

Dear Ms. Meek:

The Air Force has been actively working to complete cleanup and restoration activities at Homestead Air Force Base. When Hurricane Andrew leveled much of the base in 1992, the Air Force decided to submit the base for closure. No firm commitment to rebuild Homestead occurred until the Defense Base Closure and Realignment Commission redirected the Air Force Reserve to return to Homestead as tenant units at a civil airport. The Commission recommended this to the President 1 July 1993, he forwarded the report on to Congress 3 July 1993, and Congress voted it into law 20 September 1993.

Even though the law directing the rebuilding of Homestead has been in effect for less than a month, the 482nd Fighter Wing will move back to Homestead by 31 March 1994. The 482nd is on a time schedule to vacate MacDill Air Force Base since the Department of Defense transfers airfield operation to the Department of Commerce, or another federal agency, on 1 April 1994. To meet this deadline, rebuilding 482nd facilities at Homestead remains the highest priority.

Design costs for rebuilding 301st facilities have already been spent, with estimated completion dates of June through September 1996 for most projects. If the 301st moves back to Homestead now, the Air Force Reserve must provide leased modular facilities at a cost additive to permanent facilities construction. For personnel who return to their squadron operations building, at least two more interim moves will occur, since they must move out of the building during permanent construction. Moving back to Homestead before 301st permanent facilities are ready creates additional cost, as well as turmoil for the members of the 301st Rescue Squadron.

This permanent change of station to Patrick Air Force Base accomplishes two objectives. First, it provides the members of the 301st Rescue Squadron stability. They know they will be in the Patrick Air Force Base area for three years. They can buy houses and move out of temporary living quarters. Additionally, the Air Force Reserve eliminates temporary duty expenses amounting to approximately \$250,000 per month. I would like to stress that this change of station does not mean the 301st must remain at Patrick Air Force Base permanently. It is an interim measure only, designed to save costs and meet the unique needs of our Homestead reservists caused by Hurricane Andrew's devastation.

I hope this information is helpful to you; please let me know if you have any more concerns.

Sincerely,

Sheila E. Widnall

ATCH 1



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC 20330-1000



OFFICE OF THE SECRETARY

28 SEP 1993

The Honorable Carrie P. Meek
House of Representatives
Washington, D.C. 20515

Dear Ms. Meek:

The 301st Rescue Squadron, an Air Force Reserve unit, was temporarily reassigned by the Air Force to Patrick Air Force Base, Florida, in September 1992 after Homestead Air Force Base was destroyed by Hurricane Andrew. The temporary nature of the reassignment has had an unsettling effect on the 146 full-time personnel in the 301st and their families. Additionally, the Air Force Reserve has been paying approximately \$250,000 per month in temporary duty expenses for these employees.

In order to provide increased stability to the lives and families of our personnel, the Air Force Reserve will issue permanent change of station orders to these employees no later than September 30, 1993. This action will enhance mission accomplishment by dealing with very real humanitarian concerns and will cost approximately \$1.8 million.

In accordance with the decision of the 1993 Defense Base Closure and Realignment Commission, the 301st will return to Homestead upon completion of their new facilities. Homestead construction will take approximately three years. Total savings are estimated to exceed \$5.0 million.

We trust this information is useful.

Sincerely,

PAUL E. STEIN
Major General, USAF
Director, Legislative Liaison

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1995

HEARINGS BEFORE A SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES ONE HUNDRED THIRD CONGRESS SECOND SESSION

SUBCOMMITTEE ON MILITARY CONSTRUCTION APPROPRIATIONS

W. G. (BILL) HEFNER, North Carolina, *Chairman*

THOMAS M. FOGLETTA, Pennsylvania

CARRIE P. MEEK, Florida

NORMAN D. DICKS, Washington

JULIAN C. DIXON, California

VIC FAZIO, California

STENY H. HOYER, Maryland

RONALD D. COLEMAN, Texas

BARBARA F. VUCANOVICH, Nevada

SONNY CALLAHAN, Alabama

HELEN DELICH BENTLEY, Maryland

DAVID L. HOBSON, Ohio

WILLIAM A. MARINELLI, HENRY E. MOORE, and MARY C. ARNOLD, *Subcommittee Staff*

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Printed for the use of the Committee on Appropriations

U.S. GOVERNMENT PRINTING OFFICE

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WASHINGTON : 1994

WEDNESDAY, MARCH 9, 1994.

**DEPARTMENT OF THE AIR FORCE, AIR FORCE
RESERVE, AND AIR NATIONAL GUARD**

WITNESSES

**JAMES F. BOATRIGHT, DEPUTY ASSISTANT SECRETARY OF THE AIR
FORCE**
**MAJOR GENERAL JAMES E. MCCARTHY, THE AIR FORCE CIVIL ENGI-
NEER**
**BRIGADIER GENERAL JOHN A. BRADLEY, DEPUTY TO THE CHIEF OF
THE AIR FORCE RESERVE**
**BRIGADIER GENERAL (S) PAUL A. WEAVER, JR., DEPUTY DIRECTOR,
AIR NATIONAL GUARD**

STATEMENT OF THE CHAIRMAN

Mr. HEFNER. The committee will come to order.

Today we will review the Military Construction, Family Housing, and Base Closure Programs of the Air Force, Air Force Reserve and the Air National Guard. Our witnesses today are Mr. James Boatright, Major General James McCarthy, Brigadier General John Bradley of the Air Force Reserve, and Colonel Paul Weaver of the Air National Guard.

Gentlemen, we appreciate you appearing before the committee here this morning. And I see you have a composite statement for the active as well as Reserve components and your statement will be made a part of the record, and you can summarize and proceed in any way that you see fit. And I understand that you will do the summarizing, Mr. Boatright. You pull rank on the fellows. It is always good to have you back with us year after year.

STATEMENT OF JAMES F. BOATRIGHT

Mr. BOATRIGHT. Thank you, Mr. Chairman and Members of the committee. I appreciate the opportunity to be here to discuss the Department of the Air Force military construction and military family housing budget request, and the Air Force part of the defense base closure and realignment budget request for fiscal year 1995. With me is Major General James McCarthy, the Air Force Civil Engineer, Brigadier General Bradley, the Deputy Chief of Staff of the Air Force Reserve, and Colonel Paul Weaver, the Deputy Director of the Air National Guard.

I appeared before this committee last year and indicated that it would be my last appearance. As you know, Mr. Chairman, I had planned to retire last month, but I must tell you that the Secretary of the Air Force is very persuasive and I have reluctantly agreed to stay on another year to help the Air Force develop its recommendations for the final round of base closures in 1995. As a re-

[CLERK'S NOTE.—Questions for the record submitted by Mrs. Meek:]

MILCON AT PATRICK AFB

Question. Reports have come to my attention that there may be military construction at Patrick Air Force base designed to provide additional facilities to accommodate the 301st. It would be the height of folly to place construction of temporary facilities for a temporarily-assigned unit before construction of the permanent facilities that will be needed for the return of the 301st. Will you therefore provide the committee, for the record, with a listing of all military construction projects that are currently underway at Patrick AFB, including any that are in the specifications development, planning, design, engineering, and construction phases.

Answer. There were no Military Construction projects at Patrick to accommodate the 301st, however the Reserve spent \$3.4M of supplement reserve O&M funds to implement the temporary bed-down of the 301st. This provided the absolute minimum facility support they required until their return to Homestead in FY 97. The active Air Force has not spent any money to bed-down the 301st. The following information is provided for the record.

FY	Project Title	Scope	(\$000)	Status
93	Replace family housing	250 Units	22,500	CNST.
93	Regional sewer connection	Lump Sum	7,700	100% DSG.
93	Improve family housing	60 Units	3,174	100% DSG.
94	Underground fuel storage tanks	44	1,850	CNST.
94	Replace family housing	155 Units	15,388	100% DSG.
95	Replace family housing	75 Units	7,145	100% DSG.

Question. Provide a sublist of any and all of the above MILCON projects that are for the use of the 301st Rescue Squadron.

Answer. No military construction projects at Patrick AFB support the 301st Rescue Squadron.

MILCON TO SUPPORT THE 301ST AT HOMESTEAD

Question. Mr. Boatright, something on page 3 of your testimony caught my eye. You said, "As we sit here today, the Air Force is collecting data necessary to support the analysis for BRAC 1995." I am extremely concerned about what this procedure at this time may mean for the return of the 301st Air Rescue Squadron to Homestead Air Force Base. The BRAC '95 process may be manipulated—or at least skewed—by giving the impression that there is nothing at Homestead AFB to support the 301st.

As I understand it, as of this date, the military construction needed to support the 301st is only in the design stage. Inputs for BRAC have to be submitted by July of this year; but as of that date, the 301st can very truthfully check off the "zero" in the facilities column of the report, because there are no facilities for the 301st at Homestead AFB at the present time; construction won't even begin until late this year; and construction won't even be completed AT THE PRESENT RATE until mid-1996 at the earliest.

My concern is that the BRAC process can be influenced at the early staff level by virtue of the information made available by DOE. My concern is that BRAC will be encouraged to use perfectly

accurate—but misleading—information to justify simply writing off the design work that has been done so far at Homestead and re-directing the 301st to some other base—say, Patrick AFB.

Can you give me assurances that the information submitted to BRAC '95 will faithfully and accurately reflect that the military construction needed to support the 301st at Homestead has been delayed because of the Air Force's own decisions?

Answer. The Air Force has every intention of complying with the Defense Base Closure and Realignment Commission recommendation to relocate the 301st Air Rescue Squadron to Homestead as soon as the necessary facilities are complete. Of the supplemental appropriation for restoration of Homestead, the Air Force identified \$18.83 million for support of the 301st. Another \$16.44 million of construction will support requirements common to both the 301st and the 482 FW. The Air Force has not deliberately delayed the construction at Homestead. Rather, we are continuing to work the design and construction in a timely manner consistent with the normal construction process. Remaining deficiencies will be programmed, consistent with budget priorities, in future years. The remaining facility deficiencies will not keep the 301st from relocating to Homestead and our plans continue to be the return of the 301st in October 1996.

FAST-TRACK MILCON AT HOMESTEAD AFB

Question. Last year when you appeared before this committee, you said that you were prepared to expedite both design and construction of projects at Homestead AFB. You said that "I think we are ready to do some concurrent design and construction using a fast-track approach." My concern, as you see from my first question, is that fast-tracking didn't work in terms of the construction needed for the 482nd Fighter Wing's return to Homestead; deadlines slipped, and there is still a lot that needs to be done. My question is, can you make that fast-track approach work for construction of the facilities needed for the return of the 301st? Are you ready today to do some concurrent design and construction work on these projects at Homestead?

Answer. First of all, the fast-track approach for construction of facilities needed for the 482nd Fighter Wing's return to Homestead did work. Although other facilities will still be constructed to support the 482nd, those facilities are not needed immediately and did not prevent the 482nd from returning to Homestead. In fact, the 482nd returned five days prior to their scheduled return date of April 1, 1994. Since the fast-track approach worked so well for the 482nd, we will pursue a similar fast-track approach to expedite construction of the 301st facilities. We will follow a "design/build" strategy, which means we will hire Architectural and Engineering (A/E) firms to design the facilities, and those same A/E firms will subcontract construction firms, usually ones already tied to the A/E firms, to actually build the facilities. The A/E firms will remain on-board to monitor construction and resolve any problems that may arise. This "design/build" process will cut months from the standard practice of hiring A/E firms to design the facilities, and then selecting construction firms without input from the A/E firms.

Question. Will you give the committee for the record a listing of the essential projects that need to be completed at the minimum before the 301st Air Rescue Squadron can return to Homestead AFB?

Answer. The facilities that must be in place before the 301st can return to Homestead are listed below:

1. HH-60 Helicopter Maintenance Hangar (\$3.05 million);
2. HC-130 Fuel Systems Maintenance Hangar (\$4.55 million);
3. HC-130 Maintenance Hangar (\$3.25 million);
4. 301st Headquarters/Squadron Operations Facility (\$3.10 million);
5. Pararescue Facility (\$1.85 million);
6. Avionics/ECM Shop (\$1.15 million);
7. Engine Inspection & Repair Shop (\$0.91 million);
8. Survival Equipment Shop (\$0.97 million).

Question. Will you please provide for the record a listing of the total number of projects that need to be completed for the return of the 301st Air Rescue Squadron to Homestead AFB?

Answer. The following lists all the projects that will support the 301st Air Rescue Squadron at Homestead AFB:

1. HH-60 Helicopter Maintenance Hangar (\$3.05 million);
2. HC-130 Fuel Systems Maintenance Hangar (\$4.55 million);
3. HC-130 Maintenance Hangar (\$3.25 million);
4. 301st Headquarters/Squadron Operations Facility (\$3.10 million);
5. Avionics/ECM Shop (\$1.15 million);
7. Engine Inspection & Repair Shop (\$0.91 million);
8. Survival Equipment Shop (\$0.97 million);
9. Repair Physical Fitness Center (\$1.40 million);
10. Add/Alter Communications Facility (\$1.00 million);
11. Repair and Alter Vehicle Maintenance Facility (\$2.30 million);
12. Infrastructure (\$5.90 million);
13. Medical Training Facility (\$2.70 million);
14. Security Police Facility (\$0.94 million);
15. Small Arms Firing Range (\$1.10 million);
16. Fire Fighter Training Facility (\$1.10 million).

Question. Will you please provide for the record a listing of the projects that you will fast-track and on which you will use "concurrent design and construction" approaches?

Answer. We will fast-track all of the projectors needed to support the 301st Rescue Squadron. The projects have been grouped into five "like facilities" packages. Five separate Architectural and Engineering (A/E) firms will be selected, each experts in the design and construction of the facilities in their particular package. In this way, the five A/E firms can design and construct the facilities in their packages concurrently. The projects within each of the five facilities packages needed to support the 301st are listed below:

301ST RESCUE SQUADRON AREA PACKAGE

1. HH-60 Helicopter Maintenance Hanger (\$3.05 million);
2. HC-130 Fuel Systems Maintenance Hangar (\$4.55 million);
3. HC-130 Maintenance Hangar (\$3.25 million);
4. 301st Headquarters/Squad Ops Facility (\$3.10 million);

5. Pararescue Facility (\$1.85 million);
6. Avionics/Electronic Countermeasures Shop (\$1.15 million);
7. Engine Inspection and Repair Shop (\$0.91 million);
8. Survival Equipment Shop (\$0.97 million).

RENOVATE FACILITIES PACKAGE

1. Repair Physical Fitness Center (\$1.40 million);
2. Add/Alter Communications Facility (\$1.00 million);
3. Repair/Alter Vehicle Maintenance Facility (\$2.30 million).

INFRASTRUCTURE PACKAGE

1. Infrastructure (\$5.90 million).

ADMINISTRATIVE AREA PACKAGE

1. Medical Training Facility (\$2.70 million);
2. Security Police Facility (\$0.94 million).

TRAINING AREA PACKAGE

1. Small Arms Firing Range (\$1.10 million);
2. Fire Fighter Training (\$1.10 million).

ISSUE PAPER

301ST RESCUE SQUADRON

On March 1, 1995, the Secretary of Defense recommended to the 1995 Base Closure and Realignment Commission (BRAC) that they reverse the 1993 Commission decision directing the return of the 301st Rescue Squadron to Homestead Air Force Base. The South Florida community feels that this recommendation is flawed for several reasons. A discussion of those concerns is outlined below, organized according to the criteria used by the BRAC.

MILITARY VALUE:

1. The DoD recommendation to locate the 301st at Patrick Air Force Base is based upon the squadron assuming primary responsibility for Space Shuttle support and Avon Park range clearing activities.

A. The recommendation fails to note that the primary mission of the squadron will remain combat rescue. As such, the Squadron will be required to maintain combat proficiency and remain vulnerable to deployments in response to contingencies through out the world.

B. The peacetime mission of any combat squadron is to maintain the proficiency of its aircrews in the peculiar skills required by their wartime mission...and combat rescue remains one of the most complex and dangerous missions assigned to any Air Force unit. To detract from that training is a misuse of the unit and poses a very real threat to the lives of the aircrews, both those in the squadron and those who they are tasked to rescue. While the space support mission may have broad parallels to combat rescue, it clearly does not provide the wide spectrum of tasks required in a combat environment.

C. We point out there are no other combat forces located at Patrick AFB with which the Squadron can routinely practice or coordinate procedures. The nearest Air Force combat squadron is currently the 93rd Fighter Squadron located at Homestead Air Reserve Base. We also note that Homestead is used on a regular basis by other combat units who deploy to take advantage of the training environment offered in South Florida.

D. It appears the 301st will require off site travel to remain proficient in their primary mission. The Air Force envisioned savings resulting from locating the 301st at Patrick apparently will only be replaced by the costs required to deploy the squadron to train in its combat mission.

E. It is illogical to locate a unit based on its secondary mission. The need for ready access to realistic training in its primary mission should be the overriding requirement for locating any combat tasked organization.

2. Secondly, we challenge the frequent assertion that space support is limited to a peacetime mission.

A. As the Desert Storm experience taught us, timely exploitation of space has rapidly evolved into an essential combat asset. It seems extremely unlikely that space operations will cease in the event of a major contingency or war. In fact, it now appears space operations are likely to accelerate under such scenarios.

B. Consequently, if the 301st's space support mission is essential to operations at Cape Canaveral and the Kennedy Space Center, we anticipate the availability of the squadron as a combat asset will be significantly reduced. We must ask, "Can the country afford to terminate East Coast space operations if the 301st is required to deploy in support of a contingency?"

C. If -- as we expect -- the answer is no, then we assert the space support tasking effectively precludes using the squadron in a combat role. If that is the case, it becomes difficult to justify dedicating a combat rescue squadron to the mission given the additional expense required to maintain the unit's combat proficiency.

RETURN ON INVESTMENT:

It is impossible to challenge the government's cost and savings estimates without access to their COBRA computer model and their data base. However, we believe the following issues need to be investigated.

1. The DoD asserts the one time cost to implement this decision is \$4.6 million. However, the 1993 Air Force COBRA estimate for new construction at Patrick AFB alone was \$6.7 million. In either case, these estimates seem unrealistically low given reports received from 301st members that the Patrick flightline is saturated, that the 301st temporary facilities are seriously deficient and that a permanent beddown of the 301st will require virtually all new facilities. Given the Homestead construction experience, we feel the estimate needs to be carefully reviewed.

2. Additionally, the one time costs to move the squadron will require an additional BRAC 95 funding authorization. However, funding for 301st facilities at Homestead was available from a FY 92 Special Appropriations Bill designed to reestablish a functional airport at Homestead -- although it appears that reprioritization of 482nd Fighter Wing projects by the Air Force Reserve may significantly reduce the funding available for 301st projects. The 301st projects were already in design with -- pre BRAC recommendation -- completion dates projected in mid 1996. Returning the squadron to Patrick will only delay its ultimate beddown date.

3. The DoD also asserts an annual \$1.5 million operating savings will occur if the squadron locates at Patrick. It maintains these savings will accrue by deferring the space support TDY costs that would be required if the unit remained at Homestead.

a. As noted above, we feel these savings are largely illusory. Any savings generated by locating at Patrick for the space support mission are likely to be offset by additional costs that will be required for the unit to deploy to maintain its combat rescue proficiency.

b. Additionally, if the space support mission is conducted in support of space shuttle missions as the DoD justification indicates, it appears appropriate that NASA be responsible for the cost of those operations and that the deployments should have no effect on the DoD budget.

4. We have been told that collocating the 301st at Homestead with the 482nd will reduce overall manning requirements of the two units by 20 positions through the consolidation of common shops and offices. If true, this reduction alone must produce savings well in excess of \$500,000 per year (20 positions X \$25,000 / year average salary plus benefits). Additionally, the avoidance of construction costs for duplicative facilities at both Homestead and Patrick must be considered.

5. Lastly, we are aware that corrosion is a severe problem at Patrick as the base is literally situated on the beach. Conversely, Homestead is situated approximately two miles inland and protected by an off shore barrier reef. Corrosion is not a serious problem at Homestead. The difference in these two environments and its impact on aircraft maintenance costs and mission availability must be considered.

IMPACT:

1. The metric used by the DoD to measure economic impact of proposed actions on effected communities -- loss of jobs as a percentage of the overall work force in the statistical metropolitan area -- is too simplistic to apply to an area which is still recovering from the most expensive natural disaster ever experienced by this nation.

A. Hurricane Andrew ravished an area of South Dade County encompassing approximately 400-500 square miles. The eye of the storm passed directly over Homestead AFB and the communities surrounding the base were among the most heavily impacted. Total damage estimates are placed at approximately \$30 billion. In the aftermath of the storm, the area lost nearly one third of its population base, its businesses and the associated ad velorum tax base. While recovery has progressed, the area has not returned to its pre-storm economic status and will not for several years.

B. Thus, any attempt to judge the impact of the loss of the 301st's 341 jobs -- and the associated families -- in the hurricane impacted area by measuring them relative to the overall County employment base is futile. Homestead AFB is an exceptional case and the standard metric is an ineffective measurement tool. The Commission must apply common sense and empathy if it is to accurately assess the true impact of moving the 301st from the Homestead area.

2. Lastly, the DoD recommendation seriously erodes the federal government's previous commitments to assist in returning the South Dade County area -- and Homestead AFB in particular -- to a level of economic vitality commensurate with pre-storm conditions. While the loss of the squadron may be relatively small in absolute terms, it serves as a graphic symbol of the federal government's deteriorating commitment to South Dade's hurricane damaged communities.

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950428-19

FROM: BODNER, STANLEY J.	TO: DIXON
TITLE: PRESIDENT	TITLE: CHAIRMAN
ORGANIZATION: MIAMI AIR FORCE ASSOC.	ORGANIZATION: WBCRC
INSTALLATION (s) DISCUSSED: HOMESTEAD AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR				COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIR. OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Ⓢ	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

PROVIDING REPORT THAT RECOMMENDS RETURNING THE 301ST RESCUE SQUADRON TO HOMESTEAD.

Date: 950505

Routing Date: 950428

Date Originated: 950424

Mail Date:



Air Force Association *An Independent Non Profit Aerospace Organization*
291 S.W. 27th Ave., Miami, Florida 33135 • Tel: (305) 642-7000 • Fax: (305) 644-0448

April 24, 1995

Honorable Alan J. Dixon
Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

117
950428-19

Dear Mr. Dixon:

Although I myself am an Air Force retiree, and can look back with great respect for Air Force leadership and management skills over my 30 years as an Air Force officer and reservist, I am not foolish enough to believe the Air Force always acts wisely and correctly.

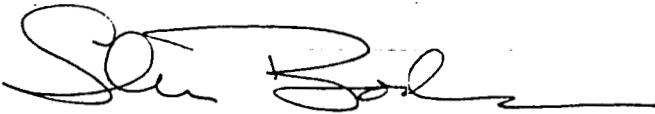
In several instances relative to Homestead AFB, I am convinced that supposedly objective reports used invalid assumptions or flawed logic to arrive at conclusions favorable to an Air Force position which was not necessarily the best alternative available.

This is exactly what I believe occurred in the recent recommendation concerning the return of the 301st Air Rescue Squadron to Homestead Air Reserve Base. The Air Force's recommendation to reverse the original BRAC decision is a poorly documented analysis that may have been prepared to substantiate a pre-determined result. In my view, the Air Force paper uses questionable facts, logic and financial assumptions to justify an illogical conclusion. I am enclosing an opposing view Issue Paper prepared by Mr. Michael E. Richardson, which, even though it was prepared without access to the Air Force's COBRA computer model, presents a better case in support of the original BRAC decision. I believe Congresswoman Ros-Lehtinen has already forwarded you a copy of this Issue Paper. However, it is important you know that Colonel Richardson is a retired Air Force staff officer with considerable expertise in Air Force staff studies and methodology. His thoughtful Issue Paper exposes the official Air Force version as a badly documented and poorly reasoned sham. Particularly upsetting (on the Air Force recommendation) is the concluding Impact Statement which shrugs off the economic consequences of losing 341 jobs in Greater Homestead. The staff officer who wrote this report appears to have purposely used the county-wide M.S.A. knowing full well, by doing so, the true impact of this job loss on the Greater Homestead community would be disguised. For the record, Greater

Homestead is geographically and economically isolated from the remainder of Dade County and is in worse economic condition today than it was 3 months to 1 year after Hurricane Andrew; when many of its citizens, awash with insurance money settlements, pumped up the economy by purchasing replacement automobiles, furniture, etc. As Mr. Richardson points out in his Impact rebuttal, Homestead is a "special" case deserving compassion, not callous indifference.

In view of the above, and because reversing any BRAC decision is a dangerous and undesirable precedent, I would urge you and your fellow commissioners to ignore the flawed Air Force recommendation by standing resolute on the original decision.

Respectively,

A handwritten signature in black ink, appearing to read "Stan Bodner", with a long horizontal flourish extending to the right.

Stanley J. Bodner, President
Air Force Association, Miami Chapter

ISSUE PAPER

301ST RESCUE SQUADRON

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MILITARY VALUE:

1. The DoD recommendation to locate the 301st at Patrick Air Force Base is based upon the squadron assuming primary responsibility for Space Shuttle support and range clearing activities.

A. The recommendation fails to note that the primary mission of the squadron will remain combat rescue. As such, the Squadron will be required to maintain combat proficiency and remain vulnerable to deployments in response to contingencies through out the world.

B. The primary peacetime mission of any combat squadron should be to maintain the proficiency of its aircrews in the peculiar skills required by their wartime mission...and combat rescue remains one of the most complex and dangerous missions assigned to any Air Force unit. To detract from that training is a misuse of the unit and poses a very real threat to the lives of the aircrews, both those in the squadron and those who they are tasked to rescue. While the space support mission may have broad parallels to combat rescue, it clearly does not provide the wide spectrum of tasks required in a combat environment.

C. We point out there are no other combat forces located at Patrick AFB with which the Squadron can routinely practice or coordinate procedures. The nearest Air Force combat squadron is currently the 93rd Fighter Squadron located at Homestead Air Reserve Base. We also note that Homestead is used on a regular basis by other combat units who deploy to take advantage of the training environment offered in South Florida. It appears the TDY cost savings envisioned by locating the 301st at Patrick will only be replaced by the costs required to deploy the squadron to train in its primary mission.

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A. As the Desert Storm experience taught us, exploitation of space has rapidly evolved into a essential combat asset. It seems extremely unlikely that space operations will cease in the event of a major contingency or war. In fact, it now appears space operations are likely to accelerate under such scenarios.

B. Consequently, if the 301st's space support mission is essential to operations at Cape Canaveral and the Kennedy Space Center, we anticipate that will reduce the availability of the squadron as a combat asset. We must ask, "Can the country afford to terminate East Coast space operations if the 301st is required to deploy in support of a contingency"?

C. If -- as we expect -- the answer is no, then we assert the space support tasking effectively precludes using the squadron in a combat role. If that is the case, it becomes difficult to justify dedicating a combat rescue squadron to the mission given the additional expense required to maintain the unit's combat proficiency. Perhaps a competitively bid, civilian operation is a more cost effective option in this situation.

RETURN ON INVESTMENT:

It is impossible to challenge the government's cost and savings estimates without access to their COBRA computer model and their data base. However, we believe the following issues need to be investigated.

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2. Additionally, the one time costs to move the squadron will require an additional BRAC 95 funding authorization. However, funding for 301st facilities at Homestead was available from a FY 92 Special Appropriations Bill designed to reestablish a functional airport at Homestead -- although it appears that reprioritization of 482nd Fighter Wing projects by AFRES may significantly reduce the funding available for 301st projects. The 301st projects are already in design with projected completion dates in mid to late 1996. Returning the squadron to Patrick will only delay its ultimate beddown date.

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IMPACT:

1. The metric used by the DoD to measure economic impact of proposed actions on effected communities -- loss of jobs as a percentage of the overall work force in the statistical metropolitan area -- is too simplistic to apply to an area which is still recovering from the worst natural disaster ever experienced by this nation.

A. Hurricane Andrew ravished an area of South Dade County encompassing approximately 400-500 square miles. The eye of the storm passed directly over Homestead AFB and the communities surrounding the base were among the most heavily impacted. Total damage estimates are placed at approximately \$30 billion. In the aftermath of the storm, the area lost nearly one third of its population base, its businesses and the associated ad valorem tax base. While recovery has progressed, the area has not returned to its pre-storm economic status and will not for several years.

B. Thus, any attempt to judge the impact of the loss of the 301st's 341 jobs -- and the associated families -- in the hurricane impacted area by measuring them relative to the overall County employment base is futile. Homestead AFB is an exceptional case and the standard metric is an ineffective measurement tool. The Commission must apply common sense and empathy if it is to accurately assess the true impact of moving the 301st from the Homestead area.

2. Lastly, the DoD recommendation seriously erodes the government's previous commitments to assist in returning the South Dade area -- and Homestead AFB in particular -- to a level of economic vitality commensurate with pre-storm conditions. While the loss of the squadron may be relatively small in absolute terms, it serves as a graphic symbol of the federal government's deteriorating commitment to South Dade's hurricane damaged communities.

1) As noted above, we feel these savings are largely illusory. Any savings generated by being at Patrick for the space support mission are likely to be offset by additional costs that will be required for the unit to deploy to maintain its combat rescue proficiency.

2) Additionally, if the space support mission is conducted in support of space shuttle missions as the DoD justification indicates, it appears appropriate that NASA be responsible for the cost of those operations and that the deployments should have no effect on the DoD budget.

IMPACT:

1. The metric used by the DoD to measure economic impact of proposed actions on effected communities -- loss of jobs as a percentage of the overall work force in the statistical metropolitan area -- is too simplistic to apply to an area which is still recovering from the worst natural disaster ever experienced by this nation.

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THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950426-2

FROM: <u>SOUJA, Kim</u>	TO: <u>GENERAL</u>
ROLE: <u>PRESIDENT / CEO</u>	TITLE:
ORGANIZATION: <u>HOMESTEAD, FL CHAMBER</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD AIR RESERVE BASE</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
				AIR FORCE TEAM LEADER			X
				INTERAGENCY TEAM LEADER	✓		
				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:
 FORWARDING RESOLUTION REQUESTING THE
 DBCRC RETURN THE 301ST RESCUE SQUADRON
 TO HOMESTEAD.

Due Date: <u>950503</u>	Routing Date: <u>950426</u>	Date Originated: <u>950426</u>	Mail Date:
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Greater Homestead * Florida City Chamber of Commerce

RESOLUTION NO. 95-04-21

950426-2

A RESOLUTION SUPPORTING THE RELOCATION OF THE 301ST RESCUE SQUADRON TO HOMESTEAD AIR RESERVE BASE AS RECOMMENDED AND SIGNED INTO LAW BY THE 1993 BASE REALIGNMENT AND CLOSURE COMMISSION (BRAC)

WHEREAS, the location of the 301st Rescue Squadron at Homestead Air Reserve Base comprises a critical anchor tenant for Defense Secretary Perry's model re-use plan for dual military and civilian use.

WHEREAS, The Air Force policy of composite wing efficiency is achieved through the pairing of the 482nd Fighter Wing at Homestead Air Reserve Base with the 301st Rescue Squadron in their training missions, and

WHEREAS, the one time costs to move the 301st Air Rescue Squadron will require an additional BRAC 95 funding authorization, while funding for the 301st facilities at Homestead has already been made available from FY 92 Special Appropriations Bill designed to reestablish a functional airport at Homestead, and

WHEREAS, the Department of Defense asserts that the one time cost to implement this change is \$4.6 million, while the 1993 Air Force COBRA estimate for construction at Patrick alone will be \$6.7 million. Reduced costs to the American taxpayer can and will be achieved through the minimized maintenance costs of military aircraft and equipment as documented in Air Force studies, and

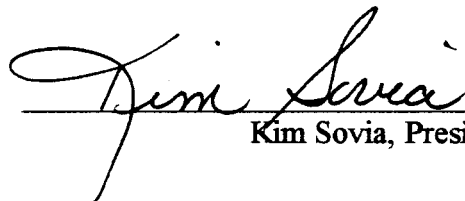
WHEREAS, there will be a greater positive economic impact to the greater Homestead/Florida City/South Dade area through the relocation of the 301st Rescue Squadron than would be achieved through its remaining at Patrick Air Force Base, and

WHEREAS, the deliberative process of the Base Realignment and Closure Commission should be one which abides by the earlier decision which has the effect of law. The Department of Defense recommendation seriously erodes the government's previous commitments to assist in returning the South Dade area, and Homestead Air Force Base in particular, to a level of economic vitality commensurate with pre-storm conditions. While the loss of the squadron may be relatively small in absolute terms, it serves as a graphic symbol of the federal government's deteriorating commitment to South Dade's hurricane damaged area,

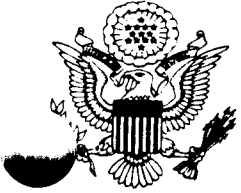
NOW, THEREFORE, BE IT RESOLVED: that the Greater Homestead/Florida City Chamber of Commerce is opposed to the permanent relocation of the 301st Air Rescue Squadron to Patrick Air Force Base and hereby stands by the testimony before the Base Realignment and Closure Commission to bring the 301st Air Rescue Squadron back to Homestead Air Reserve Base as stated by the 1993 BRAC.



Evan Rees, Chairman of the Board



Kim Sovia, President/CEO



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 20, 1995

Please refer to this number
when responding 956813-721

The Honorable Scott Ellis
County Commissioner, District V
Brevard County Board of County Commissioners
1515 Sarno Road, Building B
Melbourne, Florida 32935

Merrell

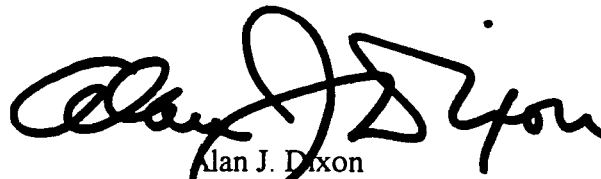
Dear Commissioner Ellis:

Thank you for your letter to the Commission supporting the Secretary of Defense's recommendation to retain the 301st Rescue Squadron at Patrick Air Force Base.

You may be certain that the Commission will thoroughly review the data used by the Defense Department when making its recommendations. I can assure you that the information you have provided has been distributed accordingly for use in the review and analysis process.

I appreciate your interest in the base closure and realignment process.

Sincerely,


Alan J. Dixon
Chairman

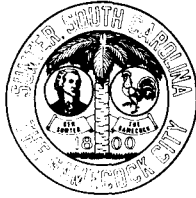
AJD:cw





**CITY OF SUMTER
AND
SUMTER COUNTY**

**THE SHAW - SUMTER COMMUNITY:
PARTNERS IN PROGRESS
WORKING FOR QUALITY**



City of Sumter

South Carolina

29151

SUMTER BASE DEFENSE COMMITTEE

OPERA HOUSE
P.O. BOX 1449

TELEPHONE
(803) 773-3371
FAX
(803) 778-2025

TO: Mr. Frank A. Cirillo, Jr., Air Force Team Leader
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209

FROM: Mr. Thomas R. Olsen, Executive Director

DATE: June 9, 1995

SUBJECT: Reassessment of the BRAC 95 Recommendation to
Redirect the 726th Air Control Squadron (ACS)

The Sumter Base Defense Committee (SBDC) reviewed the recommendation of the 1995 Department of Defense Base Closure and Realignment Report to the Commission regarding the recommendation to redirect the 726th Air Control Squadron (ACS). It was determined that the recommendation of the 1993 BRAC Commission should not be changed and that the 726th ACS should be retained at Shaw AFB, South Carolina.

The attached report presents rationale and data to support the SBDC recommendation not to change the 1993 BRAC Commission recommendation to assign the 726th ACS to Shaw AFB. The report highlights positive rationale regarding Military Value, Costs and Manpower, Return on Investment, Economic Impact, Community Support and Environmental Impact for the retention of the unit.

Thank you for considering this report. We hope it will assist you in your deliberation on retaining the 726th ACS at Shaw AFB.

Sincerely,

Thomas R. Olsen

**SUMTER BASE DEFENSE COMMITTEE
REASSESSMENT OF THE BRAC 95 RECOMMENDATION
TO REDIRECT THE 726TH AIR CONTROL SQUADRON (ACS)**

I. **PURPOSE:** To reassess the recommendation to redirect the 726th ACS from Shaw AFB, SC to Mountain Home AFB, ID.

II. **BACKGROUND:**

- A. The 726th Air Control Squadron (ACS) was temporarily relocated from Homestead AFB, FL to Shaw AFB, SC in the aftermath of Hurricane Andrew. The 1993 BRAC Commission agreed with the Secretary of Defense recommendation to permanently assign the 726th ACS to the 363rd Fighter Wing [now the 20th Fighter Wing (FW)] at Shaw AFB.
- B. On March 1, 1995, the Secretary of Defense recommended a change to the 1993 BRAC commission recommendation regarding the 726th ACS. The Sec Def recommended that the 726th ACS be redirected from Shaw AFB to Mountain Home AFB, ID. The stated justification is to provide adequate radar coverage of training airspace to support training mission and sustained combat readiness.
- C. As a result of Air Force proposed force structure downsizing for FY 1996, the 726th ACS will be reduced to an Air Control Element. The assigned personnel will be cut from 241 to 123. Commensurately, the vehicle and equipment assignment will be cut in half to approximately 100 pieces. When the BRAC 95 COBRA computations were run, the data unfavorably compared MILCON requirements for a squadron against an element sized unit.
- D. Much of the operational requirements rationale used by the 1995 BRAC must have been based on incomplete inputs from when the 726th ACS was in temporary assignment status and does not reflect the impact of unit initiatives to facilitate and provide for adequate unit training to support combat readiness. The 20th FW operational plans integrate the 726th ACS to support the Wing's mission, specifically focused on the USCENTAF mission in Southwest Asia (Persian Gulf) region. According to verbal responses from 20th FW/726th ACS personnel, the unit is able to maintain combat ready status.

III. FACTORS FOR CONSIDERATION:

A. Mission Requirements:

1. Recognizing the challenges to meeting training requirements, the Wing and Squadron, in coordination with HQ 9th Air Force (AF) and HQ Air Combat Command (ACC), has aggressively pursued initiative to provide adequate radar coverage of available training airspace in order to provide required training capability from both on-base and deployed locations. Since Warning Area 177 (W-177) and Warning Area 161 (W-161) east of Shaw AFB (adjacent to South Carolina Atlantic Ocean coastline) provide the nearest and largest training airspace, the wing/squadron have installed remote radio communication relay capability on Charleston AFB, SC at the Gator Communications Site. This installed capability allows the 726th ACS to maintain radio contact for control of aircraft operating within W-177 and W-161 from Shaw AFB.
2. The 726th ACS currently has the capability to provide radar coverage of local training areas from home station (Shaw AFB). The squadron can illuminate significant portions of W-177/W-161 above FL 130 to the limit of its radar coverage. The Wing/Squadron have developed an HQ ACC approved plan to link Jedburg, SC FAA radar coverage to Shaw AFB to expand the radar coverage below FL 130 to improve training throughout the area. HQ ACC directed the plan be held in abeyance until the 1995 BRAC process is completed. Additionally, the units radar and communication can provide coverage for training in the Gamecock Alpha, Charlie, Delta and India Military Operating Area (MOA) near Shaw AFB.
3. Realistic training can be conducted at several deployed locations in South Carolina: 1) Florence Regional Airport, 2) Myrtle Beach Jetport and 3) North Field Auxiliary. Other deployed locations could be available at Fort Bragg/ Pope AFB, NC and Seymour Johnson AFB, NC for training in Gamecock Alpha MOA. An alternate operating location at Fort Gordon, GA could provide coverage of Bulldog MOA and Hunter Army Airfield/Fort Stewart, GA could provide coverage of Bulldog MOA, Fort Stewart MOA, W-74, W-133, W-134, W-132A and W-161.

4. The 20th FW (F-16/A-10) conducts local training in W-177, W-161, Gamecock MOAs (A,C,D,I) and Bulldog MOA. However, aircraft from other Air Force, Navy, Marine, Army and Air National Guard units also conduct training missions in these same training areas. The use of this airspace by other DOD units offer multiple opportunities for the 726th ACS to conduct training and participate in joint-service training programs on a regular basis. A wide variety combat aircraft conduct training in these areas, to include, A-6, AV-8, A-10, F-14, F-15, F-16, F-18, B-52, C-130, C-141, C-17, E-3A, KC-10, KC-135 and P-3.
5. In 1994, 7356 aircraft sorties utilized W-177/W-161 of which 4910 (67%) aircraft sorties originated from Shaw AFB and other South and North Carolina bases. When aircraft sorties conducting training in Gamecock and Bulldog MOAs are included, the total sorties available for radar surveillance and control equal 24,849. Over 77% (19,082) of these sorties were generated from Shaw AFB and other South and North Carolina bases. Therefore, the training opportunities for keeping the 726th ACS combat ready were abundant and probably exceeded the sorties available to an air control unit assigned to any other base. Similar sortie counts are expected for 1995 and beyond.

B. FACILITIES:

1. The 726th ACS is currently operating from semi-permanent facilities in the northeast portion of Shaw AFB. These facilities do not adequately support the unit operations, maintenance and administrative requirements. Prior to March 1, 1995, a new \$8,500,000 combined operations and maintenance building was programed and at 100% design, awaiting Hq ACC approval to invite contractor bids for construction. The building was designed for a squadron sized unit. The construction process as been placed on hold awaiting completion of the 1995 BRAC Commission process.
2. In anticipation of BRAC Commission approval to relocate the 726th ACS from Shaw AFB, Hq ACC conducted site surveys and planning for the move. In accordance with BRAC procedures and COBRA analysis, the MILCON (building/facility) requirement was identified to meet mission

requirements for an Air Control Element sized unit. The estimated MILCON cost for this building is \$5,000,000 (\$3,500,000 less than a squadron building). With the programmed unit downsizing, the MILCON cost for construction at Shaw for a similar sized building could be the same. Therefore, the COBRA analysis for the relocation of the 726th ACS represents an erroneous conclusion by comparing MILCON for a squadron requirement against those needed for an element sized unit.

C. CONTINGENCY AND MOBILITY:

1. Currently, the 726th ACS(ACE) is fully integrated into Contingency Plans in support of the mission requirements of the 20th FW and HQ 9th AF/USCENTAF. The unit is also available for worldwide deployment in support of U.S. military commitments in any regional crisis. However, the unit is optimally positioned for rapid deployment to Southwest Asia (Persian Gulf) or to Europe (NATO) via airlift from Shaw AFB/Charleston AFB or sealift from the Port of Charleston, SC.
2. The 726th ACS(ACE) is fully equipped and trained to meet mobility requirements and for operations in an austere combat environment. Deployment training to alternate operating locations in South Carolina and in support of CONUS-based exercises allow the unit to maintain full combat readiness.

D. COST AND MANPOWER:

1. A review of the COBRA Realignment Summary for the realignment/redirection of the 726th ACS from Shaw AFB, SC to Mountain Home AFB, ID identify the following concerns:
 - a. It appears that cost comparisons were made on the full size squadron at Shaw AFB vs a much smaller unit, an element, which would be about one-half squadron size, at Mountain Home AFB.
 - b. Greater cost savings could be realized if the 726th ACS was downsized to an element and remained at Shaw AFB. The MILCON cost would be the same at either base, down from \$8,500,000 to \$5,000,000 (a savings of \$3,500,000).

- c. The **PERSONNEL** cost savings realized by downsizing the 726 from a squadron to an element, for the period 1996 through 2001, would remain at \$1,352,000. The savings would be the same Shaw AFB as at Mountain Home AFB.
 - d. The **MOVING** expenses of \$1,214,377 (composed of Military Moving \$654,849, Freight \$348,528 and One-Time Moving Cost \$211,000) could be saved by keeping the unit at Shaw AFB.
 - e. The **OTHER** expenses (Environmental Mitigation Costs and One-Time Unique Costs) of \$1,650,000 could be saved by keeping the unit at Shaw AFB.
 - f. The **OVERHEAD** expenses (Program Planning Support) of \$31,307 could be saved by keeping the unit at Shaw AFB.
2. A total savings of \$7,747,684 could be realized if the 726th ACS was downsized to an element (726th ACE) and retained at Shaw AFB vice moving to Mountain Home AFB. A comparative analysis of the two options indicated an overall cost avoidance of \$2,895,684 (Moving, Other and Overhead Costs) by retaining the unit at Shaw AFB.

a. Total Savings Analysis:

MILCON	\$3,500,000
PERSONNEL	1,352,000
MOVING	1,214,377
OTHER	1,650,000
OVERHEAD	<u>31,307</u>
TOTAL	\$7,747,684

b. Total Cost Avoidance:

MOVING	\$1,214,377
OTHER	1,650,000
OVERHEAD	<u>31,307</u>
TOTAL	\$2,895,684

E. RETURN ON INVESTMENT:

The total estimated One-Time Cost of NOT relocating the 726th ACS could be \$5,000,000 (MILCON Cost). The net of all costs and savings derived from NOT implementing this move is a savings of \$2,747,684 vice \$2,300,000. Annual recurring savings after implementation are not changed, \$0.23 million, with an immediate return on investment. The Net Present Value of the costs and savings over 20 years should remain close to the projected \$4,166,000 in the COBRA summary.

F. IMPACT:

A decision NOT to implement the redirection of the 726th ACS(ACE) would result in a potential saving of 163 jobs (126 direct jobs and 37 indirect jobs) over the 1996 to 2001 period in the Sumter, South Carolina Metropolitan Statistical Area (0.3 percent of the economic area). Environmental impact from NOT implementing the proposed action should remain minimal and ongoing restoration will continue.

G. COMMUNITY:

A decision NOT to implement the redirection of the 726th ACS(ACE) will not impact the support provided by the Sumter community for the Air Force mission at Shaw AFB. The Sumter community will continue to improve cooperation and support for Shaw AFB.

IV. SUMMARY:

The retention of the 726th ACS(ACE) at Shaw AFB is operationally sound and will represent a significant saving to the Air Force and the DOD. Since the unit has developed positive initiatives to correct training and combat readiness concerns, the unit does not need to be disturbed at a time when its combat ready capability could be needed to meet worldwide U.S. military commitments. The cost of not moving represents a significantly increased saving over the proposed savings. Therefore, it does not seem prudent to change the recommendation of the 1993 BRAC Commission. **KEEP THE 726TH ACS(ACE) AT SHAW AFB.**

V. RECOMMENDATION:

Do not change the recommendation of the 1993 BRAC Commission regarding the assignment of the 726th Air Control Squadron (ACS) to Shaw AFB, South Carolina.

REFERENCES:

1. Recommendation; Homestead AFB, Florida, 726th Air Control Squadron; Department of the Air Force Analysis and Recommendations (Volume V), DOD Base Closure and Realignment Report to the Commission; February 1995; page 55.
2. COBRA REALIGNMENT SUMMARY (COBRA v5.08), Data as of 08:59 05/05/1995, Air Force, 726 ACS, 2 pages; with 15 Reports, Data as of 08:59 05/05/1995.

**HOMESTEAD AIR FORCE BASE , FLORIDA
726th Air Control Squadron**

Recommendation: Change the recommendation of the 1993 Commission regarding the relocation of the 726th Air Control Squadron (ACS) from Homestead AFB to Shaw AFB, South Carolina, as follows: Redirect the 726th ACS to Mountain Home AFB, Idaho.

Justification: The 726th ACS was permanently assigned to Homestead AFB. In the aftermath of Hurricane Andrew, the 726th ACS was temporarily moved to Shaw AFB, as the first available site for that unit. In March 1993, the Secretary of Defense recommended the closure of Homestead AFB and the permanent beddown of the 726th ACS at Shaw AFB. Since the 1993 Commission agreed with that recommendation, experience has shown that Shaw AFB does not provide adequate radar coverage of training airspace needed to support the training mission and sustained combat readiness.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$7.4 million. The net of all costs and savings during the implementation period is a savings of \$2.3 million. Annual recurring savings after implementation are \$0.23 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$4.6 million.

Impact: This action affects temporary relocations resulting from prior BRAC recommendations. Assuming no economic recovery, this recommendation could result in a potential reduction of 163 jobs (126 direct jobs and 37 indirect jobs) over the 1996 to 2001 period in the Sumter, South Carolina Metropolitan Statistical Area which is 0.3 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration will continue.

COBRA REALIGNMENT SUMMARY (COBRA v5.08) - Page 1/2
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Starting Year : 1996
 Final Year : 1997
 ROI Year : Immediate

NPV in 2015(\$K): -4,166
 1-Time Cost(\$K): 7,896

Net Costs (\$K)	Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	-8,000	4,500	0	0	0	0	-3,500	0
Person	0	-270	-270	-270	-270	-270	-1,352	-270
Overhd	18	153	42	42	42	42	338	42
Moving	211	810	0	0	0	0	1,021	0
Missio	0	0	0	0	0	0	0	0
Other	510	1,140	0	0	0	0	1,650	0
TOTAL	-7,261	6,333	-229	-229	-229	-229	-1,842	-229

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	0	0	0	0	0	0
TOT	0	0	0	0	0	0	0

	1996	1997	1998	1999	2000	2001	Total
POSITIONS REALIGNED							
Off	0	13	0	0	0	0	13
Enl	0	110	0	0	0	0	110
Stu	0	0	0	0	0	0	0
Civ	0	0	0	0	0	0	0
TOT	0	123	0	0	0	0	123

Summary:

 Move 728 ACS to Mountain Home

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fetrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Costs (\$K)	Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	500	4,500	0	0	0	0	5,000	0
Person	0	453	453	453	453	453	2,263	453
Overhd	18	153	154	154	154	154	789	154
Moving	211	1,003	0	0	0	0	1,214	0
Missio	0	0	0	0	0	0	0	0
Other	510	1,140	0	0	0	0	1,650	0
TOTAL	1,239	7,249	607	607	607	607	10,917	607

Savings (\$K)	Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	8,500	0	0	0	0	0	8,500	0
Person	0	723	723	723	723	723	3,616	723
Overhd	0	0	113	113	113	113	450	113
Moving	0	193	0	0	0	0	193	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	8,500	916	836	836	836	836	12,759	836

NET PRESENT VALUES REPORT (COBRA v5.08)
Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
Option Package : 726 ACS
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
1996	-7,261,110	-7,163,283	-7,163,283
1997	6,333,296	6,080,748	-1,082,534
1998	-228,612	-213,621	-1,296,156
1999	-228,612	-207,904	-1,504,059
2000	-228,612	-202,339	-1,706,399
2001	-228,612	-196,924	-1,903,322
2002	-228,612	-191,653	-2,094,976
2003	-228,612	-186,524	-2,281,500
2004	-228,612	-181,532	-2,463,032
2005	-228,612	-176,673	-2,639,705
2006	-228,612	-171,945	-2,811,650
2007	-228,612	-167,343	-2,978,993
2008	-228,612	-162,864	-3,141,857
2009	-228,612	-158,505	-3,300,363
2010	-228,612	-154,263	-3,454,626
2011	-228,612	-150,134	-3,604,760
2012	-228,612	-146,116	-3,750,876
2013	-228,612	-142,205	-3,893,082
2014	-228,612	-138,399	-4,031,481
2015	-228,612	-134,695	-4,166,177

TOTAL ONE-TIME COST REPORT (COBRA v5.08)
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	5,000,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		5,000,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	31,307	
Mothball / Shutdown	0	
Total - Overhead		31,307
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	654,849	
Freight	348,528	
One-Time Moving Costs	211,000	
Total - Moving		1,214,377
Other		
HAP / RSE	0	
Environmental Mitigation Costs	510,000	
One-Time Unique Costs	1,140,000	
Total - Other		1,650,000
Total One-Time Costs		7,895,684

One-Time Savings		
Military Construction Cost Avoidances	8,500,000	
Family Housing Cost Avoidances	0	
Military Moving	193,110	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		8,693,110
Total Net One-Time Costs		-797,426

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08)
Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
Option Package : 726 A6S
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

All Costs in \$K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
MOUNTAIN HOME	5,000	0	0	0	5,000
SHAW	0	0	0	-8,500	-8,500
Totals:	5,000	0	0	-8,500	-3,500

PERSONNEL SUMMARY REPORT (COBRA v5.08)
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMMEND\FINAL.SFF

PERSONNEL SUMMARY FOR: MOUNTAIN HOME, ID

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
350	2,824	0	496

PERSONNEL REALIGNMENTS:

From Base: SHAW, SC

	1996	1997	1998	1999	2000	2001	Total
Officers	0	13	0	0	0	0	13
Enlisted	0	110	0	0	0	0	110
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	123	0	0	0	0	123

TOTAL PERSONNEL REALIGNMENTS (Into MOUNTAIN HOME, ID):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	13	0	0	0	0	13
Enlisted	0	110	0	0	0	0	110
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	123	0	0	0	0	123

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
363	2,934	0	496

PERSONNEL SUMMARY FOR: SHAW, SC

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
710	4,531	0	579

PERSONNEL REALIGNMENTS:

To Base: MOUNTAIN HOME, ID

	1996	1997	1998	1999	2000	2001	Total
Officers	0	13	0	0	0	0	13
Enlisted	0	110	0	0	0	0	110
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	123	0	0	0	0	123

TOTAL PERSONNEL REALIGNMENTS (Out of SHAW, SC):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	13	0	0	0	0	13
Enlisted	0	110	0	0	0	0	110
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	123	0	0	0	0	123

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
697	4,421	0	579

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08)
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fetrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT								
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*+		0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED								
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*+		0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN								
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS								
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 1/3
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	500	4,500	0	0	0	0	5,000
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	30	0	0	0	0	30
Freight	0	41	0	0	0	0	41
Vehicles	0	235	0	0	0	0	235
Driving	0	41	0	0	0	0	41
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	18	13	0	0	0	0	31
Shutdown	0	0	0	0	0	0	0
New Hire	0	0	0	0	0	0	0
1-Time Move	211	0	0	0	0	0	211
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	56	0	0	0	0	56
POV Miles	0	53	0	0	0	0	53
HHG	0	460	0	0	0	0	460
Misc	0	86	0	0	0	0	86
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	510	0	0	0	0	0	510
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	1,140	0	0	0	0	1,140
TOTAL ONE-TIME	1,239	6,657	0	0	0	0	7,896

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 2/3
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

RECURRINGCOSTS	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	14	14	14	14	58	14
BOS	0	140	140	140	140	140	700	140
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	453	453	453	453	453	2,263	453
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	593	607	607	607	607	3,021	607
TOTAL COST	1,239	7,249	607	607	607	607	10,917	607
ONE-TIME SAVES	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	8,500	0	0	0	0	0	8,500	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	193	0	0	0	0	193	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	8,500	193	0	0	0	0	8,693	
RECURRINGSAVES	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	113	113	113	113	450	113
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	723	723	723	723	723	3,616	723
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	723	836	836	836	836	4,066	836
TOTAL SAVINGS	8,500	916	836	836	836	836	12,759	836

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 3/3
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	-8,000	4,500	0	0	0	0	-3,500	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	348	0	0	0	0	348	
Other	229	13	0	0	0	0	242	
MIL PERSONNEL								
Mil Moving	0	462	0	0	0	0	462	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	510	0	0	0	0	0	510	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	1,140	0	0	0	0	1,140	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	-7,261	6,464	0	0	0	0	-797	
RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	14	14	14	14	58	14
BOS	0	140	27	27	27	27	249	27
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	-270	-270	-270	-270	-270	-1,352	-270
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-130	-229	-229	-229	-229	-1,045	-229
TOTAL NET COST	-7,261	6,333	-229	-229	-229	-229	-1,842	-229

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Base	Personnel		SF		
	Change	%Change	Change	%Change	Chg/Per
MOUNTAIN HOME	123	3%	26,900	1%	219
SHAW	-123	-2%	0	0%	0

Base	RPMA(\$)			BOS(\$)		
	Change	%Change	Chg/Per	Change	%Change	Chg/Per
MOUNTAIN HOME	14,408	1%	117	140,022	2%	1,138
SHAW	0	0%	0	-112,631	-1%	916

Base	RPMABOS(\$)		
	Change	%Change	Chg/Per
MOUNTAIN HOME	154,431	1%	1,255
SHAW	-112,631	-1%	916

RPMA/BOS CHANGE REPORT (COBRA v5.08)
Data As Of 08:59 05/05/1995. Report Created 08:23 05/09/1995

Department : Air Force
Option Package : 726 ACS
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Net Change(\$K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	0	0	14	14	14	14	58	14
BOS Change	0	140	27	27	27	27	249	27
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	140	42	42	42	42	307	42

INPUT DATA REPORT (COBRA v5.08)
 Data As Of 08:59 05/05/1995, Report Created 09:23 05/09/1995

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996
 Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
-----	-----
MOUNTAIN HOME, ID	Realignment
SHAW, SC	Realignment

Summary:

 Move 728 ACS to Mountain Home

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
-----	-----	-----
MOUNTAIN HOME, ID	SHAW, SC	2,402 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from SHAW, SC to MOUNTAIN HOME, ID

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	13	0	0	0	0
Enlisted Positions:	0	110	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	50	0	0	0	0
Suppt Eqpt (tons):	0	25	0	0	0	0
Military Light Vehicles:	0	40	0	0	0	0
Heavy/Special Vehicles:	0	70	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: MOUNTAIN HOME, ID

Total Officer Employees:	350	RPMA Non-Payroll (\$K/Year):	2,598
Total Enlisted Employees:	2,824	Communications (\$K/Year):	1,004
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	6,792
Total Civilian Employees:	496	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	67.0%	Family Housing (\$K/Year):	7,262
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.15
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,510	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	AF064
Enlisted VHA (\$/Month):	0		
Per Diem Rate (\$/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Department : Air Force
 Option Package : 726 A9S
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: SHAW, SC

Total Officer Employees:	710	RPMA Non-Payroll (\$K/Year):	2,960
Total Enlisted Employees:	4,531	Communications (\$K/Year):	1,356
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	8,465
Total Civilian Employees:	579	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	40.0%	Family Housing (\$K/Year):	8,900
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.72
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	5,343	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	AF080
Enlisted VHA (\$/Month):	48		
Per Diem Rate (\$/Day):	66	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: MOUNTAIN HOME, ID

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	1,140	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	211	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	510	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Name: SHAW, SC

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	8,500	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: MOUNTAIN HOME, ID

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
726 ACS FACILITY	OTHER	26,900	0	5,000

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary(\$/Year):	78,668.00	Civilian PCS Costs (\$):	28,800.00
Off BAQ with Dependents(\$):	7,073.00	Civilian New Hire Cost(\$):	0.00
Enlisted Salary(\$/Year):	36,148.00	Nat Median Home Price(\$):	114,600.00
Enl BAQ with Dependents(\$):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	174.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	46,642.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	Final Factors	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	0.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	0.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	0.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	0.00%
Mothball Cost (\$/SF):	1.25	MilCon Site Preparation Rate:	0.00%
Avg Bachelor Quarters(SF):	256.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,320.00	Inflation Rate for NPV.RPT/ROI:	0.00%
APPDET.RPT Inflation Rates:			
1996: 0.00%	1997: 2.90%	1998: 3.00%	1999: 3.00%
		2000: 3.00%	2001: 3.00%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate(\$/Ton):	284.00
MHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle(\$/Mile):	0.43
MHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle(\$/Mile):	1.40
MHG Per Mil Single (Lb):	6,400.00	POV Reimbursement(\$/Mile):	0.18
MHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.10
Total MHG Cost (\$/100Lb):	35.00	Routine PCS(\$/Pers/Tour):	6,437.00
Air Transport (\$/Pass Mile):	0.20	One-Time Off PCS Cost(\$):	9,142.00
Misc Exp (\$/Direct Employ):	700.00	One-Time Enl PCS Cost(\$):	5,761.00

Department : Air Force
 Option Package : 726 ACS
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-726.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	()	0
Air Operations	(SF)	0	Optional Category C	()	0
Operational	(SF)	0	Optional Category D	()	0
Administrative	(SF)	0	Optional Category E	()	0
School Buildings	(SF)	0	Optional Category F	()	0
Maintenance Shops	(SF)	0	Optional Category G	()	0
Bachelor Quarters	(SF)	0	Optional Category H	()	0
Family Quarters	(EA)	0	Optional Category I	()	0
Covered Storage	(SF)	0	Optional Category J	()	0
Dining Facilities	(SF)	0	Optional Category K	()	0
Recreation Facilities	(SF)	0	Optional Category L	()	0
Communications Facil	(SF)	0	Optional Category M	()	0
Shipyard Maintenance	(SF)	0	Optional Category N	()	0
RDT & E Facilities	(SF)	0	Optional Category O	()	0
POL Storage	(BL)	0	Optional Category P	()	0
Ammunition Storage	(SF)	0	Optional Category Q	()	0
Medical Facilities	(SF)	0	Optional Category R	()	0
Environmental	()	0			



**CITY OF SUMTER
AND
SUMTER COUNTY**

**THE SHAW – SUMTER COMMUNITY:
PARTNERS IN PROGRESS
WORKING FOR QUALITY**



City of Sumter

South Carolina

29151

SUMTER BASE DEFENSE COMMITTEE

OPERA HOUSE
P.O. BOX 1449

**TO: Mr. Frank A. Cirillo, Jr., Air Force Team Leader
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209**

TELEPHONE
(803) 773-3371
FAX
(803) 778-2025

FROM: Mr. Thomas R. Olsen, Executive Director

DATE: May 1, 1995

**SUBJECT: Update to 1995 Air Force Base Questionnaire for Shaw
Air Force Base, South Carolina**

The Sumter Base Defense Committee reviewed the recommendations of the Department of Defense for the 1995 Base Realignment and Closure to the Commission and the Shaw Air Force, 1995 Base Questionnaire. We concur with the TIER standing recommended by the Secretary of the Air Force.

However, some information submitted in the 1995 Air Force Base Questionnaire for Shaw Air Force Base should be revised to better reflect the capabilities of Shaw Air Force Base and the community of Sumter, South Carolina.

There is a very favorable relationship between the City and County of Sumter with Shaw Air Force Base. The Air Force Mission at Shaw is an integral component of the Sumter Community. Two papers that highlight the community support and the military value of Shaw Air Force Base are forwarded for your information. The Sumter Base Defense Committee respectfully submits information to more accurately depict Shaw Air Force Base "Mission Value" and "Community Impact" regarding Sumter, South Carolina.

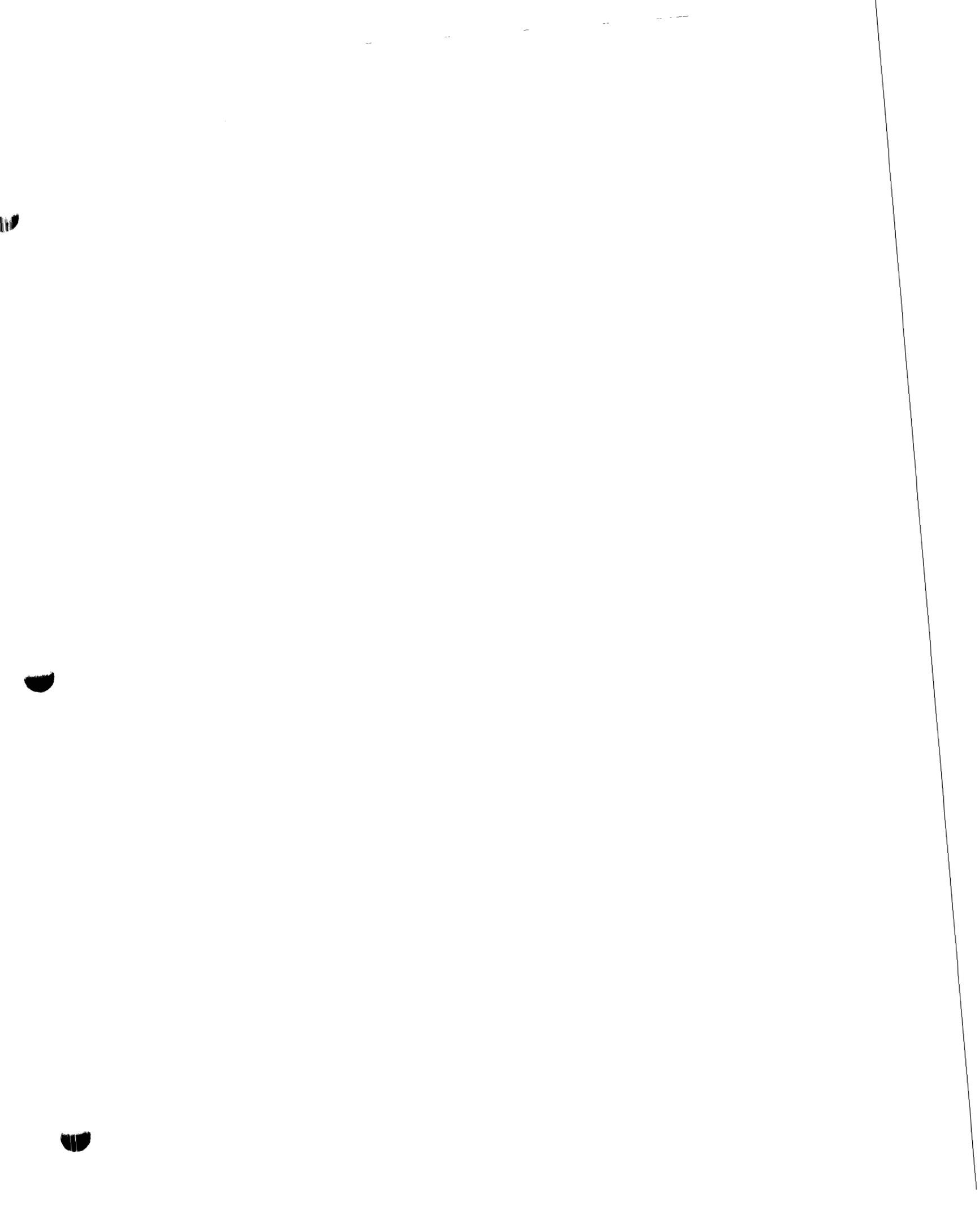
Thank you for considering this information. We hope it will assist in your deliberation on Shaw Air Force Base and the Sumter Community.

Sincerely,


Thomas R. Olsen

ATTACHMENTS

- 1. The Shaw-Sumter Community**
- 2. Rationale for Organizing the 20th Fighter Wing**
- 3. Review of BRAC 1995 Air Force Data**



THE SHAW - SUMTER COMMUNITY:

PARTNERS IN PROGRESS - WORKING FOR QUALITY

FOUNDATIONS FOR PROGRESS:

Shaw Air Force Base (AFB) has been a significant part of the City and County of Sumter, South Carolina for over fifty three years. The Base and the civilian community are proud of their tradition of working in partnership for a superior quality of life. That partnership is a symbol of excellence in supporting the Air Force mission while building civic pride in a community.

Since the formation of the Shaw - Sumter Community Council forty one years ago, the spirit of cooperation has been foremost in developing confidence, understanding, mutual respect and friendship. This spirit created an award winning base-community relationship that is nationally recognized by the International City Management Association. This spirit is reflected in the patriotic pride the people of Sumter take in supporting the military personnel and their families during periods of international crisis. Most recently during Operation Desert Storm, the people of Sumter displayed their overwhelming support for the deployed personnel while giving caring assistance to their families living on Shaw AFB and in the community. This caring spirit is on-going today for those families who have military members deployed to the Middle East and other regional crises around the world.

The base personnel return that support to the community by their unselfish work to improve the quality of education, medical care, spiritual life and humanitarian activities. The Base co-sponsored Project Save Our Schools (SOS) with the community to improve school facilities and educational programs. Sumter is especially appreciated of the disaster relief efforts by the base following Hurricane Hugo in 1989. The Air Force's ability to provide aid to many Sumterites strengthened the bonds of mutual respect and caring. The people of Sumter take a special patriotic pride in being a community partner with the Department of Defense, the United States Air Force and Shaw Air Force Base.

We are especially proud of the 20th Fighter Wing's operation and maintenance organization for being recognized as the "**BEST in the AIR FORCE**" by winning the coveted **Daedalian Award**. The Wing's excellence is acknowledged by receipt of the Air Force Outstanding Unit Award and awards for Manpower Management, Installation Excellence,, Maintenance Effectiveness, Explosive Ordinance Disposal, Civil Engineering Operations, AAFES Customer Service and four individual awards. They also won "**BEST in Air Combat Command**" awards for eleven squadrons and fifteen individuals. These awards are a point of pride for the entire Shaw-Sumter Community.

THE PARTNERSHIP AT WORK:

The Shaw-Sumter Community Council created the atmosphere for cooperation that has grown over the years. Of the many programs that have come out of this association, **the Memorandum of Understanding (MOU) between Shaw Air Force Base and The City of Sumter, Sumter County and The Sumter City-County Planning Commission is the most important.** It is a one-a-kind agreement between an Air Force base and a community. The MOU established a mutually beneficial process to ensure timely notification and cooperation between all parties on projects, policies and activities. The City/County planners and the base planners routinely consult with one another on programs/projects that could impact the community, the base and Poinsett Weapons Range. These discussions include community programs concerning public works, land use plans, rezoning and subdivisions along with base programs concerning comprehensive plans, AICUS studies and changes in installation use.

The completion of the **Shaw Air Force Base -Sumter County, Joint Compatible Land Use Study (JCLUS) highlights the success and importance of the cooperation that exist.** The forthcoming agreement to the recommendations from the study will enable the county to develop land use policy and rezoning that will reduce encroachment to base land and airspace. These actions will allow the Air Force to operate safely without causing problems for the community.

Since the enactment of the Defense Base Closure and Realignment Act of 1990, the Sumter Community has become more aware of the importance of cooperation between the City and County with Shaw Air Force Base. Even though Shaw is highly rated for its operational effectiveness on the merits of its military value, the community recognizes its responsibility to ensure that Sumter does all it can to remain a valued community partner.

Following receipt of the March 1993 Department of the Air Force Analyses and Recommendations, **the Mayor and the Chairman of County Council activated the Sumter Base Defense Committee (SBDC) to review the findings.** The SBDC was charged with developing recommendations to improve the quality of living for all people in the Sumter community. In cooperation with the Governor's Base Defense Committee, the South Carolina legislative delegation, and Shaw Air Force Base, the committee formulated actions that will help to **improve the military value of the base and the quality of life factors identified in the report.** The current focus of the SBDC is on **bringing additional units and missions to Shaw AFB to enhance the military value.** While additional flying units can be accommodated at Shaw, the committee has also identified communications and engineering units that support Headquarters Ninth Air Force/CENTAF.

THE QUEST FOR QUALITY:

In the 1993 Department of the Air Force Analyses and Recommendations to the DOD Base Closure and Realignment Commission, two areas of concern were identified **enroachment of land and airspace adjacent to Shaw AFB and the Poinsett Weapons Range** and some less than favorable comments about the **ability of the community to support base forces, missions and personnel**. The SBDC is working to improve the military value of the base by reducing the current/future enroachment and to improve the community support to the base and its people. By improving these areas of mutual concern, the commitment to the highest quality of life will be achieved in the entire Sumter community. The following discussions will highlight clarification and actions to improve the Shaw-Sumter community:

Military Value Improvement:

Three significant efforts are underway that will improve the operational capability of Shaw AFB:

1. **Joint Compatible Land Use Study (JCLUS)**
 - **goal is to protect the base mission** while protecting the public safety and welfare
 - **identify noise-impacted areas** to the base, citizens and local governments
 - **recommends compatible land use** in areas impacted by noise
2. **Proposed Ordinance Amendments to the Sumter Zoning Ordinance**
 - **establish compatible land use policy** throughout the County but with a special focus on that land adjacent to Shaw AFB and Poinsett Weapons Range
 - **implement recommendations from the 1993 JCLUS** for adoption to the ordinance-June 94
3. **Poinsett Weapons Range Expansion**
 - **Air Force leased range land** from the State of South Carolina which limits federal funding for facility improvements
 - **swap federal land on the closed Myrtle Beach AFB for State land**
 - **expand range from 8000 acres to 14000 acres** under federal government ownership
 - **allows federal funding** for facility improvements
 - **allows reorientation of flight patterns** to reduce noise levels on residential property
 - **completed on - April 5, 1994**

Community Support Improvements:

Overall the Sumter community support for the base was well recognized. The SBDC researched the ratings in each area. The results are as follows:

1. **Community Infrastructure:**
 - **Housing, Transportation and Shopping - Adequate**
 - **Off Base Recreation**
 - rated low because of geographic factors beyond the community's control ie: family park, beaches and winter sports
 - aquarium and pro-baseball in Columbia
 - Boating and fishing data was inaccurate (3 locations on Lake Marion, the Santee and Wateree rivers within 30 minutes; base recreation area on Lake Wateree within 45 minutes)
 - Ratings for boating/fishing should be rated Green
 - **Distance to Metropolitan Area**
 - Rated inaccurately (Greater Columbia, SC has a population >100,000;<1.0 hour of the base
 - Should be rated Green
 - **Local Crime Rates**
 - Violent and Property Crimes
 - skewed above the norm due to inaccurate reporting
 - Reporting is now in accordance with U.S. Justice Department (FBI) procedures
 - Law enforcement improvements are having positive effects
 - 1993 South Carolina Law Enforcement Division statistics show 28% lower rates
 - **1993 FBI statistics will show lower rates**
 - Sumter ranks favorably with other cities supporting southeastern bases
2. **Education:**
 - **Sumter schools received high marks for the quality of education**
 - High school English, Math, Language and Honors programs
 - Junior High/Elementary special education and gifted/talented student programs
 - Off-base Education (Vocational/Technical and Undergraduate/Graduate level) available at Central Carolina Technical College, Morris College, and University of South Carolina- Sumter

- **Pupil to Teacher Ratio**
 - Rated low based on data showing a pupil to teacher ratio > 30:1 (Red rating)
 - S.C. max ratio allowed (avg)= 28:1
 - S.C. allows grades 6-12 = 35:1; **Sumter actually (6-12)= 26:1**
 - **Current pupil to teacher ratio for grades K-12 is 19.1:1 with the average class < 22**
 - A Green rating
- **Students that go to College**
 - Report indicated < 40% (Red rating)
 - **1993/94 data indicates that > 50% of all high school graduates entered undergraduate college courses (a Yellow rating)**
- **Sumter School District 2 voters approved a \$28.5 million bond referendum on September 25, 1993**
 - **Construct two new high schools**
 - Repair ten school buildings
 - Reduce Portable classrooms by 70%
 - Allows restructuring of the school system (Elementary K-5, Middle 5-8, High 9-12)
 - Student loading reduced
 - Coarse availability improved
 - **Complete in fall 1996**

3. **Spousal Employment:**

- Sumter community rated low by unknown data source on ability of spouses to find employment in < 3 months and their inability to find employment commensurate with skill/experience
- SBDC review revealed
 - Majority of spouses seek employment in administrative/clerical and service sectors
 - 60-70% fill administrative/clerical
 - 10-12% seek manufacturing/production
 - Employment responsibility/compensation and availability vary due to geographic and economic factors based on business/industrial orientation, ie; agricultural, manufacturing, distribution or service
- **Employment Referral Services at Shaw AFB Family Support Center** work closely with the South Carolina Employment Security Commission
- 1994 information suggest > **80%** find jobs <3 months
- SBDC concluded, "military dependents(spouses), as a separate employment group, fare as well or better than many local civilian applicants."

4. **Local Medical Care:**

- Community received low ratings because the availability of physician and hospital beds do not exceed the national norms (2.1 physician/1000 population and 4.0 hospital beds/1000 population)
- SBDC review revealed
 - **Active physician in Sumter County increased from 63 in 1990 to 84 in 1993 with 113 physician projected by the end of 1994**
 - **1994 projected physician availability will increase to 1.1/1000 population without the inclusion of physician on Shaw AFB**
 - **Primary health care improving**
 - U.S. Department of Health and Human Services requires a physician ratio of 1:3000 population
 - Current physician ratio is 1:2843
 - With the inclusion of nurse practitioners the primary health care professional ratio is 1:2327
 - Focus of 1994 recruitment is on primary care physician
 - **Hospital bed availability is 2.5/1000 population without Shaw AFB included**
 - Projected 2.2 beds/1000 population in South Carolina in 1997
 - South Carolina State Health Plan projects certified need of less than 3.0 beds/ 1000 population
 - **Conclusion - Hospital bed availability in the Shaw-Sumter community is above projected State ratio and approximates the State's projected need.**
 - **Health care facility improvements**
 - Relieve outpatient/Medicaid load on Tuomey Hospital
 - **Tuomey Cancer Treatment Center** for radiation and medical Oncology (1991)
 - **Tuomey Medical Park** for non-emergency outpatient services (Opened Aug 1993)
 - **Family Health Clinic** a non-emergency community clinic for Medicaid patients (Open Jan 1994)
 - **Tuomey Board approved \$42 million improvement and expansion plan** that will improve in-house MRI/Cardiac Care

SUMMARY:

The City of Sumter and Sumter County are privileged to be community partners with Shaw AFB and appreciate the opportunity to contribute to the missions of the Department of Defense and the United States Air Force. The Sumter community in cooperation with Shaw AFB is working to achieve the highest attainability quality of life in Shaw-Sumter community. We pledge complete support in making **PARTNERS IN PROGRESS - WORKING FOR QUALITY** a standard for success and pride into the 21st century.

**WHAT DOES SHAW AFB
MEAN TO SUMTER?**

MISSION

20TH FIGHTER WING:

- Fighter forces for SEAD, CAS, FAC
 - 3 x F-16 Falcon Squadrons
 - 1 x OA/A-10 Thunderbolt II Squadron
- Command and Control
 - 1 x Air Control Squadron

9TH AIR FORCE HEADQUARTER

- US Central Command Air Forces
- fast deployment and employment of Air Forces to Southwest Asia

BASE ASSETS

LAND:

Shaw AFB	3400 acres
Poinsett Range	13600 acres

AIRFIELD:

Two Parallel Runways	150ft x 10,000ft 150ft x 8,000ft
Parking Apron	449000 Sq. Yds

HOUSING:

Family Quarter	1704 units
Dormitory Quarter	2064 units

PERSONNEL:

Military	6000
Dependents	13000
	19000

Civilian Employees	1100
Total at Shaw	20100

Military Retirees	33000
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GROSS TOTAL	53,100
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PAYROLL

Military	\$160 mil
Civilian	\$ 22 mil
Expenditures (Services/Contracts/Equipment)	\$.80 mil
TOTAL ACTIVE EXPENDITURES	\$260 MIL

OTHER INCOME

Military Retire Payroll within 50 mile radius	\$472 mil
Secondary Jobs Created	3600

<u>TOTAL ECONOMIC IMPACT</u>	<u>\$516 MIL</u>
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**SUMMARY OF 20TH FIGHTER WING
AWARDS**

AIR FORCE AWARDS:

- 1993 Daedalions Maintenance Award
- 1993 Outstanding Unit Award (1992 and 1993)
- 1993 Air Force Manpower Management Award for Professional Excellence
- 1993 Commander in Chief's Installation Excellence Award (Units)
-20 SUPS, 20CRS, 20SG
- 1993 Air Force Maintenance Effectiveness Award (Unit)
-20 CRS
- 1993 Outstanding Explosive Ordinance Disposal Flight of the Year
-20 CES
- 1993 Operation Flight of the Year
-20 CES
- 1993 AAFES Commander Extraordinary Customer Service Award, Southeastern
Region
- Shaw Base Exchange
- 1993 Individual Awards (4)

AIR COMBAT COMMAND AWARDS:

- 1993 ACC Awards to Units
- Eleven Squadrons
- 1993 ACC Awards to Individuals
- Fifteen Individuals

HEADQUARTERS USAFE AWARDS:

- 1993 Diamond Award (Individual)



Fact Sheet United States Air Force

20th Fighter Wing Public Affairs Office
517 Lance Ave., Suites 106/107
Shaw AFB, S.C. 29152-5041

(803) 668-3621
Fax (803) 668-2276

SHAW AIR FORCE BASE, S.C.

Shaw Air Force Base, S.C., is home of the 20th Fighter Wing, Headquarters 9th Air Force/United States Central Command Air Forces and several associate units. Shaw's units are assigned to Air Combat Command.

The base is located on more than 3,569 acres in Sumter, S.C. The base also has custodial responsibility for approximately 13,600 acres at Poinsett Weapons Range southwest of Sumter and for 23.5 leased acres at the Lake Wateree Recreational Area, 38 miles northwest of Sumter, near Camden, S.C.

Originally established as a small basic flying school, it was designated Shaw Field Aug. 7, 1941, in honor of Sumter County-native 1st Lt. Ervin David Shaw. Lieutenant Shaw was killed while flying a long-range reconnaissance mission over France during World War I. The base's first assigned aircraft was the single-engine BT-13 trainer.

Shaw's host unit from 1946 until 1951 was the 20th Fighter Wing. The base was assigned to 9th Air Force Dec. 1, 1950. The 363rd Fighter Wing arrived here April 14, 1951, and became the host unit later in the year when the 20th Fighter Wing departed for Virginia and then England. The 363rd Fighter Wing and its subordinate units inactivated Jan. 3, 1994, and were replaced by the 20th Fighter Wing that same day.

Shaw's current aircraft include C and D model versions of the Block 50 mini-D F-16 Fighting Falcon and the A/OA-10A Thunderbolt II "Warthog." The wing's 77th Fighter Squadron "Gamblers," 78th Fighter Squadron "Bushmasters" and 79th Fighter Squadron "Tigers" fly F-16s and are tasked with air-to-air, air-to-ground and suppression of enemy air defenses missions. The "Fighting Fifty-Fifth" Fighter Squadron flies A-10s with close air support and forward air control missions. The wing also operates the 726th Air Control Squadron which serves as a theater reporting center during war time or contingency operations.

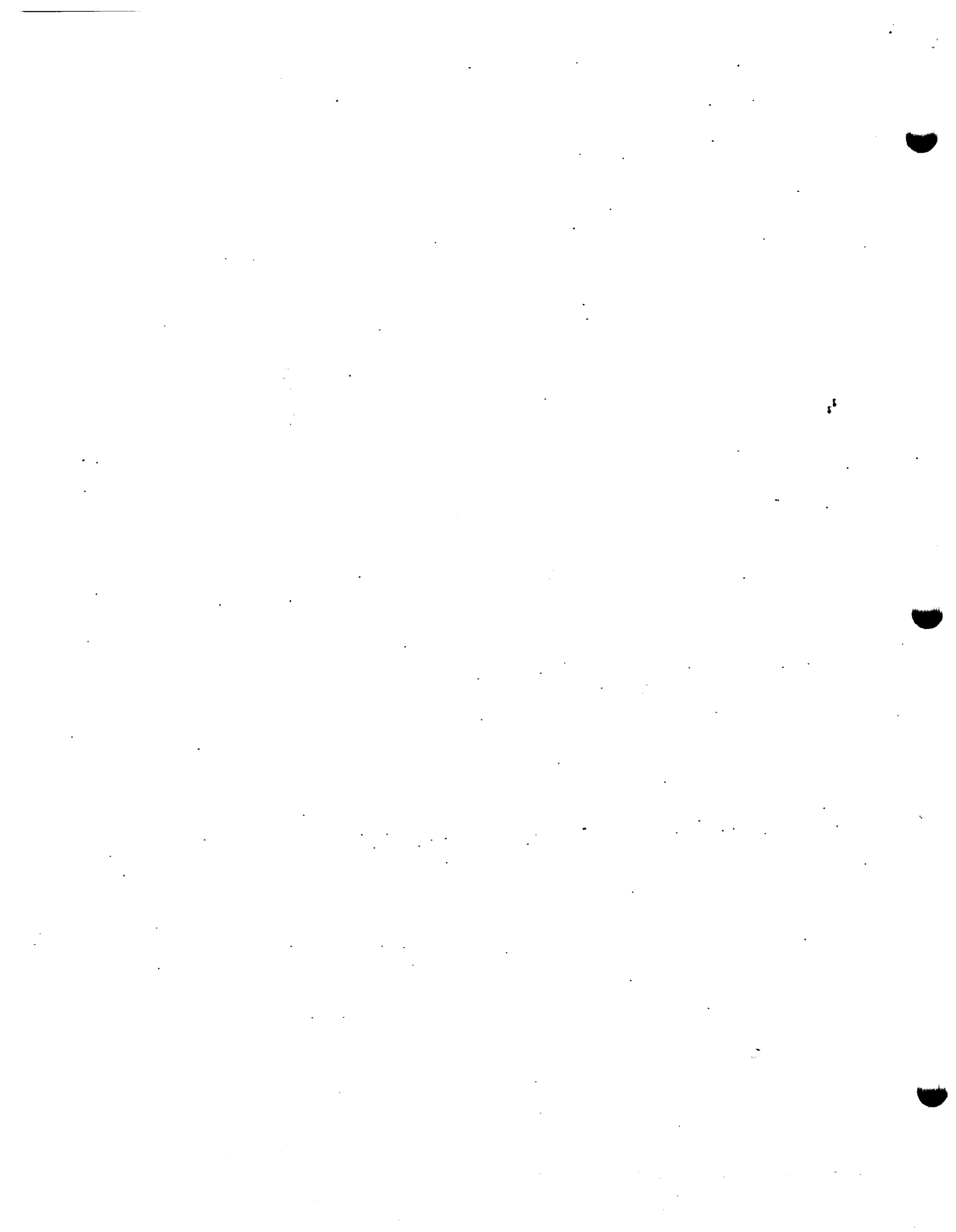
Shaw is home to more than 6,000 active duty military members, 1,100 civilian employees and more than 13,000 family members. The base's annual regional economic impact exceeds \$480 million.

It's units have played significant roles in world history, participating in Operation Overlord, the invasion of Normandy; the defense of the Midway Islands; the assault on Iwo Jima; the Cuban Missile Crisis; the invasion of Grenada; Operation Just Cause; Operations Desert Shield and Desert Storm; Joint Task Force Proven Force; Operation Provide Comfort and Operation Southern Watch.

The host unit, the 20th, was redesignated as a fighter wing in 1991 in line with Air Force restructuring. The wing is the descendent of the Army's 20th Balloon Group, later fighter wing of World War II fame, was reorganized as an objective wing with its transfer to Shaw on Jan. 3, 1994. Within the wing is the commander, a general officer, his staff and four groups, each commanded by a colonel. The groups are operations, logistics, support and medical. The wing is responsible for providing fighter, close air support and forward air control aircraft to support theater operations during war time and contingency operations.

Headquarters 9th Air Force/United States Central Command Air Forces is one of six numbered Air Forces in Air Combat Command. It conducts daily training activities to keep its combat units ready for fast deployment abroad and high-intensity combat. Its units comprise roughly 40 percent of the command's resources. In addition, its role as U.S. CENTAF makes it responsible for preparing detailed plans for deploying and employing Air Forces in combat within its area of responsibility.

Other associate units include the Army and Air Force Exchange Service; Air Force Audit Agency; Det. QD 20, USAF Judiciary Area Defense Council; SMALC Depot Task Force; Air Force Office of Special Investigations; 337th U.S. Air Force Recruiting Squadron; Field Training Detachment 307; 609th Air Operations Group; 609th Air Support Squadron; 609th Air Intelligence Squadron; 609th Air Communications Squadron; 682nd Air Support Operations Center Squadron; Defense Reutilization and Marketing Office; Det. 21, Defense Commissary Agency and the Defense Investigative Service. Geographically separated units include the 5th Combat Communications Group and 823rd RED HORSE Civil Engineering Squadron.





**FAVORABLE ATTRIBUTES OF THE
SHAW - SUMTER COMMUNITY:**

SHAW AFB:

- Strong Mission
- Excess Capability
- Excellent Infrastructure
- Excellent Facilities
- Strong Construction Program
- Favorable Community Relations

SUMTER COMMUNITY:

- Good Infrastructure
(Housing, Transportation, Shopping and
Recreation)
- Excellent Schools
- Improving Crime Rates
- Improving Medical Care
- Expanding Job Opportunities
- Friendly Support for the Air Force
Mission

ACTION TO IMPROVE RETAINABILITY

Mission Value

- Reorganize to Electronic Warfare Mission
- Expand for SEAD, Strike and Close Air Support
- Expand for Mission Support
- Collocate Guard/Reserve Units
- Improve Facility Infrastructure

Community Impact

- Funding for Schools
- Improve - Expand Transportation



RATIONALE FOR ORGANIZING THE 20TH FIGHTER WING

1. **MISSION:** The 20th Fighter Wing is an air employment wing with the mission to train and equip air units to conduct joint theater air-ground operations in regional conflict areas under the command of a Regional CINC or Task Force Commander (TFC). The 20th Fighter Wing would provide units specifically trained and equipped to conduct Suppression of Enemy Air Defenses (SEAD) and to conduct Close Air Support (CAS)/Forward Air Control (FAC) in support of Joint air and ground forces. The 20th Air Control Group will be trained and equipped to provide tactical air-ground command and control systems to support deployed Air Force units and be able to provide Theater Air-Ground command and control systems in support of a Regional CINC or Joint TFC (i.e., commander USCENTAF).

2. **MISSION ENHANCEMENT:** The 20th Fighter Wing capabilities could be enhanced by improving the Fighter/Attack/SEAD missions. Additional squadrons of F-15 Eagle and F-16 Falcons could be assigned to take advantage of the existing facilities, training areas and base expansion opportunities. Attach one squadron each of EF-111 Raven and EC-130 Compass Call aircraft to augment the SEAD/Electronic Combat (EC) mission of the wing. Additional A/OA-10 aircraft would increase the in place CAS/FAC mission. Combat rescue HH-60 aircraft would improve the ability to train for the Combat Search and Rescue (CSAR) mission. Equip the 20th Air Control Group with state of the art equipment to provide improved tactical air command and control for theater air operations. Add at least one mission support unit to enhanced HQ Ninth Air Force/USCENTAF operations.

3. **ADDITIONAL FLYING MISSIONS ENHANCEMENTS:** The 20th Wing capabilities would be further increased by the assignment of up to six locally based air units with the special abilities listed below:

a. **Fighter**

- (1) Air to Ground Attack - F-16, F-15, A/OA-10
- (2) Air to Air Interceptor - F-16, F-15, F-22
- (3) Tactical Air Reconnaissance - F/RF-16
- * ANG/AFRES fighter units could be collocated.

b. **Airlift**

- (1) Tactical Airlift C-130 with airlift control element

c. **Air Rescue**

- (1) Combat Rescue HC-130 and HH-60 with combat rescue control element

- d. **Aerial Refueling**
 - (1) Tanker KC-135
 - (2) Tanker/Airlift KC-10

- e. **Special Operations**
 - (1) Gunship AC-130
 - (2) Insertion MC-130, HH-60, HH-53 Pave Low

4. ADDITIONAL NON-FLYING MISSION ENHANCEMENTS: Several mission support units could be assigned to the base within the recognized 25% excess mission growth potential and with limited military construction. These units support U.S. Air Force worldwide requirements for communications, command and control of tactical air operations and civil engineering (heavy construction). The first two units are under the direct supervision of HQ Ninth Air Force (HQ CENTAF) but are geographically separated from the headquarters. The units are:

- a. 5th Combat Communications Group (CCG) currently assigned to Robins AFB, GA (a HQ Ninth Air Force unit)
- b. 823rd Red Horse Civil Engineering Squadron (RHCES) currently assigned to Hurlburt Field FL (a HQ Ninth Air Force unit)
- c. 485th Engineering Installation Group (EIG) currently assigned to Griffis AFB, NY (on BRAC 93 realignment list).

5. BASE ATTRIBUTES TO SUPPORT MISSION ENHANCEMENTS: The facilities on the Shaw AFB have excess capabilities to accept additional forces and units to meet mission enhancements. The base has benefited from the restoration and renovations required after Hurricane Hugo. The following attributes would favorably support the 20th Fighter Wing becoming a composite wing:

- a. **Operational Effectiveness**
 - (1) Dual parallel runways (10000 feet and 8000 feet)
 - recently repaired and repaved with new approach lighting
 - (2) Parking Aprons with excess area (> 25000 yards)
 - recently repaired and replaced (1993)
 - (3) Weather
 - Above 300'/1 mile > 90%
 - Above 3000'/3 miles > 75%
 - No need to deploy for training
 - (4) Support for Additional Missions

Fighter	Adequate
Bomber	Marginal
Airlift	Adequate
Tanker	Adequate

- (5) Training Areas
- Supersonic Military Operating Area (MOA) and Warning/Restricted Areas - < 150NM
 - Low Altitude MOA (SAT/LOWAT) - <100NM
 - Ranges
 - Scoreable within 100NM Poinsett, SC - 10NM
 - Scoreable within 250NM Townsend, GA < 150NM AF Dare County, NC < 250NM Grand Bay (Moody AFB), GA <250NM
 - Electronic Combat
 - Poinsett, SC - 10NM
 - Townsend, GA < 150 NM
 - R-5306A (Cherry Point USMA, NC) < 250NM
 - ** Pinecastle, FL (USN) < 300NM
 - ACMI
 - W-157/158 (Beaufort USMC, SC) < 150NM
 - ** 20th Fighter Wing primary use one week/month
 - Full Scale Live Drop
 - Fort Bragg, NC <100NM
 - Fort Stewart, GA <150NM
 - Fort Benning, GA <250NM
 - Fort Campbell, KY<400NM
 - Ground Forces with Impact Area
 - Fort Bragg, NC <100NM
 - Fort Stewart, GA <150NM
 - Fort Benning, GA <250NM
 - Fort Campbell, KY<400NM
 - Special Use Airspace (SUA) and Training Areas
 - Fully Adequate
 - Composite Force Training Airspace
 - Fully adequate
 - SUA with Bombing Ranges <150NM
 - Interservice participants <250NM
 - VR/IR Routes
 - >10 within 100NM
 - Airspace Availability
 - MOA/SUA/Ranges - fully adequate
 - Low Level Routes - fully adequate
 - Airspace/Training Area Status
 - No charges anticipated
 - Fully adequate both now and in the future
 - Airspace Enroachment (Civil/Comm Aviation)
 - MOA/Restricted Area -Generally compatible with some limitations
 - Bombing Ranges - Compatible

-- Low Level Routes - Limited regional incompatible

b. Base Facilities/Land and Airspace

- 1) Key Command and Support Facilities
 - HQ 20th FW (new 1989) - Adequate
 - 20th Support Group (new 1990) - Adequate
 - 20th Air Operations Group - Adequate
 - 20th Logistics Group - Adequate (renovated after Hurricane Hugo 1990)
 - 20th Civil Engineering plant - Adequate
 - 20th Medical Group - Adequate
 - Medical/Dental - Will support larger operational forces
 - Physiological Training Facility supports regional training for all services

- 2) Flying Operations Facilities
 - Hangers all renovated and restored 1990 after Hurricane Hugo
 - Squadron Operations Buildings
 - 3x new construction 1991 after Hurricane Hugo
 - 2x restored 1990 after Hurricane Hugo
 - Additional buildings could be converted as needed
 - ** Six squadrons were operational until 1991
 - Flightline Crash Rescue/Fire Department
 - New construction 1992
 - Air Traffic Control
 - Tower - state of the art (new construction FY94)
 - RAPCON - state of the art (regional training facility)

- 3) Infrastructure Status (Electric, Water, Sewer)
 - Can support > 25% increase without additional MILCON

- 4) Community Enroachment
 - APZ - Limited incompatibility
 - Noise - High in some areas now but will become limited in the future due to county zoning
 - Airspace - Low incompatibility

c. Ability to Support Future forces and Contingencies

- 1) Contingency/Mobilization - Adequate
 - C141 MOG = 3 to 4 (goal > 5)
 - Wide body aircraft - can accept
 - Fuel Hydrant System - Limited(improved with FY 94 MCP)
 - Munitions Storage - < 500,000 NEW
 - Hot Cargo - can accept

- 2) Geographic Location (Proximity to Other Service Locations) - Adequate
 - Army/Marine < 150 miles (Fort Bragg, Fort Stewart, Beaufort USMC)
 - Rail Transportation - on base spur to main line (< 5 miles)
 - Port Facilities within 150 miles (Charleston, SC; Savannah, GA; Wilmington, NC)

d. **Base Ability to Meet Airlift Mission:**

- 1) Airfield
 - Runways/Taxiways - Adequate
 - Parking Aprons - Adequate
 - POL storage, delivery, resupply - Adequate (FY 94 MCP) †
 - Airspace Access for Training - Adequate
 - Airspace Enroachment - Limited
- 2) Operational Considerations
 - Weather - Adequate (>300'1, >90%; >3000'/3, >75%)
 - No need to deploy for training
 - ATC delays - Minimal <= 5 min (actual)
 - meets requirements of < 15 min
 - Mobility/Deployability - Optimum for deployable range and utilization for airlift missions
- 3) Training Areas
 - DZ/LZ <200NM
 - Fort Bragg, NC; Fort Stewart, GA.
 - US Army/USMC <500NM
 - Fort Bragg, NC; Fort Stewart, GA; Fort Benning, GA; Fort Campbell, KY.
 - Full Airdrop < 500NM
 - Fort Bragg, NC; Fort Benning, GA; Fort Campbell, KY; North Field, SC.
 - Numbers of VR/IR/SR- > 3 within 200NM
 - AAR routes - 4 within 200NM
 - required for EC/MC/HC - 130 only
 - Low Level Routes - Fully adequate

e. **Base Ability to Meet Tanker Mission**

- 1) Airfield
 - Runway/Taxiway - Adequate
 - Parking Apron - Adequate
 - POL - Adequate storage with some limitation on delivery and resupply
 - limited Hydrant system (improved by FY 94 MCP)
 - resupply by rail

- Airspace Access - Adequate
 - Airspace Emroachment - Limited
- 2) Operational Considerations
 - Weather - Adequate
 - ATC Delays - Minimal ≤ 5 min (actual)
 - Mobility/Deployability - Optimum for deployable range and for training
 - Tanker saturation - Low in southeast US
 - 3) Training Areas
 - AAR routes - 4 within 200 NM
 - Receiver availability - numerous fighter and airlift units in the region (USAF, USMC, USN, ANG/AFRES)

6. Recommendation Flying: Organize the 20th Fighter Wing for the air employment mission with special air assets for deployment/employment in regional crisis areas (Middle East/USCENTCOM or Europe/USEUCOM). Train, maintain and equip three (3) squadrons, F-16 C Block 50, for the suppression of enemy air defense (SEAD). Expand the Fighter/Attack, Fighter SEAD, CAS/FAC and Air Superiority missions by assigning at least two (2) additional squadrons. The 20th Wing could be the East Coast Electronic Combat Wing under 9th Air Force. Attach one squadron each of EF-111 Raven and EC-130 Compass Call aircraft for training and deployment/employment to allow the Wing to conduct the full range of SEAD and Electronic Combat. Continue to train and equip the 20th Air Operations Group to provide command and control capabilities for theater air - ground operations. The special air assets that could be assigned to the 20th Wing are listed below in priority order:

- a. **Fighter/Attack:** F-16 Falcon or F-15 Eagle squadrons to support the air employment mission. These units would enhance global air operations. Local training airspace is well suited for this mission.
- b. **Fighter SEAD:** F-16 Falcon squadron to expand the SEAD/EC mission. The improvements to the Poinsett Weapons Range enhance aircrew training.
- c. **Close Air Support (CAS)/ Forward Air Control (FAC):** A-10 squadron to enhance the Wing's capability to support Army/USMC ground units.
- d. **Air Superiority:** F-15C squadrons to support joint air-ground operation in regional Crisis areas. Upgrade to F-22 when available.
- e. **Electronic combat:** (EC) EF-111 (Raven) squadron and a EC-130 (Compass Call) squadron to support joint SEAD and EC requirements. Squadrons could be based at another geographic location but would be dedicated to the 20th Fighter Wing for training and employment.

- f. **Air Rescue:** HC-130 squadron and a HH-60 squadron with appropriate command and control element to support joint combat search and rescue (CSAR) requirements.
- g. **Air Reconnaissance:** F/RF-16 squadron to support joint air - ground operations in regional crisis areas.
- h. **Airlift:** C-130 squadron, with an airdrop capability, to support wing deployment requirements and US Army/USMC units. Assign with appropriate Airlift Control Element.
- i. **Aerial Refueling:** KC-135 or KC-10 squadron to support rapid deployment and employment of the Wing's aircraft for regional crisis area operations.

7. **Recommendations (Non-flying):** Shaw AFB could accommodate and support at least one mission support unit with worldwide or major regional conflict capabilities. Three possible units are listed in priority order:

- a. **5th CCG** to support regional USCENTAF and JCS operations with command and control communications.
- b. **823rd RHCES** to support HQ Ninth Air Force/US CENTAF regional operations with rapidly deployable heavy construction and civil engineering services.
- c. **485th EIG** to support worldwide communications, electronic and automated information systems.

Prepared By:

Thomas R. Olsen
Major General, USAF Retired
1006 Golfcrest Road
Sumter, South Carolina 29154
803-773-7584



REVIEW OF BRAC 95 AIR FORCE DATA

The following information has been reviewed by the Sumter Base Defense Committee:

Air Force Score shown in bold type

Recommended score/rationale in **bold underline**

Explanation:

GDS = Grading standard for color scores

BQ = Base Questionnaire information

REVIEW OF INSTALLATION EVALUATION CRITERIA

- I.1 Mission (Flying) Requirements - **GREEN**
- I.1.A.1.b Training Areas - Yellow +
- I.1.A. 1. b.1. Super Sonic Air Combat (ACBT) MOA's - **YELLOW**
 - GDS > 100 nm & <= 150 nm = yellow
 - BQ = w - 161A, B/W - 177 A.B = 120 nm (>4,200 nm²)

Recommended Data:

- *Entry point to nearest boundry of W-161 and W-177 = 84nm
- *Change score to GREEN

- I.1.A.1.b. 6. Tactical Aircraft Employment = **YELLOW**
 - GDS. > 100 nm & <= 150 nm = yellow
 - BQ. Ft. Bragg = 101 nm (min 2,500 sq nm)

Recommended Data:

- *Entry point to nearest boundary of Ft. Bragg Full Scale Weapons Drop Range and Tactical Monuever Range = 92 nm
- *Change score to GREEN

- I.1.A.1.b. 7. ACMI Range = **Red**
 - GDS. > 100nm & <= 150 nm = Yellow, > 150 nm = Red
 - BQ. Beaufort TACTS = 193 nm

Recommended Data:

- *Entry point to nearest boundry of Beaufort TACTS which is within W-157A = 120 nm
- *Entry point to nearest boundry of Area 3x within W-157A =130 nm
- * Change score to YELLOW

- II. Facilities Availability & Condition - **Green**
 - II.1. Mission Support Facilities = **Yellow+**
 - II.1.A Facilities Capacity = **Yellow**
- GDS. > = -1 Standard Deviation & < the mean = **Yellow**

	<u>Required</u>	<u>Capacity</u>	<u>Excess</u>	<u>%C-1</u>
Buildings, SF	759,915(23%)	3,245,608 [2,160,745(66%)]	325,214(10%)	89
Jet Fuel Storage, BL	14,575 (39%)	37,346	22,801(61%)	100
Lox Storage, GA	4,000 (57%)	7,000	3,000(43%)	100
UNACC Quarters,PN	1,800 (45%)	4,027 [2,084(52%)]	143 (7%)	85
Aircraft SE Storage,SY	2,389 (27%)	8,811	6,422 (73%)	100

[] = Available capacity fulfilling other category requirements

Recommended data:

*** Base on a 38% average excess capacity in all categories with a 94.8% average C-1 status the score should be upgraded**

*** Change score to GREEN**

- II. 1. D. Unique Facilities = **Red**
- GDS. None = Red, yes = Green
- BQ. No. - (one of a kind) facilities = must be replaced

Recommended data:

*** Headquarters 9th Air Force/USCENTAF, Physiological Training Unit (Altitude Chamber) and the Munitions Demolition and Burn Treatment Facility should be considered as "must replace" facilities**

*** Change score to GREEN**

VI. ECONOMIC IMPACT

Data Source	BRAC 95	BASE ERIS (1994)*
AREA EMPLOYMENT	48,222	36,800**
DIRECT JOB LOSS (Mil)	5,903	5,701
APPROPRIATED (CIV)		589
NON-APPROPRIATED (CIV)		518
INDIRECT JOB LOSS	1,814	3,438
CUM JOB LOSS	7,717	10,246
TOTAL & LOSS	16%	28%

* Shaw AFB, Economic Resource Impact Statement 1994

* Sumter County, SC Employment Security Commission

Recommended data:

*** Accept analysis from 1994 Shaw AFB Economic Resource Impact Statement, (ERIS) which reveals at 28% impact on county-wide employment**

VII. Community Support - **Yellow+**

VII.1 Off-Base Housing - **Yellow**

VII.1.B. Off Base Housing Suitability - **Yellow**

GDS. > 5 % & < = 14.99% Unsuitable = **Yellow**

BQ. 8.6% off base housing unsuitable (VHA survey)

****Could be green if definition regarding suitability of Mobile & Manufactured Homes is revised to accept more MH & MH.**

**** Verify against new HQAF guidance**

**** Verify unsuitable housing against ne HMA (95) and VHA Survey**

Recommended data:

*** Could be scored GREEN if HQUSAF definition of mobile home suitability were standardized. Currently member "owned" mobile home is suitable. However, a member "rented" mobile home is not suitable. Definition is currently under review by HQUSAF. Additionally, the Shaw AFB 1995 Housing Market Analysis (HMA95) is currently in final review by HQACC.**

*** Revise score to GREEN with a revised definition for mobile homes and information presented in HMA95.**

VII.6 Local Area Crime Rate - **RED**

VII. 6.A Violent Crime Rate - **Red**

GDS. > 900 = Red; > 600 and <= 900 = Yellow

BQ. 1441 = Red

1993 FBI Stat = 1179.1/100k pop

Recommended data:

*** Accept 1993 FBI Crime Statistics to more accurately depict the rate in the Sumter MSA**

VII.6.B. Property Crime Rate - **Red**

GDS. > 6000 = **Red**, > 4000 and <= 6000 = Yellow

BQ. 7972 = Red

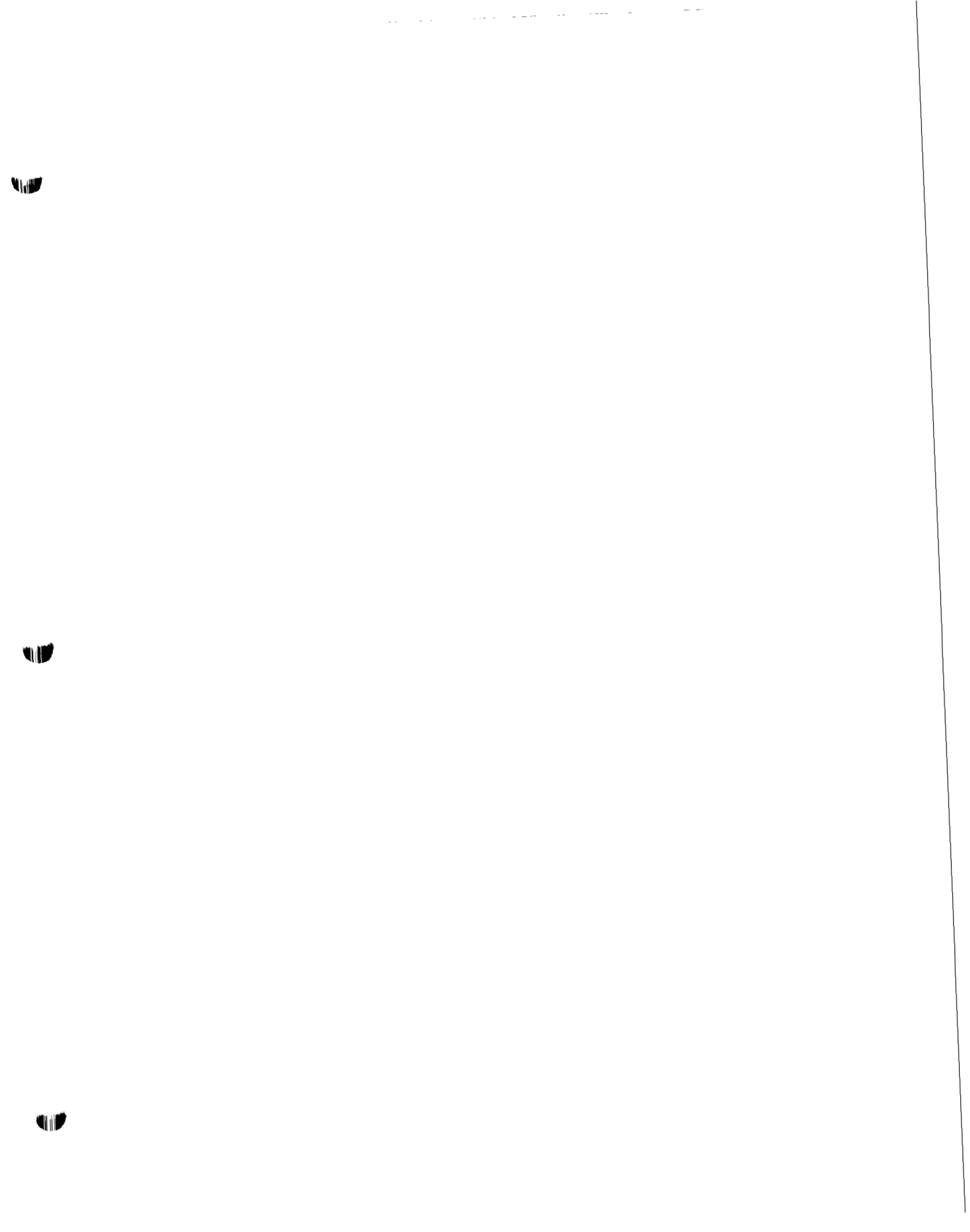
1993 FBI Stat = 5091.8/100k pop

Recommended data:

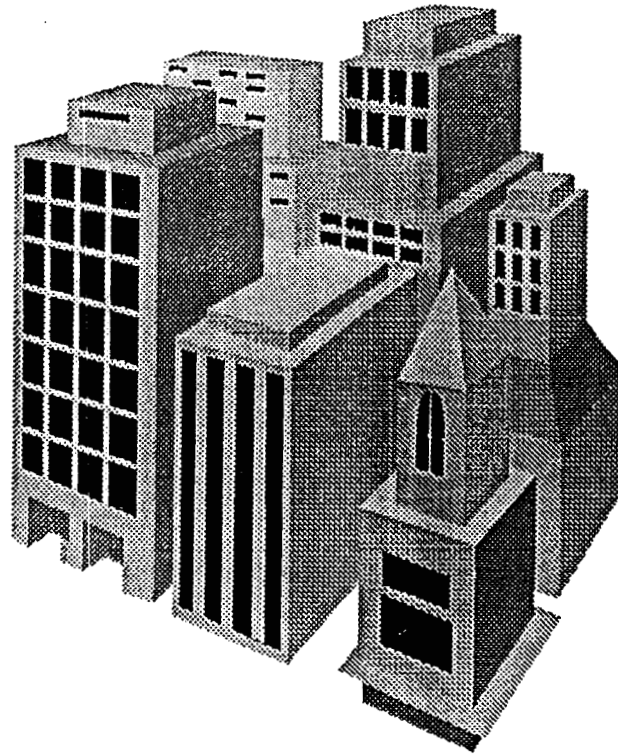
*** Accept 1993 FBI Crime Statistics to more accurately depict the rate in the Sumter MSA**

*** Change score to YELLOW**









ECONOMIC RESOURCE IMPACT STATEMENT

1994

**20th Fighter Wing
Shaw AFB, SC
29152-5000**

Fy 92 Adjustment Factors used

ORGANIZATIONS
As Of January 1995

TABLE 1

HOST:	20th Fighter Wing	Command
		ACC
20th Operations Group		ACC
	20th Operations Support Sq	
	55th Fighter Squadron	
	77th Fighter Squadron	
	78th Fighter Squadron	
	79th Fighter Squadron	
	726th Air Control Squadron	
20th Logistics Group		ACC
	20th Logistics Support Squadron	
	20th Component Repair Squadron	
	20th Equipment Maintenance Squadron	
	20th Supply Squadron	
	20th Transportation Squadron	
	20th Contracting Squadron	
20th Support Group		ACC
	20th Mission Support Squadron	
	20th MWR/Services Sq	
	20th Communications Squadron	
	20th Civil Engineering Squadron	
	20th Security Police Squadron	
20th Medical Group		ACC
	Aerospace Medicine Sq	
	Dental Sq	
	Medical Operations Sq	
	Medical Support Sq	
Wing Staff Agencies		ACC
	20th Comptroller Squadron	
	Command Post	
	Chaplain	
	Historian	
	Manpower	
	Public Affairs	
	Quality	
	Safety	
	Social Actions	
	Staff Judge Advocate	

Table 2. FORCE STRUCTURE

As Of 01 Jan 93

As Of Jan 95

ACTIVITY	AIRCRAFT	AUTHORITY
20 FW	F-16	90
	A-10/OA-10	<u>21</u>
	Total	111

TABLE 4. VALUE OF RESOURCES & EXPENDITURESAs Of 30 Sep 93As Of 13 Jan 95**WEAPONS SYSTEMS**

Aircraft	\$1,323,900,000
Support Equipment	\$839,398
Total	\$1,324,739,398

CAPITAL ASSETS

Land, Buildings & Real Property	
Total	\$152,282,711

EQUIPMENT

Appropriated Fund	\$38,082,863
Nonappropriated Fund	\$2,870,788
Total	\$40,953,651

INVENTORIES

Stock Funds		
	Medical/Dental	\$5,851,628
	Gen Support	\$8,014,846
	Sys Support	\$4,550,821
	Ground Fuels	\$42,240
	Total	\$18,459,535

Sales Outlets		
	BX	\$2,995,725
	Commissary	\$19,835,611
	NAF	\$213,873
	Total	\$23,045,209

RETAIL SALES

BX	\$17,865,152
Commissary	\$18,896,074
NAF	\$2,467,417
Total	\$39,228,643

BASE OPERATIONS & MAINTENANCE OUTLAYS

Total	\$55,257,936
--------------	---------------------

TABLE 6. SUMMARY OF ANNUAL GROSS PAYROLLAs Of 30 Sep 93As Of 13 Jan 95

APPROPRIATED FUND MILITARY

	On Base	Off Base	Total
A/D Permanent Party	\$104,617,013	\$55,367,319	\$159,984,332
ANG/Res Permanent Party	0	0	\$0
Trainees/Cadets	0	0	0
Traditional Guard/Res	0	0	0
Total	\$104,617,013	\$55,367,319	\$159,984,332

APPROPRIATED FUND CIV

General Schedule	
Federal Wage Board	
Other	
Total	\$22,403,164

NONAPPROPRIATED FUND, CONTRACT CIV, & PRIVATE BUSINESS

Civilian NAF	\$3,045,980
Civ AAFES	\$2,141,503
Contract Civ	\$0
Bank	\$104,559
Credit Union	\$561,458
Other Civ	\$0
Total	\$5,853,500

MILITARY RETIREES

Air Force	\$168,528,000
Army	\$161,244,000
Navy	\$127,068,000
Marines	\$14,664,000
Total	\$471,504,000

TABLE 8. EIR ECONOMIC IMPACT SUMMARY
PART 1. DATA SUMMARY & ADJUSTMENTS

	Annual Amount	Adjustment Factors	Local S Amounts
I. APPROPRIATED FUND PAYROLL			
Military Pay on base	\$104,617,013	0.509	\$53,250,059 Ymon
Military off base	\$55,367,319	0.66	\$36,542,431 Ymoff
Civilian Pay	\$22,403,164	0.875	\$19,602,769 Ycs
II. NONAPPROPRIATED FUND, CONTRACT CIV, & PRIVATE BUSINESS			
Civilian NAF/AAFES	\$5,187,483	0.875	\$4,539,048 Ycx
Contract Civilian	\$0	0.875	\$0 Tcc
Other Civilian	\$666,017	0.875	\$582,765 Yco
Estimated payroll expenditures Ymon+Ymoff+Ycs+Ycc+Yco+Ycx			\$114,517,071 RPAY
III. CONSTRUCTION AND SERVICES			
Total Construction	\$13,186,100	0.384	\$5,063,462 Ycon
Total Services	\$11,207,767	0.524	\$5,872,870 Ys
Commissary/BX	\$370,674	1	\$370,674 C
Health	\$6,710,200	1	\$6,710,200 H
Education	\$859,289	1	\$859,289 E
TDY	\$65,755	1	\$65,755 T
Estimated Labor & Services Ycon+Ys+C+H+E+T			\$18,942,250 RCONS
IV. MATERIALS, EQUIPMENT, & SUPPLIES			
Total Construction	\$13,186,100	0.6	\$7,911,660 Mc
Total Services	\$11,207,767	0.183	\$2,051,021 Ms
Other materials, sup. & equip.	\$47,438,507	1	\$47,438,507 AFMAT
Estimated Materials & Equip Expenditures Mc+Ms+AFMAT			\$57,401,188 RMAT
TOTAL AF BASE EXPENDITURES IN EIR RPAY+RCONS+RMAT			\$190,860,510 RTOT

PART 3. SUMMARY OF JOBS SUPPORTED BY ANNUAL OPERATION EXPENDITURES

I. Base Appropriated Funds Employment

Military	5,701	ML
Civilian	589	CIV
Other Civilian	0	
2. SJC employment from annualized base operations & expenditures		
SJR off base within EIR	3,438	SJC
NAF/AAFES & other employment	518	NAF/BX
3. Local employment supported by annual expenditures to operate the AF installation (MIL+CIV+NAFBX+SJC)		
Total	10,246	

FAX

Date 06/15/95

Number of pages including cover sheet 5

TO: Mr. Frank Cirillo *[Signature]*
 Air Force Team Chief
 Defense Base Closure & Realignment Commission
 1700 North Moore St.
 Suite 1425
 Arlington, VA 22209

Phone (703) 696-0504
Fax Phone (703) 696-0550

[Handwritten signature]

FROM: Jim Casey
 President
 Team Concepts
 13539 Smallwood Lane
 Chantilly, VA 22021

Phone (703) 378-5350
Fax Phone (703) 378-5325

CC:

REMARKS: Urgent For your review Reply ASAP Please Comment

Frank,

Here's a copy of a paper that goes along with Gen Olsen's package on the 726th ACS redirect recommendation. I included a copy of the first two pages of Gen Olsen's package so you would recognize which package the paper goes with.

Note: I have provided a copy of Gen Olsen's package, including paper, to both the DASD (ES) BC office and Mr. Boatright.

If you have any questions, please call me.

Jim Casey

FAXED
[Signature]
 2:45 pm

DoD's 726th Air Control Squadron Redirect Recommendation and the Questions and Concerns That Must be Answered before the BRAC Commission Begins Final Voting

Background: The DoD recommended that the 726th Air Control Squadron (ACS) be redirected to Mountain Home AFB vice permanent beddown at Shaw AFB. The 726th was originally located at Homestead AFB, but BRAC 93 allowed it to remain at Shaw AFB, where it had been temporarily relocated following Hurricane Andrew. Now, the DoD and the Air Force state that the unit does not provide adequate radar coverage of training airspace needed to support the training mission and sustain combat readiness, and has recommended relocating the unit to Mountain Home AFB. Additionally, the Air Force has decided to downsize the 726 air control unit (from squadron to element). This downsizing will reduce assigned personnel by about 50 percent.

Discussion: The DoD's subject recommendation was not evaluated on a level-playing field. Several key facts were not identified and/or updated. For example:

- The unit (726 ACS) was downsized from a squadron level to an element level. However, the resulting reduced manning was applied only to reduce the Mountain Home's beddown requirements. Given that permanent facilities to beddown the 726 ACS at Shaw were placed on hold and were never constructed, Shaw's facility requirements should have been adjusted downward to reflect the downsized unit (squadron to element), thus the military construction requirements would have been the same for either location (\$5M vice \$5m at Mountain Home and \$8.5M at Shaw)

Action Required: Run similar COBRAs for both Mountain Home and Shaw. Both locations should reflect the 726 ACS as an element. Note: When the Shaw COBRA is updated to reflect the downsized unit (squadron to element), Shaw will reflect a savings, while Mountain Home will reflect a cost that may never realize a return on investment.

- The DoD's recommendation to redirect the 726 ACS was based on the following, "Shaw AFB does not provide adequate radar coverage of training airspace needed to support the training mission and sustained combat readiness". This statement is not factual. The DoD airspace in and around the Carolinas is some of the most used DoD training airspace in the U.S. The 726 has taken positive actions to improve its ability to cover most training areas within the Carolinas. Additionally, given the large numbers of DoD aircraft currently located and projected to be located within the Carolinas versus the few aircraft located at Mountain Home, the DoD rationale and recommendation to relocate this unit does not pass the logic test.

Actions Required: 1) Members of the 726 ACS do not agree with the DoD rationale to relocate the unit, i.e., the unit has maintained combat readiness status. 2) Someone needs to identify what capability will fill the void in the Carolinas to avoid combat

readiness and training degradations, if the ACS is relocated? 3) Given the mountainous terrain around Mountain Home and the cancellation of the State sponsored range expansion, if the ACS is relocated to Mountain Home, what airspace will the unit control and how will the 726 air control unit maintain combat status?

- Funds have already been used to relocate 726 ACS personnel to Shaw. Therefore, any further relocation of this unit will require additional funds and hardships on DoD personnel. General Fogleman, during his presentation to the Commission on June 14th, stressed that stability was critical to combat readiness and the effectiveness of DoD personnel. He used this rationale to recommend against relocating aircraft and personnel.

Action Required: 1) The following question must be answered, "How does this redirect recommendation achieve increased combat readiness and effectiveness, given that the airspace the unit was going to control will not materialize?" 2) How is this redirect cost effective?

Conclusion/Recommendation: The Air Force/DoD apparently overlooked several key facts or the facts have changed since the initial DoD BRAC recommendations were forwarded to the BRAC 95 Commission. These omissions and/or updated facts must be added to the process to ensure both an operationally and cost effective solution, especially given that BRAC 95 is the last BRAC round. Equitable evaluations are the backbone of the BRAC process. However, an equitable evaluation was not accomplished in this case, especially given the fact that the subject unit was downsized, but only one location received the benefit of the reduced costs produced by a downsized unit. Real world facts (availability of airspace, terrain, aircrew training and costs) must be evaluated on an equitable platform.

Note: Expanded community comments on the DoD's 726 ACS redirect recommendation is attached.



CITY OF SUMTER
AND
SUMTER COUNTY

THE SHAW - SUMTER COMMUNITY:
PARTNERS IN PROGRESS
WORKING FOR QUALITY



City of Sumter

South Carolina

29151

SUMTER BASE DEFENSE COMMITTEE

OPERA HOUSE
P.O. BOX 1448

TELEPHONE
(803) 773-3371
FAX
(803) 778-2025

TO: Mr. Frank A. Cirillo, Jr., Air Force Team Leader
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209

FROM: Mr. Thomas R. Olsen, Executive Director

DATE: June 9, 1995

SUBJECT: Reassessment of the BRAC 95 Recommendation to
Redirect the 726th Air Control Squadron (ACS)

The Sumter Base Defense Committee (SBDC) reviewed the recommendation of the 1995 Department of Defense Base Closure and Realignment Report to the Commission regarding the recommendation to redirect the 726th Air Control Squadron (ACS). It was determined that the recommendation of the 1993 BRAC Commission should not be changed and that the 726th ACS should be retained at Shaw AFB, South Carolina.

The attached report presents rationale and data to support the SBDC recommendation not to change the 1993 BRAC Commission recommendation to assign the 726th ACS to Shaw AFB. The report highlights positive rationale regarding Military Value, Costs and Manpower, Return on Investment, Economic Impact, Community Support and Environmental Impact for the retention of the unit.

Thank you for considering this report. We hope it will assist you in your deliberation on retaining the 726th ACS at Shaw AFB.

Sincerely,

Thomas R. Olsen

CLOSURE HISTORY - INSTALLATIONS IN FLORIDA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A	CAPE ST. GEORGE	88	DEFBRAC	COMPLETE	CLOSE	1988 DEFBRAC: Close; completed FY 93
AF	AVON PARK AFS					
	CAPE CANAVERAL AFS					
	EGLIN AAF 3 (DUKE FIELD)					
	EGLIN AAF 9 (HURLBURT FIELD)					
	EGLIN AFB	90/91	PRESS/DBCRC	ONGOING	REALGNUP	1990 Press Release indicated realignment. No specifics given. 1991 DBCRC: Directs the transfer of one squadron each of A/OA-10s from Closing England AFB, LA to McChord AFB, WA and Eglin AFB.
	HOMESTEAD AFB	93	DBCRC	COMPLETE	REALGNDWN	1993 DBCRC: Directed realignment to Reserve status (Completed March 31, 1994). The 31st Fighter Wing will inactivate. F-16s will remain temporarily assigned to Moody AFB, GA and Shaw AFB, SC. The Inter-American Air Forces Academy will move to Lackland AFB, TX. The AF Water Survival School will be temporarily located at Tyndall AFB, FL. The 301st Rescue Squadron, AFRES and the 482nd FW (AFRES) will remain at Homestead AFB in Reserve cantonment area(s). The NORAD alert activity will also remain. The 726th Air Control Squadron will relocate to Shaw AFB. The Naval Security Group will consolidate with other U.S. Navy units. NOTE: The DoD recommendation was to Close. The Commission voted to retain the reserve forces at Homestead. 3860 Military and 136 Civilian positions will move.
	JACKSONVILLE IAP AGS					

CLOSURE HISTORY - INSTALLATIONS IN FLORIDA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	MACDILL AFB	90/91/93	PR/DBCRC/DBCRC	ONGOING	REALIGN	<p>1990 Press Release indicated realignment. No specifics given.</p> <p>1991 DBCRC: Directed realignment and partial Closure. Close the airfield. Transfer the aircraft to Luke AFB, AZ. Move the Joint Communications Support Element (JCSE) to Charleston AFB, SC The remainder of MacDill becomes an administrative base.</p> <p>1993 DBCRC: Cancels move of JCSE from MacDill to Charleston AFB, SC and retain at MacDill as long as the airfield is non-DoD operated. Operation of the airfield will be taken over by the Department of Commerce or another Federal agency. NOTE: DoD recommended relocating the reserve units from Homestead AFB, FL to MacDill. This was not supported by DBCRC. 253 Military and 37 Civilians will be retained at MacDill rather than move.</p>
	PATRICK AFB					<p>1993 OSD Recommendation: The 301st Rescue Squadron, AFRES, will move from Homestead AFB, FL to Patrick.</p>
	TYNDALL AFB	93	DBCRC	ONGOING	REALIGNUP	<p>1993 DBCRC: The AF Water Survival School will be temporarily moved from Homestead AFB, FL to Tyndall.</p>
D	DEFENSE DISTRIBUTION DEPOT PENSACOLA	93	DBCRC	COMPLETE	CLOSE	<p>1993 DBCRC: Accept DoD recommendation. Close DDPF and relocate its mission to DD Jacksonville, FL.</p>
N	NAS CECIL FIELD	93	DBCRC	ONGOING	CLOSE	<p>1993 DBCRC: Directed the closure of NAS Cecil Field and relocation of its aircraft along with personnel, equipment, and support to MCAS Cherry Point, NC; NAS Oceana, VA; and MCAS Beaufort, SC.</p>
	NAS, JACKSONVILLE					
	NAS, KEY WEST					

CLOSURE HISTORY - INSTALLATIONS IN FLORIDA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NAS, PENSACOLA					
	NAS, WHITING FIELD					
	NAV COASTAL SYSTEMS CENTER	91	DBCRC	ONGOING	REALIGNDN	1991 DBCRC: Recommended realignment as part of the Naval Surface Warfare Center, Combat Weapons Systems R&D Directorate.
	NAV EDTNG PRO MGMT SUP ACT					
	NAV PUBLIC WKS CTR, PENSACOLA					
	NAVAL AVIATION DEPOT JAX					
	NAVAL AVIATION DEPOT PENSACOLA	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Directed the closure of NADEP Pensacola and relocation of repair and maintenance for H-1 and H-60 helicopters to Corpus Christi Army Depot, and the remaining repair/maintenance activities to Cherry Point. Whirl tower and dynamic facility to relocate to Corpus Christi, Cherry Point or private sector in lieu of the Navy's plan to retain these facilities at NADEP Pensacola.
	NAVAL HOSPITAL ORLANDO	91/93	DBCRC	ONGOING	CLOSE	1991 DBCRC: Rejected proposal to close. 1993 DBCRC: Directed the closure of Naval Hospital Orlando, FL and relocation of certain military and civilian personnel to other Naval Hospitals.
	NAVAL HOSPITAL, JACKSONVILLE					
	NAVAL HOSPITAL, PENSACOLA					
	NAVAL OLF SAUFLEY					
	NAVAL SECURITY GROUP ACTIVITY					
	NAVAL STATION, MAYPORT					
	NAVAL SUPPLY CENTER PENSACOLA	93	DBCRC	ONGOING	DIESTAB	1993 DBCRC: Directed the disestablishment of the NSC Pensacola.
	NAVAL TECH TNG CTR, CORRY STA					

CLOSURE HISTORY - INSTALLATIONS IN FLORIDA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NAVAL TRAINING CENTER ORLANDO	91/93	DBCRC	ONGOING	CLOSE	1991 DBCRC: Cancelled the Navy's recommended closure of NTC Orlando. 1993 DBCRC: Directed the closure of NTC Orlando and relocation of certain personnel, equipment, and support to NTC Great Lakes and other locations consistent with DOD training requirements. Nuclear Power School to be relocated to Naval Sub Base, New London, CT.

FY 95 CV GOALS/EXPECTATIONS
AS OF 18 APR 95

4 AF	FY 95 CV REQMNT	CURRENT ASSIGNED	PERCENT	WEEKLY CHANGE	CURRENT AUTH	FY 95/4 AUTH	FY 95 CHNG	FY95 AUTH	FY95 CHNG
KELLY	3527	3492	99.0	N/C	3542	3549	-30 2LM	3517	-30 2LM
MARCH	3267	3339	102.2	-1.1%	3663	3671	-100 6PA, 385, -19PA	3106	
MCGHORD	2867	2813	98.1	+1%	2820	2824	+21 CE BUH (1)	2776	48 2LM
MCCLELLAN	1266	1193	94.2	-1%	1284	1320		472	448 940TH MCVI
MCCONNELL	150							241	ARG ACTIVATION
SCOTT	984	982	99.8	+7%	959	961	+15 CES, +1 MSS		977
TINKER	1117	1180	105.6	+2%	1162	1163		1164	
TRAVIS	5463	5402	98.9	+1%	5462	5689	-93, -3 C-5, -32 2LM, +6MS	5570	
4AF TOTAL	18641	18401	98.7	-1%	18892	19177		17823	
10 AF									
BARKSDALE	1791	1637	91.4	-2%	1782	1731		1761	
BERGSTROM	1183	1192	100.8	N/C	1197	1221		1221	
CARSWELL	1265	1187	93.8	-1%	1315	1265	-45, -3 F-16	1265	
DOBBS	1914	1925	100.6	-5%	1929	1959		1959	
EGLIN	1330	1381	103.8	-3%	1376	1378	-13, -3 AC-130, +4 HC-130	1288	-77, -6 AC-130, -9 MC-130
G. MITCHELL	1202	1222	101.7	-1%	1207	1204		1204	
HILL	1505	1532	101.8	+1%	1617	1574	-45, -3 F16	1529	
HOMESTEAD	1830	1742	95.2	+4%	1831	1831		1831	
KEESLER	1364	1339	98.2	N/C	1391	1393		1393	
LUKE	1049	1050	100.1	+2%	1049	1051		1051	
MAXWELL	1035	1008	97.4	-1%	1045	1049		1049	
MIN-ST PAUL	1138	1128	99.1	+1%	1157	1155		1155	
N. ORLEANS	993	969	97.6	+4%	999	995		993	
NIAGARA	1180	1146	97.1	-1%	1198	1155		1195	
OHARE	1524	1436	94.2	N/C	1459	1455		1455	
PETERSON	1229	1231	100.2	N/C	1241	1242		1242	
PITTSBURGH	1272	1306	102.7	N/C	1292	1269		1269	
PORTLAND	1295	1201	92.7	+2%	1271	1269	-6 MX/MSS RED	1263	
WHITEMAN	1373	1443	105.1	-3%	1368	1373		1373	
W GROVE	1099	1011	92.0	+2%	1191	1188		1188	
Y TOWN	1204	1087	90.3	+5%	1246	1252		1493	+101 4F16
10AF TOTAL	27775	27173	97.8	N/C	28163	28119		28177	
22 AF									
ANDREWS	1657	1603	96.7	+3%	1626	1634	-173 CREW RATIO	1461	
CHARLSTON	2748	2779	101.1	-3%	2830	2837	18 2LM	2819	
DOVER	2797	2669	95.4	-4%	2787	2810	-93, -3PAA, -15 2LM, +21CE	2723	
GRISSOM	1293	1302	100.7	N/C	1297	1293		1293	
MCGUIRE	3209	3096	96.5	-5%	3564	3567	-324, -18 C-141 OD	3233	
ROBINS	664	670	100.9	N/C	722	665	-3 MSS RED	662	
SELFRIDGE	1007	1002	99.5	-1%	982	983		983	
S JOHNSON	741	736	99.3	+1%	740	741		345	391 KC10 ARG CONV
WESTOVER	3072	2806	91.3	+2%	3037	2909		2905	-3 2LM/MSS
W. PATT	2052	2036	99.2	+4%	2177	2181		2172	8 2LM/MSS
22AF TOTAL	19240	19701	97.2	N/C	19772	19020		18607	
GRAND TOT	65656	64275	97.9	N/C	66827	66915		64007	
8-Apr-95	65656	64254	97.9	-19/N/C					

TSgt Printup/HQ AFRES/DPRO/DSIN 497-1337/tp/18 Apr 95

Post-It™ brand fax transmittal memo 7671 # of pages 1

To	LTC MERRILL BOYER	From	COL EUSTACE
Co.		Co.	924 FW/CC
Dept.		Phone #	
Fax #		Fax #	

1000 1000



HQ USAF/REX THE PENTAGON WASHINGTON, D.C.

CANON FAX-L775 COMMERCIAL (703) 693-0378 DSN 223-0378

Please fill in all data below:

SUBJECT: MILCON Projects at Homestead ARB, FL

NUMBER OF PAGES TO FOLLOW: 1

DATE: 12 Apr 95

RECEIVER

NAME: Lt Col Merrill Beyer

OFFICE SYMBOL & LOCATION: AF Team

PHONE NUMBER: 6-0504

FAX TELEPHONE NUMBER: 6-0550

SENDER

NAME: Maj Roy V. Bousquet

OFFICE SYMBOL & LOCATION: HQ USAF/REXR

PHONE NUMBER: (703) 695-5057

SPECIAL INSTRUCTIONS: Attached is the list of MILCON projects needed to support the units at Homestead. The list shows the current status of each of these projects. The 301 ARS projects have been placed on hold pending final BRAC 95 approval of the recommendation to keep the 301 ARS at Patrick AFB. (By the way, RTA = Ready to Advertise)

OTHER MILCON PROJECTS AT FIGHTER BASES:

FY 94	HOMESTEAD	MEDICAL TRAINING FACILITY	\$2.75M
FY 95	HOMESTEAD	PHYSICAL FITNESS CENTER	\$1.40M
FY 95	HOMESTEAD	RENOVATE BARRACKS 477	\$2.55M
FY 95	HOMESTEAD	BASE OPS/TRANSIENT MAIN	\$1.10M
FY 95	HOMESTEAD	MOBILITY PROCESSING CENTER	\$1.15M
FY 97	HOMESTEAD	FIRE TRAINING FACILITY	\$1.30M

ALL CONGRESSIONAL
ADDS TO MAKE-UP
FOR INADEQUATE
FY 92 SUPPLEMENTAL
FUNDING

Sheet1

FY 92 SPECIAL SUPPLEMENTAL FUNDING FOR HOMESTEAD AFB, FL			
ANG PROJECTS	CWE (\$M)	STATUS	FUNDS REMAINING (\$M)
Repair Aircraft Shelter	2.00	10% Constructed	64.00
Alert Shelter	2.00	5% Constructed	62.00
ANG Total	4.00		
482 FW PROJECTS			
Underground/Overhead Electrical Lines	1.00	100% Constructed	61.00
Repair Various Facilities	2.25	100% Constructed	58.75
Control Tower	3.00	1% Constructed	55.75
Control Equipment Furnishings	1.50	2% Designed	54.25
Repair Hangar 741	4.30	100% Designed	49.95
Alter Hangar Lean-to, Bldg 194	1.52	1% Constructed	48.43
Aircraft Ground Equipment Facility	1.57	100% Designed	46.86
Squad Ops/Aircraft Maintenance	2.25	100% Designed	44.61
Composite Maintenance Facility	2.36	100% Designed	42.25
ADAL Communication Facility	1.25	100% Designed	41.00
Repair & Alter Vehicle Maintenance	2.30	100% Designed	38.70
POL Ops/Refueler Parking	0.80	100% Designed	37.90
Security Police Facility	1.00	100% Designed	36.90
Base Supply & Hazardous Material Sto	3.99	100% Designed	32.91
Infrastructure/Environmental Compliance	7.00	15% Designed	25.91
Repair & Alter Wing Headquarters	3.52	5% Constructed	22.39
ACMI Pod Shop	0.35	95% Designed	22.04
Small Arms Training Range	1.60	Bids Opened	20.44
Base Civil Engineering Complex	2.50	95% Designed	17.94
Repair Dormitory	2.45	90% Designed	15.49
Liquid Oxygen Storage	0.30	95% Designed	15.19
482 FW Total	46.81		
JOINT 482 FW & 301 ARS PROJECTS			
Survival Equipment Shop	1.30	RTA	13.89
Aircraft Rinse Rack	0.30	5% Designed	13.59
Hangar Approach	0.35	RTA	13.24
Joint Total	1.95		
301 ARS PROJECTS			
HC-130 Maintenance Hangar	5.26	RTA	7.98
HH-60 Helicopter Maintenance Hangar	3.63	RTA	4.35
HC-130 Fuel Systems Maintenance	4.30	RTA	0.05
Pararescue Facility	3.07	RTA	-3.02
Avionics Shop	1.31	RTA	-4.33
301st Headquarters/Squad Ops	4.60	RTA	-8.93
Engine Inspection & Repair Shop	1.20	RTA	-10.13
301 ARS Total	23.37		
GRAND TOTAL	76.13		

11.5

FY 92 SPECIAL SUPPLEMENTAL FUNDING FOR HOMESTEAD AFB, FL			
ANG PROJECTS	CWE (\$M)	STATUS	FUNDS REMAINING (\$M)
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			31.4 ← 11.5
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Engine Inspection & Repair Shop	1.20	RTA	-10.13
301 ARS Total	23.37		
GRAND TOTAL	76.13		

Unspent

1.8

1.9

—

—

3.0

1.5

4.3

1.5

2.2

2.3

1.2

2.3

.8

1.0

3.9

7.0

3.3

.3

1.6

2.5

2.4

.3

42.9

1.45
2.50
1.50
1.50

unobligated: 68.0
- 11.5
56.5



HEADQUARTERS AIR FORCE RESERVE CAPACITY ANALYSIS



**HQ AFRES/XPXP
MAJ CRAIG BRANNING**



CAPACITY ANALYSIS OVERVIEW

- **ANALYSIS INCLUDES THE FOLLOWING BASES:**

BERGSTROM	MARCH
CARSWELL	MINN-ST PAUL
CHICAGO O'HARE	NIAGARA
DOBBINS	PITTSBURGH
GEN MITCHELL	WESTOVER
GRISSOM	WILLOW GROVE
HOMESTEAD	YOUNGSTOWN
- **MILCON NOT TO EXCEED \$35M WITHOUT JUSTIFICATION**
- **O&M FUNDS TO SUPPORT ROBUST AIRCRAFT**



CAPACITY ANALYSIS FORCE STRUCTURE

- **AIR MOBILITY WINGS/GROUPS (AMC)**
 - **GRISSOM, MARCH, WESTOVER**

- **AIR COMBAT WINGS/GROUPS (ACC)**
 - **BERGSTROM, CARSWELL, HOMESTEAD
CHICAGO O'HARE, DOBBINS, GEN MITCHELL,
MINN-ST PAUL, NIAGARA, PITTSBURGH,
WILLOW GROVE, YOUNGSTOWN**



CAPACITY ANALYSIS COMMAND ASSESSMENT

- CONSIDERABLE GROWTH CAPACITY WITHIN AFRES
- COMMAND-WIDE EXCESS CAPACITY:
 - 3 KC-135 SQUADRONS
 - 5 C-130 SQUADRONS
 - 4 F-16 SQUADRONS
 - 2 F-15 SQUADRONS
- COMMAND-WIDE ROBUST CAPACITY
 - 8 KC-135 AIRCRAFT
 - 28 C-130 AIRCRAFT
 - 4 C-5 AIRCRAFT
 - 27 F-16 AIRCRAFT



CAPACITY ANALYSIS COMMAND ASSESSMENT

(CONT)

- **EXCESS ADMINISTRATIVE SPACE FOR 25 MAN UNIT**
 - **GEN MITCHELL**
 - **GRISSOM**
 - **MINN-ST PAUL**
 - **NIAGARA**
 - **WILLOW GROVE**

- **TOTAL COST FOR EXCESS/ROBUST CAPACITY**
 - **\$77.0M**



HOMESTEAD AIR RESERVE BASE FLORIDA

- **HOME OF THE 482 FW AND 301 RQS**
 - **DISPLACED BY HURRICANE ANDREW**

- **BRAC 93 REALIGNMENT TO AFRES**
 - **ACTIVE DEPARTED 1 APR 94**
 - **482 FW OPERATING AT HOMESTEAD**
 - **301 RQS REMAINS AT PATRICK AFB UNTIL FACILITIES AT HOMESTEAD COMPLETE - APPROX FY96/3**



HOMESTEAD AIR RESERVE BASE FLORIDA

- **PRIMARY FORCE STRUCTURE**
 - 15 F-16 A/B
 - 8 HH-60G
 - 5 HC-130

- **SQUADRON EXCESS CAPACITY**
 - 1 F-16 SQ
 - MILCON - \$600K

- **ROBUST CAPABILITY**
 - 9 F-16
 - O&M COST - NONE



HOMESTEAD ARB - COST

MILCON

• SQUADRON OPS	\$0.500M
• ADD TO SUPPLY	<u>\$0.100M</u>
TOTAL	\$0.600M

DEPARTMENT OF DEFENSE
THE UNITED STATES **FACT**  **FILE**

AIR FORCE RESERVE

SERVICE: Air Force

NARRATIVE:

The Air Force Reserve is a major component of the Air Force and a uniquely qualified and capable partner in the total force of the U. S. military.

MISSION:

The Air Force Reserve maintains more than 660 mission support units, trained and equipped to provide a wide range of services. Many of the units routinely train side by side with their active force counterparts.

ORGANIZATION:

HEADQUARTERS AIR FORCE RESERVE:

Headquarters Air Force Reserve at Robins Air Force Base, Ga., oversees the day-to-day mission activities of the Reserve and its subordinate units. It exercises command over three Reserve numbered air forces: 4th Air Force, McClellan AFB, Calif.; 10th Air Force, Bergstrom AFB, Texas; and 14th Air Force, Dobbins Air reserve Base, Ga.

AIR RESERVE PERSONNEL CENTER:

Air Reserve Personnel Center, a field operating agency at Denver, provides personnel services to all Air Force Reserve and Air National Guard members such as assignments, promotions, counseling, career development and separation actions).

RESERVE CATEGORIES:

Reservists are categorized by type of assignment, reserve status and military service obligation. Categories are ready reserve, standby reserve and retired reserve.

READY RESERVE:

The ready reserve is made up of about 170,000 trained reservists who are subject to



recall to active duty in time of war or other national emergency. During Operation Desert Shield/ Desert Storm, President Bush recalled to active duty some 20,000 air reservists from 220 units. From August 1990 to April 1991, Reserve aircrews flew 235,000 hours, airlifted 418,000 tons of cargo, carried more than 300,000 passengers and delivered nearly 10 million gallons of fuel to aircraft.

The Ready Reserve has two programs -- Selected Reserve and Individual Ready Reserve. The Selected Reserve is made up of more than 83,000 reservists who train regularly in unit or individual programs and are paid for their training. The Individual Ready Reserve is made up of about 88,000 members who are subject to recall because of military service obligations. ARPC administers the Individual Ready Reserve.

STANDBY RESERVE:

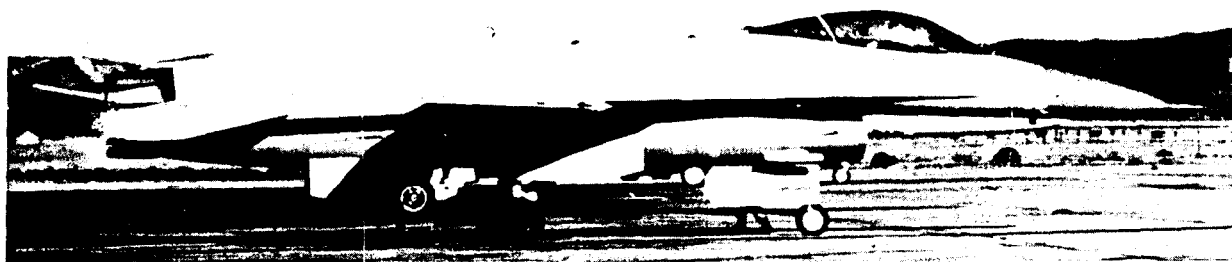
The Standby Reserve includes members who have been designated as key civilian employees, or who have a temporary hardship or disability. Standby reservists are not required to train and are not assigned to

(more)

DEPARTMENT OF DEFENSE.

THE UNITED STATES

FACT  **FILE**



F-16 FIGHTING FALCON

SERVICE: Air Force and Navy

DESCRIPTION:
High-performance fighter aircraft.

MISSION:

The F-16 Fighting Falcon is a compact, multi-role fighter aircraft. It is highly maneuverable and has proven itself in air-to-air combat and air-to-surface attack. It provides a relatively low-cost, high-performance weapon system.

The Navy uses the F-16N as an "adversary" aircraft against which Navy and Marine Corps pilots train in an environment simulating the real world of aerial combat. The F-16 is flown by the U.S. Air Force Flight Demonstration Team (Thunderbirds).

FEATURES:

In an air combat role, the F-16's maneuverability and combat radius (the distance it can fly to enter air combat, stay, fight, and return) exceed that of all potential threat fighter aircraft. It can locate targets in bad

weather conditions and detect low flying aircraft in radar ground clutter. In an air-to-surface role, the F-16 can fly more than 500 miles (800 km), deliver its weapons with superior accuracy, defend itself against enemy aircraft and return to home base. A bad-weather capability allows it to strike a target in adverse conditions.

The cockpit and its bubble canopy are designed to give the pilot unobstructed forward and upward vision, and greatly improved vision to the side and rear.

Avionics systems include a highly accurate inertial navigation system in which a computer provides steering information to the pilot. The plane also has a warning system and modular countermeasure pods to be used against airborne or surface electronic threats.

AIR FORCE INVENTORY: There are 804 in the active duty force, 150 in the Reserve force, and 634 in the Air National Guard.

BACKGROUND:

The F-16A, a single-seat model, first flew in December 1976. The first operational F-16A was delivered in January 1979 to the 388th

(more)

F-16 FIGHTING FALCON

Thrust:	A and B models, 24,000 pounds (10,800 kg); C and D models, 27,000 pounds (12,150 kg)
Length:	49 feet, 5 inches (14.8 meters)
Height:	16 feet (4.8 meters)
Wingspan:	32 feet, 8 inches (9.8 meters)
Speed:	1,500 mph (Mach 2 at sea level, 2,400 kmph)
Ceiling:	Above 50,000 feet
Maximum takeoff weight:	37,500 pounds (16,875 kg)
Range:	More than 2,000 miles ferry range (1,740 nautical miles, 1,200 km)
Armament:	One M-61A1 20mm multi-barrel cannon with 500 rounds; external stations can carry up to six AIM-9 Sidewinder missiles, conventional air-to-air and air-to-surface munitions and electronic countermeasure pods
Unit cost:	Average procurement cost is about \$16 million
Crew:	A, B and N models, one; C and D, two
Date deployed:	January 1979

DEPARTMENT OF DEFENSE

THE UNITED STATES

FACT  **FILE**

AIR NATIONAL GUARD

SERVICE:

Air Force

NARRATIVE:

The Air National Guard (ANG) is administered by the National Guard Bureau, a joint bureau of the departments of the Army and Air Force in the Pentagon.

MISSION:

The ANG's mission, both state and federal, is to provide trained, well-equipped men and women who can augment the active force during national emergencies or war, and provide assistance during natural disasters and civil disturbances.

When Guard units are in a non-mobilized status they are commanded by the governors of their respective states, Puerto Rico, Guam and the Virgin Islands, or the commanding general of the D.C. National Guard. The governors (except in the District of Columbia) are represented in the chain of command by the adjutant generals of the states and territories.

STATE MISSION:

The ANG, under order of state authorities, provides protection of life and property, and preserves peace, order, and public safety. State missions, funded by the state, include disaster relief, search and rescue, protection of vital public services and support to civil authorities during disorder.

FEDERAL MISSION:

In the event of a national emergency or war, the ANG, as part of the total Air Force, provides operationally ready units and qualified personnel for active duty in the Air Force. To prepare for this mission, ANG units are assigned to Air Force major commands in peacetime. The commands monitor training standards and provide advisory assistance and evaluation.



PERSONNEL:

The primary full-time support for ANG units is provided by dual-status military technicians, plus a number of guardsmen on active duty. These people perform day-to-day administration and maintenance. Dual-status military technicians are federal civil service employees who also must be military members of the unit in which they are employed.

The active duty guardsmen serve under the command authority of the respective state and territorial governors and are not a part of regular Air Force manpower unless mobilized with their units.

The ANG has more than 118,000 officers and enlisted personnel who serve in 92 flying units and 281 independent mission support units.

FLYING UNITS:

Air National Guard aircrew fly most of the aircraft in the USAF inventory. Their missions and aircraft, include:

- Reconnaissance units, flying RF-4C Phantom II aircraft.

(more)

FACSIMILE ELECTRO MAIL TRANSMITTAL

(This information collection is not subject to OMB review under PL-96, The Paperwork Reduction Act.)

SECTION I - TO BE COMPLETED BY ORIGINATOR

CLASSIFICATION <i>Unclassified</i>	TRANSMISSION <input checked="" type="checkbox"/> IMMEDIATE <input type="checkbox"/> ROUTINE	PAGE ONE OF <i>4</i> PAGES
FOR OFFICIAL USE ONLY		

TO (Organization and Functional Address Symbol) <i>Lt. Col. Merrill Beyer DBCRC</i>	FAX NO. DSN <i>940-6780</i>	COMMERCIAL
--	-----------------------------------	------------

ATTENTION <i>% Lt. Col. Stalworth Vance AFB</i>	VOICE NO. DSN <i>940-6166</i>	COMMERCIAL
--	-------------------------------------	------------

SUBJECT
C-130 and F-16 AFR letter and memo

FROM (Organization and Functional Address Symbol) <i>Mark Pross DBCRC % Columbus AFB, MS</i>	FAX NO. DSN <i>747-2827</i>	COMMERCIAL <i>(601) 434-2827</i>
	VOICE NO. DSN <i>747-2548 x 3104</i>	COMMERCIAL <i>(601) 434-2548 x 3104</i>

REMARKS
Fogleman letter and McInish memo. Also sent to Dave Olson with instructions per our tecon.

RELEASER'S SIGNATURE <i>Mark Pross</i>	DATE <i>6/7/95</i>	TIME <i>10:00 CST</i>
---	-----------------------	--------------------------

SECTION II - TO BE COMPLETED BY ELECTRO MAIL OPERATOR		
DATE TRANSMITTED	TIME TRANSMITTED	TRANSMITTER'S SIGNATURE
ADDRESSEE CONTACTED	TIME ADDRESSEE CONTACTED	CONTACTOR'S SIGNATURE



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON DC 20330

HQ USAF/CC
1670 Air Force Pentagon
Washington DC 20330-1670

27 MAY 1995

The Honorable Alan J. Dixon
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington VA 22209

Dear Mr. Chairman

One of my highest priorities as the Chief of Staff is to ensure an effective balance between our operational requirements and our infrastructure in order to meet our current and future mission requirements. I rely on one of our partners in the Total Force, the Air Force Reserve, to help me achieve a cost-effective solution to this challenge.

I understand the rationale behind your recent decision to add additional Air Force Reserve bases to your list of candidates for closure consideration; however, I am concerned that the Commission is considering closing two Air Force Reserve C-130 and two F-16 installations. Senior Air Force leadership considered many factors while debating how many Reserve units could be realigned or closed. Reserve specific considerations such as recruiting, training, and volunteerism were evaluated by the SECAF, along with closure criteria information, and it was decided that the Air Force could close one Reserve C-130 installation and one F-16 installation. This plan would help reduce our infrastructure while preserving a viable Reserve demographic and volunteer base.

I have attached a memorandum from the Chief of Air Force Reserve, Major General Robert McIntosh, that expresses serious concerns about closing too many Air Force Reserve units. I share his concerns and strongly support his recommendations. It is important that you understand the risk that is introduced into our Total Force strategy if you recommend closure of additional Reserve bases.

A handwritten signature in black ink, appearing to read "Ron Fogleman", enclosed in a large, hand-drawn oval.

RONALD R. FOGLEMAN
General, USAF
Chief of Staff

Attachment:
Chief of Air Force Reserve memo



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

19 MAY 1995

MEMORANDUM FOR GENERAL FOGLEMAN

FROM: AF/RE

SUBJECT: Base Closure Options

I am very concerned about the large number of AFR C-130 and F-16 bases now being studied by the Base Closure and Realignment Commission.

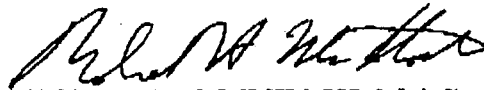
As you know, the Air Force considered a range of options and recommended one C-130 base and one F-16 base for closure. Even that recommendation was difficult because all of our C-130 and F-16 bases are cost effective, well manned, combat ready, and are supporting Air Force requirements on a continual basis.

In our C-130 analysis, we sought an opportunity for savings through consolidation; yet, we knew the importance of maintaining a delicate balance between infrastructure reduction and demographic diversity. Experience during DESERT SHIELD validated the importance of maintaining a broad recruiting base in key population centers, and our high level of volunteer activity since then has reinforced the peacetime relevance of that principle. This weighed heavily in our decision that it would not be prudent to close more than one AFR C-130 base.

Our F-16 analysis supported a broader strategy to reduce our fighter force structure to 60 E-16s. This strategy involves conversion of our F-16 unit at New Orleans and conversion or closure of one additional F-16 location. Of the three AFR F-16 installations (Carswell, Homestead, and Bergstrom), the Air Force analysis rated Carswell and Homestead superior to Bergstrom in Operational Effectiveness, Fighter Training Areas, and Fighter Training Effectiveness. Additionally, Carswell Joint Air Reserve Base offers multi-service training opportunities and has the best demographics of any AFR fighter installation; Homestead has superb Joint range facilities and is also used extensively to support JCS contingency taskings. For these strong operational and demographic reasons, Homestead and Carswell should remain open regardless of the disposition of Bergstrom. If Bergstrom is not closed by the Commission, we will use conversion actions to meet F-16 program requirements.

As we address recruiting challenges into the next century, it is critical that the AFR maintains bases in or near population centers. Our C-130 and F-16 units currently enjoy a cost-effective level of combat readiness because of our ability to recruit prior service personnel in large numbers. We are able to retain the readiness resulting from that experience level by placing our bases where the citizen airmen are employed. Our bases also provide affordable Air Force presence in key grass roots communities across America. As a result, millions of citizens stay more keenly aware of US military worldwide operations. It is also critical that we maintain a broad demographic base to maximize volunteerism to support our high peacetime ops tempo.

Our Total Force success has been held up as an example for the other services to emulate. If we close more than one C-130 base, and if Carswell or Homestead is closed, we will put our future success at risk. I need your support with the Commission on this issue.



ROBERT A McINTOSH, Maj Gen, USAF
Chief of Air Force Reserve

AIR FORCE RESERVE FY95 MILCON PROJECTS

<u>ST</u>	<u>LOCATION</u>	<u>PROJECT</u>	<u>PA (\$M)</u>	<u>BRAC HOLD</u>	<u>REMARKS</u>
AZ	Luke AFB	Squadron Operations Facility	1.900	No	FY95 Add
AZ	Luke AFB	Avionics Maintenance Facility	1.800	No	FY95 Add
CA	March AFB	Replace Substation	3.900	No	PIF Transfer from Active AF due to BRAC 93
FL	Eglin Auxiliary Field #3	Renovate Airmen Dining Facility	2.650	No	FY95 Add
FL	Homestead ARS	Renovate Barracks (Bldg 477)	2.550	Yes	FY95 Add for 92 Supplemental Shortfall
FL	Homestead ARB	Hydrant & Hot Pit Fueling System	2.000	Yes	FY95 Add for 92 Supplemental Shortfall
FL	Homestead ARB	Mobility Processing Support Ctr	1.150	Yes	FY95 Add for 92 Supplemental Shortfall
FL	Homestead ARS	Repair Physical Fitness	1.400	Yes	FY95 Add for 92 Supplemental Shortfall
GA	Dobbins ARB	Fire Fighter Training Facility	1.100	No	Level I Environmental Compliance
IN	Grissom ARB	Basewide Environ Compliance	2.200	No	Level I Environmental Compliance
LA	Barksdale AFB	Add/Alter Facilities for Conversion	5.000	No	New Mission support for B-52 conversion
MA	Westover ARB	Replace Taxiway "G"	5.100	No	Current Mission support
MA	Westover ARB	Replace Underground Sto Tanks	1.000	No	Level I Environmental Compliance
NC	Kinston Regional Airport	Improve Holding Apron & Runway	4.852	No	FY95 Add
OH	Youngstown ARS	Indust Wastewater Pretreat Fac	0.500	Yes	Level I Environmental Compliance
OK	Tinker AFB	Upgrade Taxiway/Ramp/Hydrant	10.200	Yes	FY95 Add for Last-minute Force Conversion
WI	General Mitchell ARS	Fire Fighter Training Facility	1.450	Yes	Level I Environmental Compliance
WI	General Mitchell ARS	Secondary Containment Facility	<u>0.750</u>	Yes	Level I Environmental Compliance
		TOTAL FY95 MILCON	49.502		
		Planning & Design	3.438		
		Unspecified Minor Construction	<u>4.018</u>		
		TOTAL FY95 PROGRAM	56.958		

AIR FORCE RESERVE FY96 MILCON PROJECTS

<u>ST</u>	<u>LOCATION</u>	<u>PROJECT</u>	<u>PA (\$M)</u>	<u>BRAC HOLD</u>	<u>REMARKS</u>
AL	Maxwell AFB	Composite Maintenance Facility	3.608	No	Current Mission
CA	March AFB	Fire Training Facility	1.550	No	Level I Environmental Compliance
IN	Grissom ARB	Fire Training Facility	1.500	No	Level I Environmental Compliance
NY	Niagara Falls ARS	Fuels Systems Maintenance Hangar	4.895	Yes	Current Mission
OH	Youngstown ARS	Construct Aircraft Parking Apron	3.350	Yes	New Mission
OH	Youngstown ARS	Add/Alter Electric Substation	4.230	Yes	New Mission
OH	Youngstown ARS	Upgrade Base Water Distribution Sys	1.000	Yes	Level I Environmental Compliance
		TOTAL FY96 MILCON	20.133		
		Planning & Design	2.700		
		Unspecified Minor Construction	4.169		
		TOTAL FY96 PROGRAM	27.002		

Costs to use runways and buildings at a civilian airport. Note: these costs are reported in the BOS PECs.

BASE	FEES	MAINTENANCE	TOTAL
Minn - St. Paul	171,000	15,164	186,164
Gen Mitchell	82,000	112,302	194,302
Niagara	105,000	79,321	184,321
Youngstown	67,500	1,062,057*	1,129,557
Pittsburgh	20,000	**	20,000
O'Hare	0	149,331	149,331

*Includes a MCP (ramp construction) of \$1,019,000; unrelated to plus up.

**Included in \$20,000.

Below are the costs for the F-16 bases. These are not civilian airfields.

Carswell	795,000 (Civ Pay, Transient Alert Contract, Maint)*
Bergstrom	906,000 (ATCALs, Supplies, Civ Pay)
Homestead	306,200 (First two quarters of FY95)**

*Next year the Navy will operate the runway, no charge/fee for the AFR. Also \$300K is for the transient alert MOU.

**Data available only for what Homestead has used this year. If we FM straight lines the costs (mostly Civ Pay), then the cost for a year would be almost \$500K.

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To W. MERRILL BEYER	From 924 FW/C.C.
Co BRAC COMM	Co
Dept.	Phone # 685-3817
Fax # 226 0550	Fax #

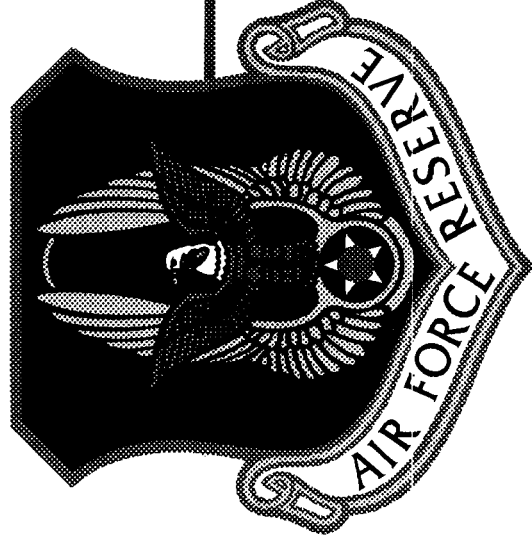
The following is a synopsis of the manning of the units that you requested,

	FY92		
	Auth	Asgn	Percent
Bergstrom	1187	1264	106.4
Carswell	1436	1374	95.6
Homestead	0	0	0
Hill	1718	1702	99.0

	FY 93		
	Auth	Asgn	Percent
Bergstrom	1195	1181	98.8
Carswell	1397	1272	91.0
Homestead	1213	1017	83.8
Hill	1727	1650	95.5

	FY 94		
	Auth	Asgn	Percent
Bergstrom	1181	1222	103.4
Carswell	1309	1213	92.6
Homestead	1828	1720	94.0
Hill	1642	1606	97.8





301ST RESCUE SQUADRON

301 RESCUE SQUADRON

UNIT BRIEFING

23 MARCH 1995

“Guardian Wings”

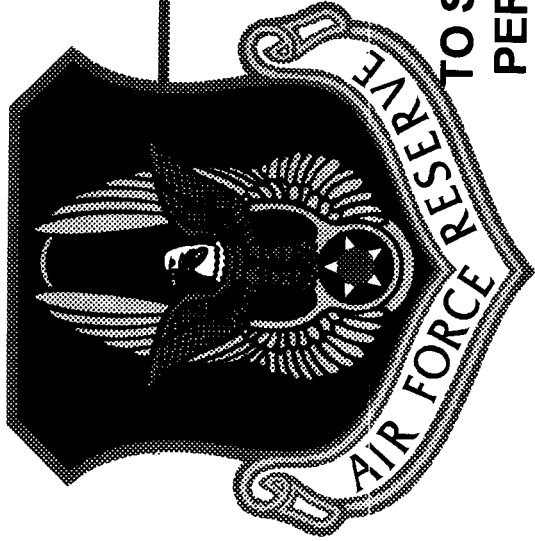
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WELCOME

WELCOME
BRAC Representative
Lt Col Beyer

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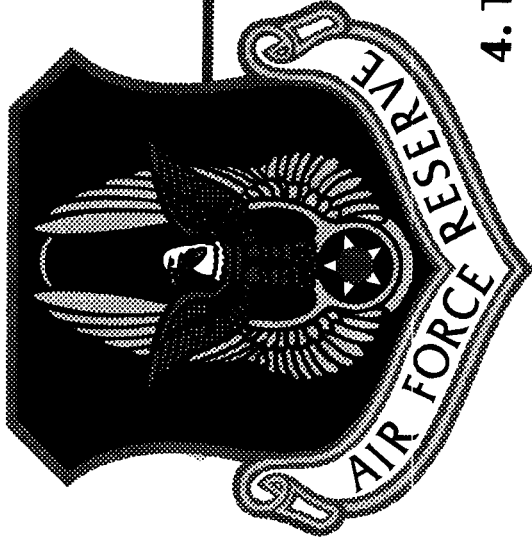


PEACETIME MISSION

TO SUPPORT NATIONAL OBJECTIVES BY PREPARING UNIT PERSONNEL WITH ASSIGNED EQUIPMENT TO ACCOMPLISH THEIR DESIGNATED JOBS

1. TO SUPPORT AIR COMBAT COMMAND BY ACHIEVING AND SUSTAINING COMBAT RESCUE CAPABILITY.
2. TO SUPPORT THE SPACE COMMAND BY CLEARING OF DOWN RANGE LOCATIONS PRIOR TO MISSILE LAUNCH ACTIVITY.
3. TO SUPPORT NASA BY PROVIDING CONTINGENCY RESCUE CAPABILITY FOR SPACE SHUTTLE LAUNCH ACTIVITIES.

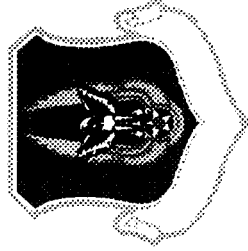
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PEACETIME MISSION (Cont.)

- 4. TO SUPPORT USAF AND DOD WITH A WORLDWIDE CAPABILITY TO SEARCH FOR, LOCATE AND RENDER EMERGENCY MEDICAL TREATMENT TO PERSONNEL IN RESPONSE TO NATIONAL SEARCH AND RESCUE PLAN**
- 5. TO SUPPORT INTERNATIONAL CIVIL AVIATION ORGANIZATION SIGNATORIES BY PROVIDING SEARCH AND RESCUE CAPABILITY TO FOREIGN GOVERNMENTS AT THEIR REQUEST.**
- 6. TO SUPPORT US AGENCIES BY PARTICIPATING IN HUMANITARIAN/DISASTER RELIEF OPERATIONS**

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WARTIME MISSION

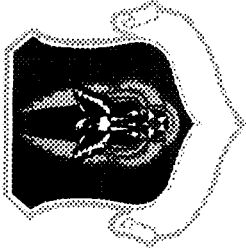
C-130: TO PROVIDE A CAPABILITY TO PERFORM NIGHT, LONG RANGE, LOW LEVEL OPERATIONS IN SUPPORT OF COMBAT RESCUE.

MISSION OBJECTIVES: PROVIDE COMBAT RESCUE OF DOWNED AIR CREW MEMBERS. HC-130s MODIFIED AS TANKERS, WILL PERFORM AIR REFUELING OF COMBAT HELICOPTERS, AIRCRAFT WILL DEPLOY AND BE OPERATIONALLY READY WITHIN 24 HOURS OF ARRIVAL AT A SPECIFIED LOCATION.

H-60: TO PROVIDE AN AIR REFUELING CAPABILITY TO PERFORM NIGHT, LONG RANGE, LOW LEVEL OPERATIONS IN SUPPORT OF COMBAT RESCUE.

MISSION OBJECTIVES: INCLUDE COMBAT RESCUE OF DOWNED AIR CREW MEMBERS. AIRCRAFT DEPLOYED BY AIRSHIP WILL BE OPERATIONALLY READY WITHIN 24 HOURS OF ARRIVAL AT A SPECIFIED LOCATION.

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HISTORY

- 1956** UNIT ACTIVATED WITH SA-16 AIRCRAFT - FIRST RESERVE RESCUE UNIT
- 1957** FIRST RESCUE BY A RESERVE UNIT
- 1961** PARTICIPATED IN FIRST NASA MANNED LAUNCH
- 1973** HU-16 AIRCRAFT REPLACED BY HH-34 HELICOPTERS
- 1973** SIKORSKY HH-34 HELICOPTERS REPLACED WITH BELL HH-1Hs
- 1975** SIKORSKY HH-3E HELICOPTERS ADDED TO UNIT
- 1979** HC-130 AIRCRAFT REPLACED HH-1Hs
- 1991** BEGAN CONVERSION TO HH-60G PAVEHAWK HELICOPTERS
- 1992** HURRICANE ANDREW
- 1993** REALIGNED UNDER ACC 1 FEB 1993
- 1993** PCSed TO PATRICK AFB 15 NOV 1993
- 1994** 1 APRIL - UNIT ADDED RANGE CLEARING MISSION
- 1995** UNIT ADDED SPACE SHUTTLE CONTINGENCY SUPPORT MISSION
- 1995** BRAC ACTIONS???????????

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UNITS ASSIGNED

HOST: 45 SPW

AFRES ORGANIZATIONS:

301 RQS

822 ASTS

ACC UNITS

41 RQS

71 RQS

741 RQS

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SAFETY

FLIGHT MISHAPS

LAST YEAR

CURRENT YEAR

CLASS A

0

0

CLASS B

0

0

GROUND MISHAPS

CLASS A

0

0

CLASS B

0

0

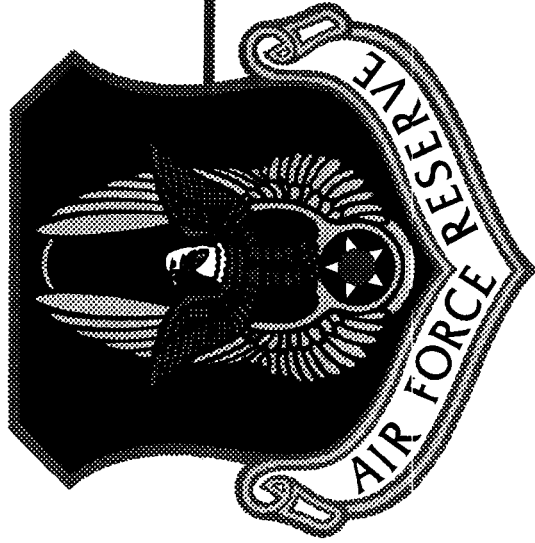
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AIRCRAFT AUTHORIZED/ASSIGNED

AIRCRAFT	AUTHORIZED	ASSIGNED
HC-130P/N	5	4
C-130E	1	1
HH-60G	10	9

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INSPECTIONS

	INSPECTION DATE	RATING
ORI	JAN 87	EXCELLENT
ASET	FEB 90	OUTSTANDING
UEI	JAN 91	SAT

NEXT INSPECTION ::: QUAFA DEC 95

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UNIT AWARDS

YEAR

AWARD

1986-1994

**ANNUAL RECIPIENT OF THE ALPERT P. LOENING AWARD
(BEST RESERVE RESCUE UNIT)**

1990

HONORARY MERIT FROM GUATEMALAN AIR FORCE

1992

UNIT CITATION ROA - 100 PERCENT MEMBERSHIP

1993

MG MARCHBANKS AIR CREW ACHIEVEMENT AWARD

1994

AIR FORCE ASSOCIATION - CITATION OF HONOR

1994

**NATIONAL INSTITUTE OF URBAN SEARCH AND RESCUE
PRESS ON AWARD**

1994

AFRES NOMINEE FOR VERN ORR AWARD

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INDIVIDUAL AWARDS

HURRICANE ANDREW

MERITORIOUS SERVICE MEDALS	02
AIR MEDALS	36
COMMENDATION MEDALS	40
HUMANITARIAN SERVICE MEDALS	113
AERIAL ACHIEVEMENT MEDALS	24
ACHIEVEMENT MEDALS	23

DESERT STORM SOUTHERN WATCH

SWA MEDALS	40
LIBERATION OF KUWAIT MEDAL	01

STORM OF THE CENTURY

COMMENDATION MEDALS	21
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SIKORSKY LIFE SAVING AWARD

WINGED S AWARD	18
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Southern Watch 1994 (Aprox. 80 personnel)

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PERSONNEL AUTHORIZED/ASSIGNED

<u>RESERVISTS = NON ARTS</u>	<u>AUTH</u>	<u>ASGN</u>	<u>%</u>
OFFICER	52	53	101
AIRMEN	224	220	98
TOTAL	276	273	99
<u>FULL TIME SUP = ARTS</u>			
OFFICER	22	22	91
AIRMEN	153	126	82
TOTAL	175	146	83
<u>RESERVISTS = INCLUDES ARTS</u>			
OFFICER	74	73	99
AIRMEN	377	346	92
TOTAL	451	419	93
<u>CIVILIANS</u>	24	18	75
temporary (civ)	26	0	0
<u>GRAND TOTALS</u>	475	437	92

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REENLISTMENT AND CONTINUATION

PERCENT REENLISTMENTS

FIRST TERM AIRMEN	100%
PRIOR SERVICE AIRMEN	100%
%CONTINUATION	100%

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CRITICAL AFSCs

- * **AEROSPACE GROUND EQUIPMENT**
- * **MUNITIONS SYSTEMS**
- * **AIR ARMAMENT SYSTEMS**

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OPERATIONS

ANNUAL FLYING HOUR ALLOCATION

HC-130P/N	1724
HH-60G	1892

HOURS FLOWN YEAR TO DATE

730.4
861.7

PERCENT

42.4
45.5

CURRENT QUARTER

HC-130P/N	431
HH-60G	473

HOURS FLOWN

322.2
358.5

PERCENT

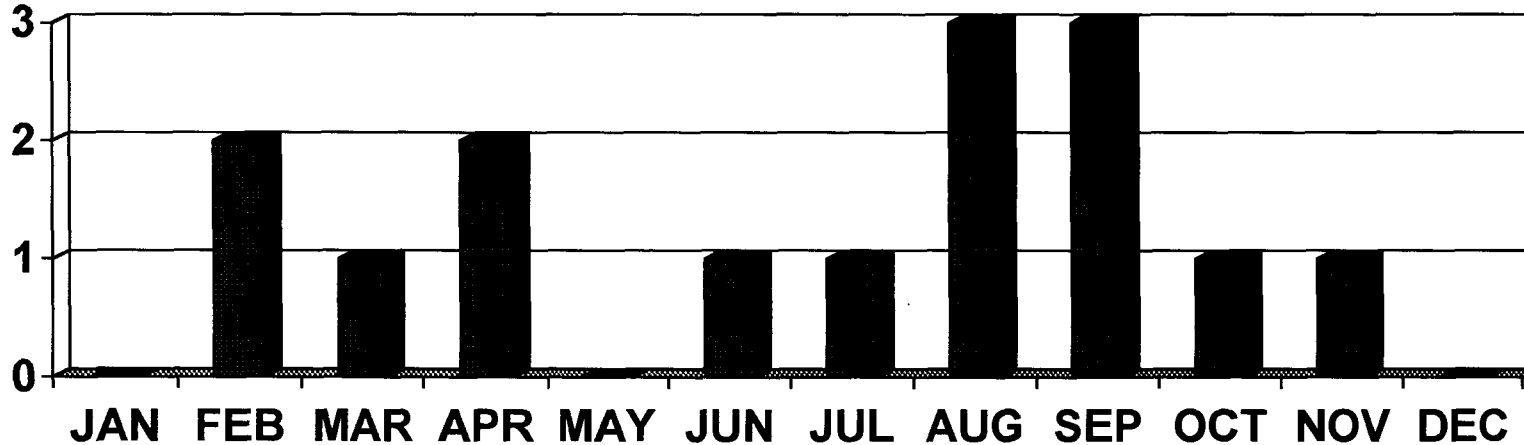
74.8
75.8

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301 RQS Supported SPACE SHUTTLE MISSIONS

Past Year in review

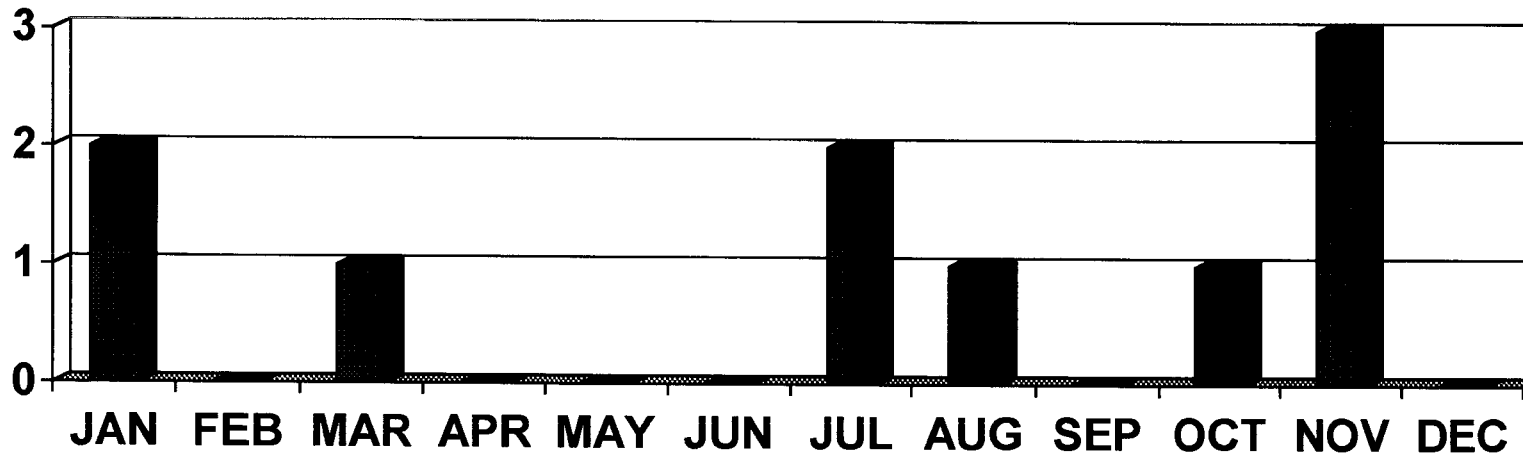


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301 RQS Supported ATLAS MISSIONS

Past Year in review

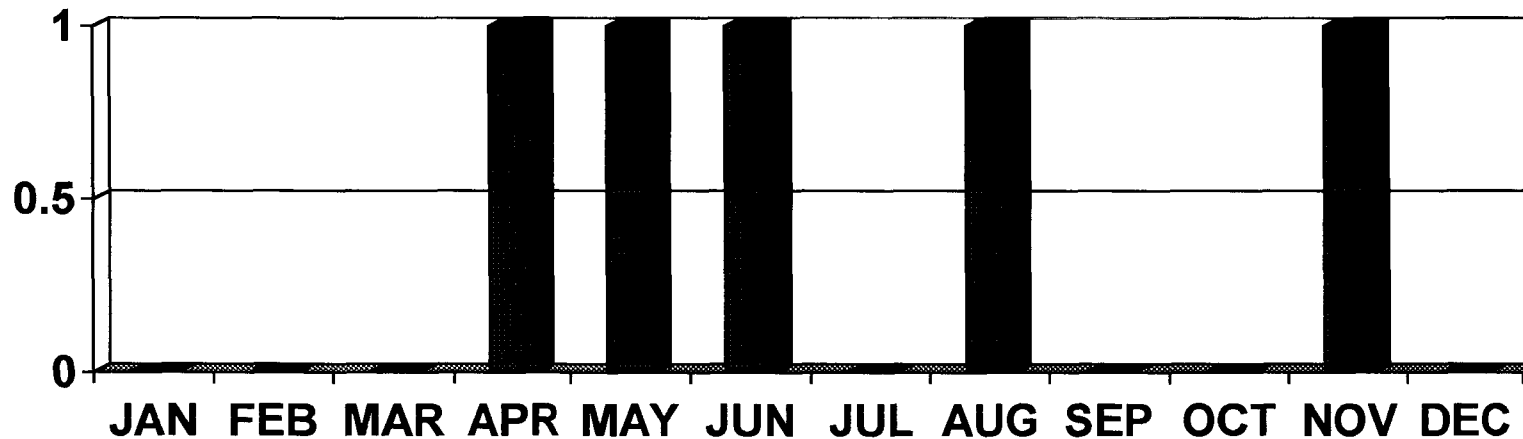


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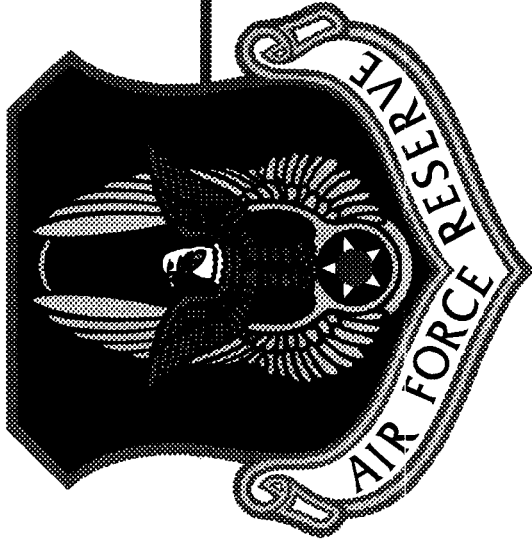


301 RQS Supported DELTA MISSIONS

Past Year in review

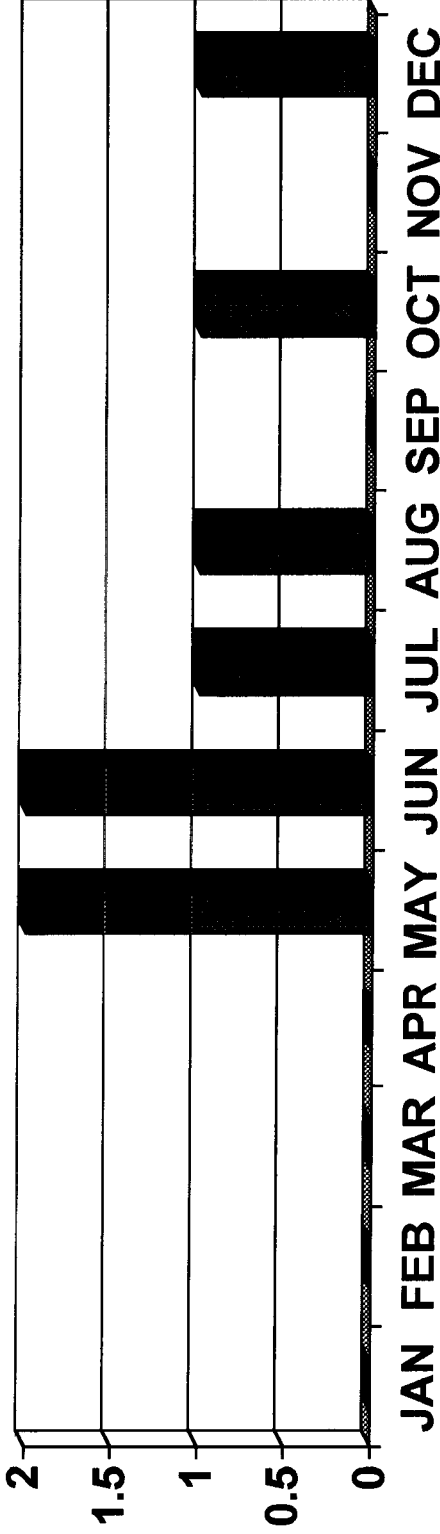


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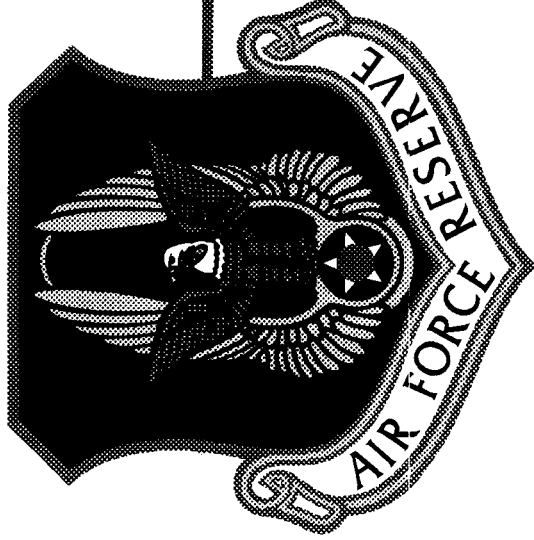


301 RQS Supported SLBM MISSIONS

Past Year in review

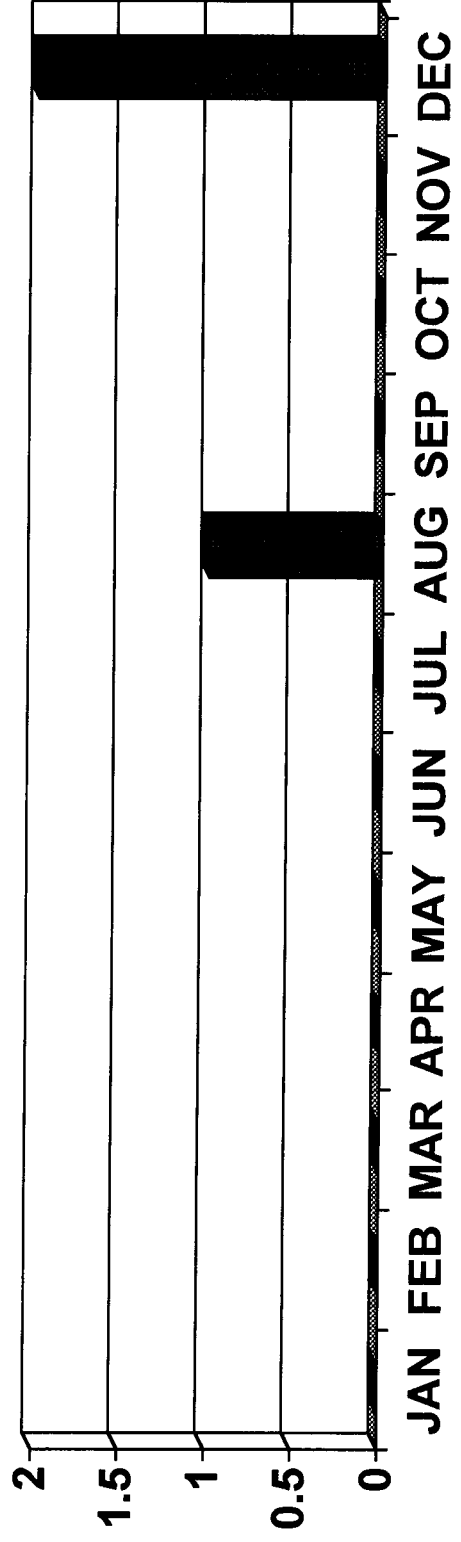


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**301 RQS Supported
TITAN MISSIONS**

Past Year in review

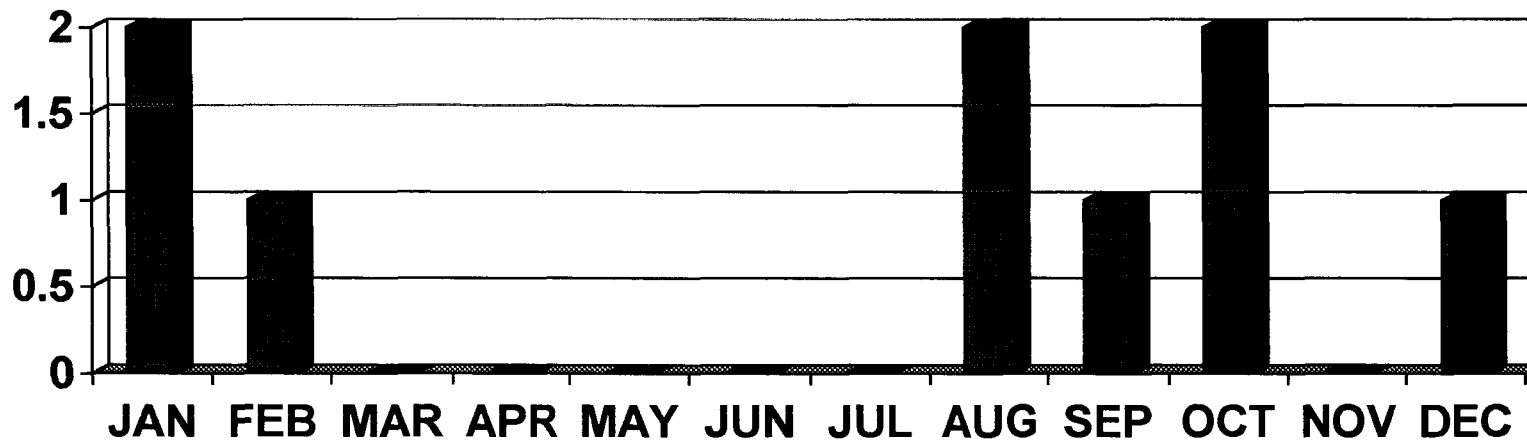


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301 RQS Supported OTHER LAUNCH MISSIONS

Past Year in review

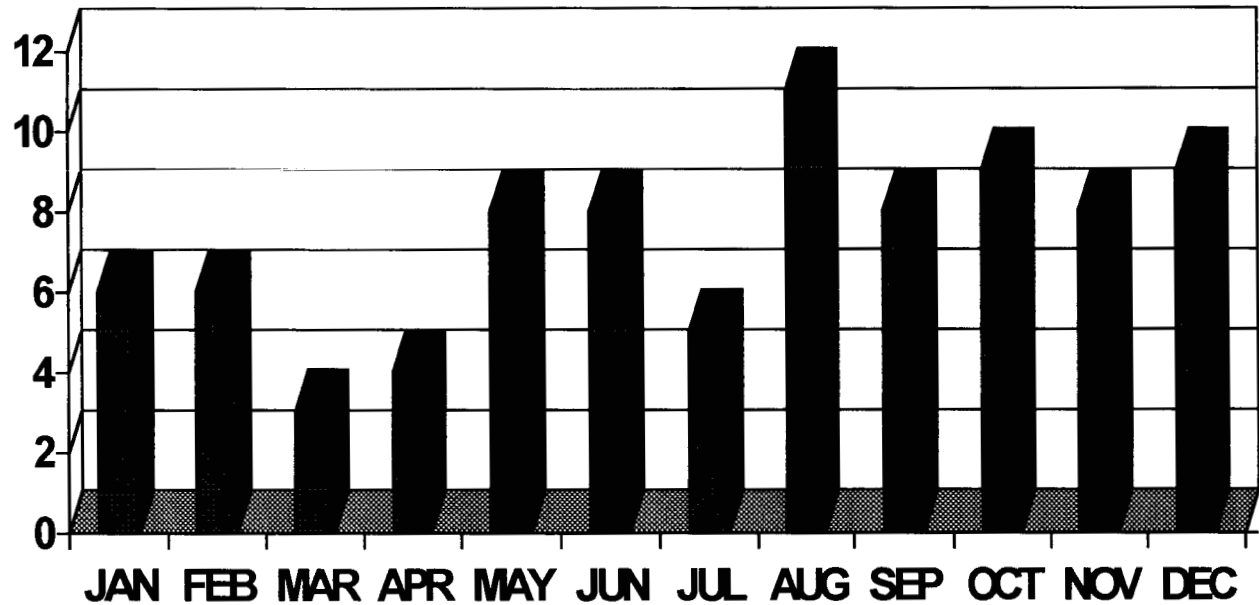


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301 RQS Supported TOTAL MISSIONS

Past Year in review



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301 RQS Support for RANGE MISSIONS

PAST YEAR in review



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MOBILITY BAGS

<u>BAG TYPE</u>	<u># AUTHORIZED</u>	<u># POSSESSED</u>	<u>%</u>
A	425	425	100
B	425	425	100
C-1	425	425	100
C-A	147	147	100

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BUDGET - STATUS OF FUNDS

CATEGORY	AUTHORIZED	OBLIGATIONS	% OBLIGATED
O & M	13,187,000	4,996,000	41
PBAS	6,101,000	2,379,000	39
TBAS	1,183,000	508,700	43
INVESTMENT EQUIPMENT	0	0	

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TRANSPORTATION

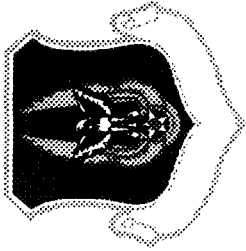
TRANSPORTATION VEHICLES

AUTHORIZED 31

ASSIGNED 28

**REQUIRED
REPAIR 00**

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CONSTRUCTION PROJECTS

PATRICK AFB

PROJ. NO	TITLE	\$\$\$ X 1000	STATUS
93-1616	AIRCRAFT RINSE RACK	270	AWAIT AWAR
93-1617	AIRCRAFT WASH RACK	423	OVER SCOPE
93-1618	PARACHUTE TOWER	473	OVER SCOPE
93-1619	GUN MAINT./STORAGE	285	AWAIT AWAR
93-1620	FUEL TANK STORAGE	261	AWAIT AWAR
93-1622	ALTER ENGINE STRUCTURE	264	AWAIT AWAR
93-1623	REPAIR HANGAR B312	280	AWAIT AWAR
93-1624	PJ FACILITY	117	AWAIT AWAR
93-1625B	REPAIR ADMIN. FACILITY	365	HOLD
93-1625C	ALTER ADMIN. FACILITY	275	HOLD
93-1627	NDI/BATTERY SHOP B/702	143	AWAIT AWAR

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CONSTRUCTION PROJECTS

HOMESTEAD AFB

PROJECT	TITLE	\$\$\$ X 1000
943069	H-60 HANGAR	3.270
943054	C-130 FUEL HANGAR	4,700
943070	C-130 HANGAR	5,700
943068	COMMAND/OPS	2,400
943067	PARARESCUE	1,900
943071	AVIONICS	1,057
943072	ENGINE SHOP	830
943059	SURVIVAL	1,113

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UNIT CONCERNS

1. BEDDOWN AT PATRICK AFB

NEW MISSIONS

BRACC 1995

FACILITIES

NEW BUILD VERSUS OLD REMODEL

FUTURE FOR ACTIVE DUTY RESCUE UNITS

AT PATRICK AFB

2. BEDDOWN AT HOMESTEAD AFB

FACILITIES – OVERBUDGET or UNDERFUNDED

NEW OPERATING ENVIRONMENT

INTEGRATION WITH 482 FIGHTER WING

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**1. MISSION CHANGED SINCE ARRIVAL AT
PATRICK AFB. Range and Shuttle Support**

**2. PERSONNEL NO LONGER MAJORITY IN
MIAMI AREA - - - Quality of Life Issue**

**i.e. Only 41 Zip Codes for nearly 500
positions in unit reside in Dade Co.**

3. UNIT ECONOMIC IMPACT:

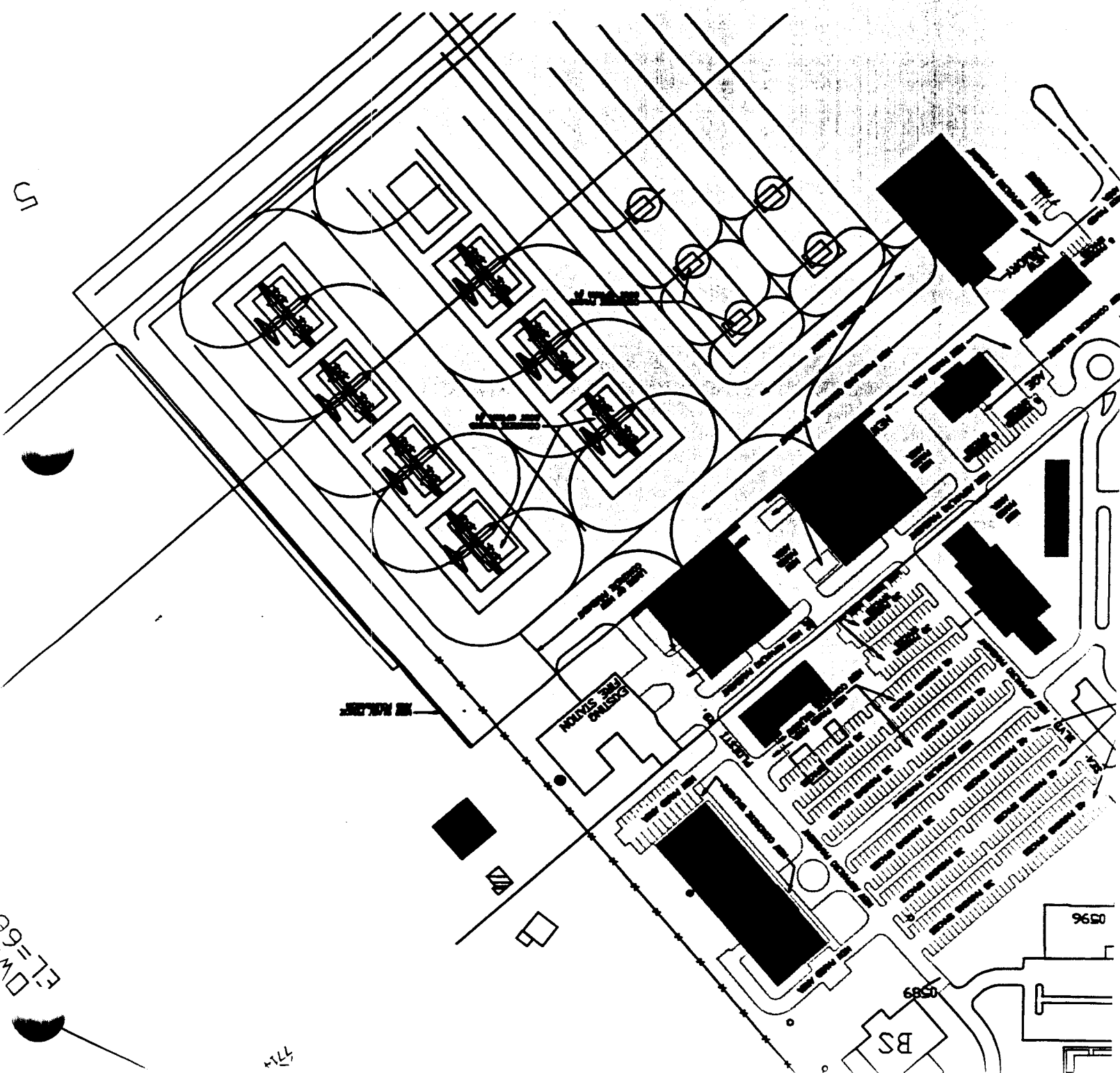
\$35,987,964

SECONDARY JOBS 250

RESERVISTS: 642 CIVILIANS: 168

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A.F.B. 301 RQS



5

DW
EL=66

774

0596

0589

BS

301 RQS

Structure

1 March 1995

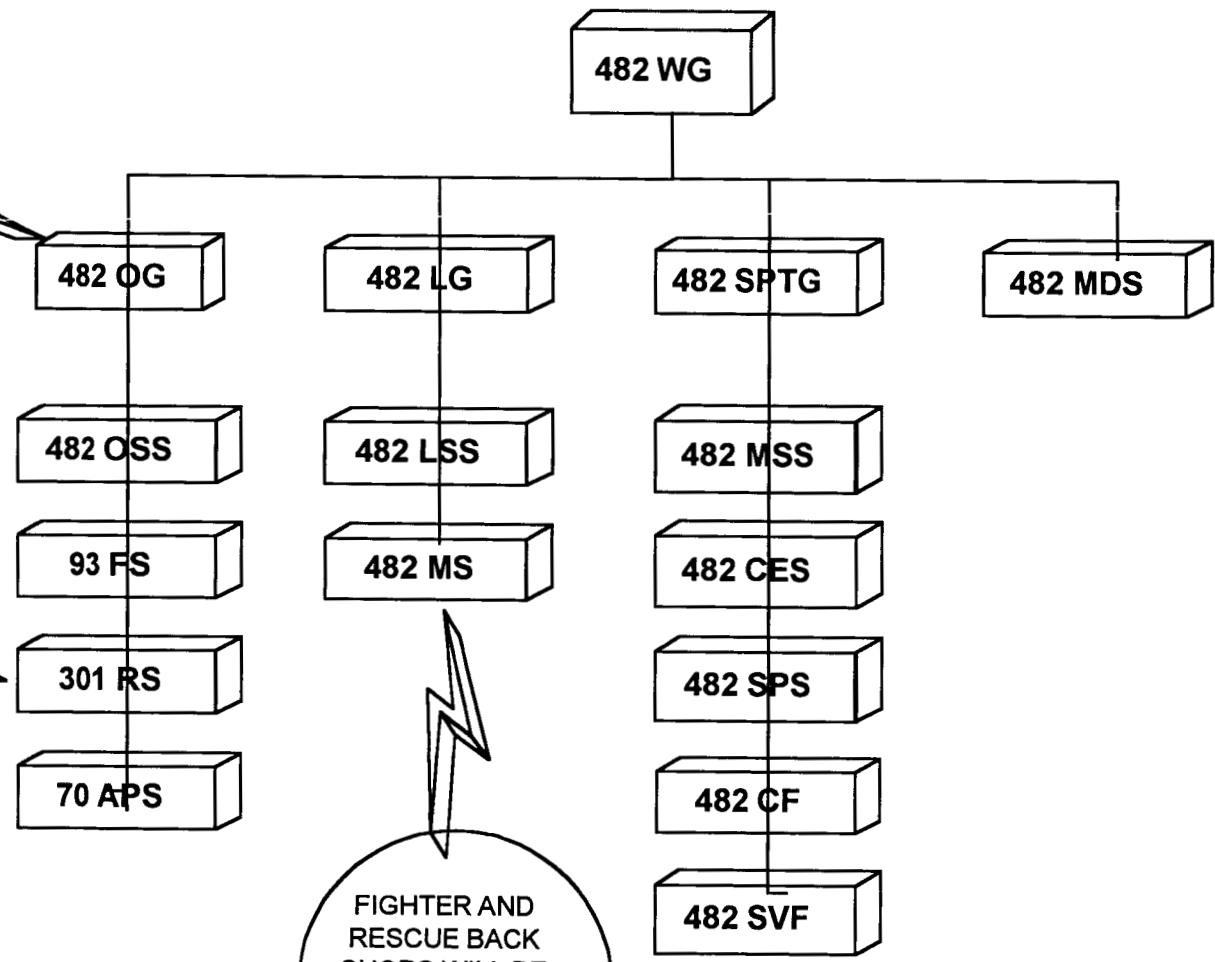
482d WING STRUCTURE

(301RQS RETURN TO HOMESTEAD OPTION)

OG WILL BE AUTHORIZED AN EXTRA COL (06) ART FOR RESCUE OPERATIONS

SQUADRON WILL CONSIST OF HC-130 HH-60 CREWS/ACFT AND AMU

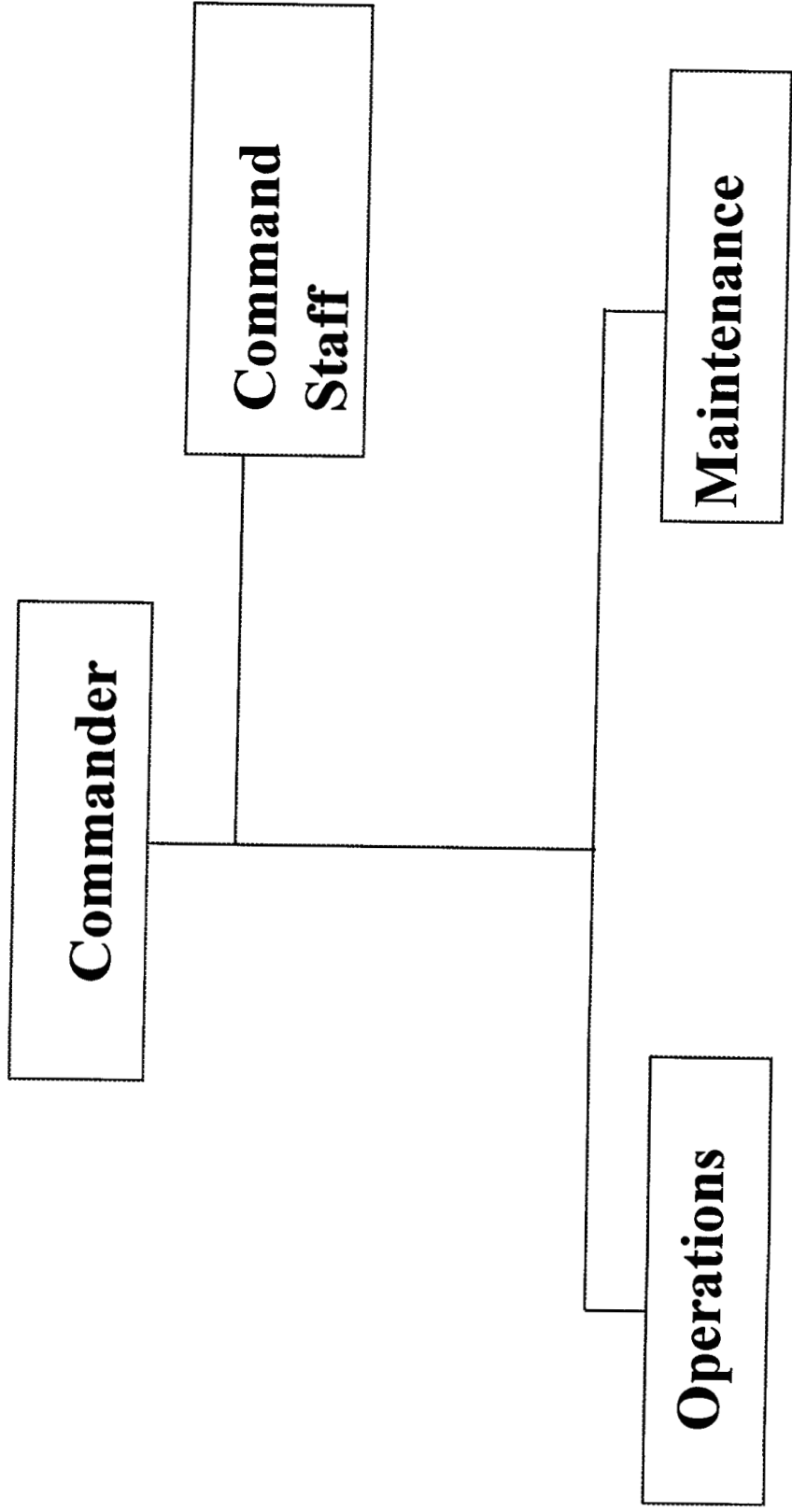
FIGHTER AND RESCUE BACK SHOPS WILL BE INTEGRATED WITHIN THE 482 MS



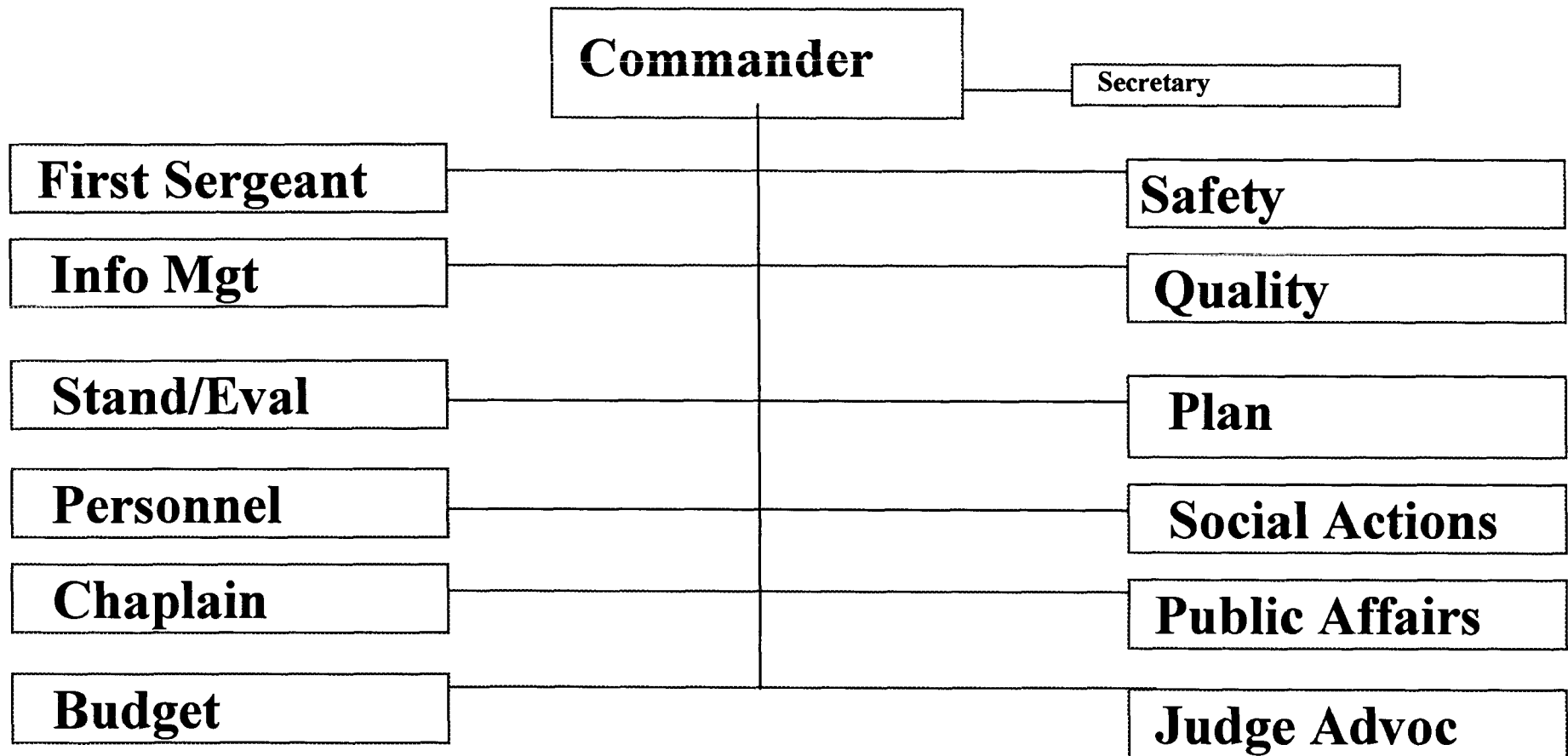
301 RQS MISSION

- **COMBAT SEARCH AND RESCUE
(ACC)**
- **RANGE CLEARING (SPACECOM)**
- **SHUTTLE CONTINGENCY (DDMS)**
- **MISSION TRAINING**
- **ALL OTHER**

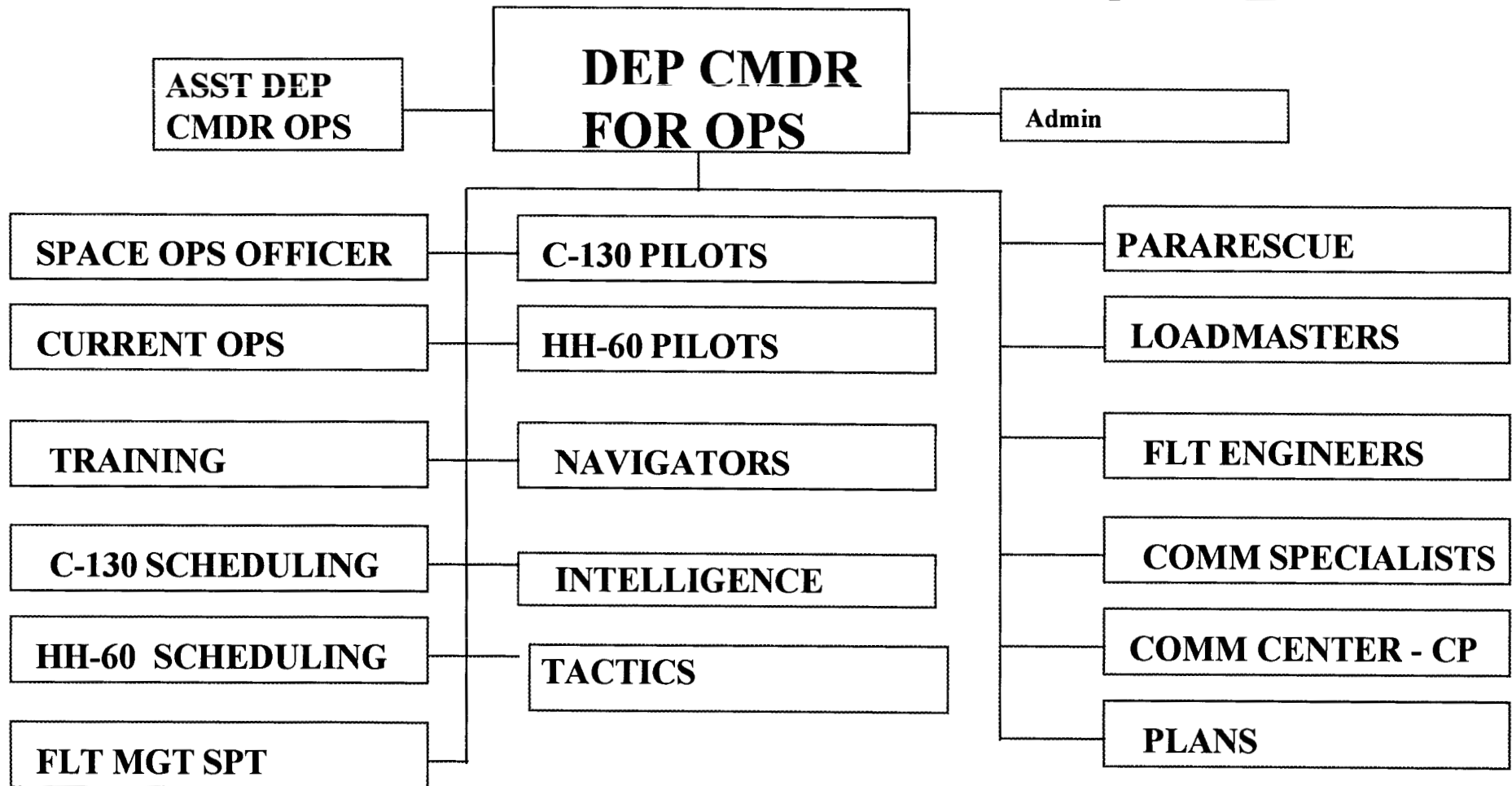
301 RQS CURRENT UNIT STRUCTURE



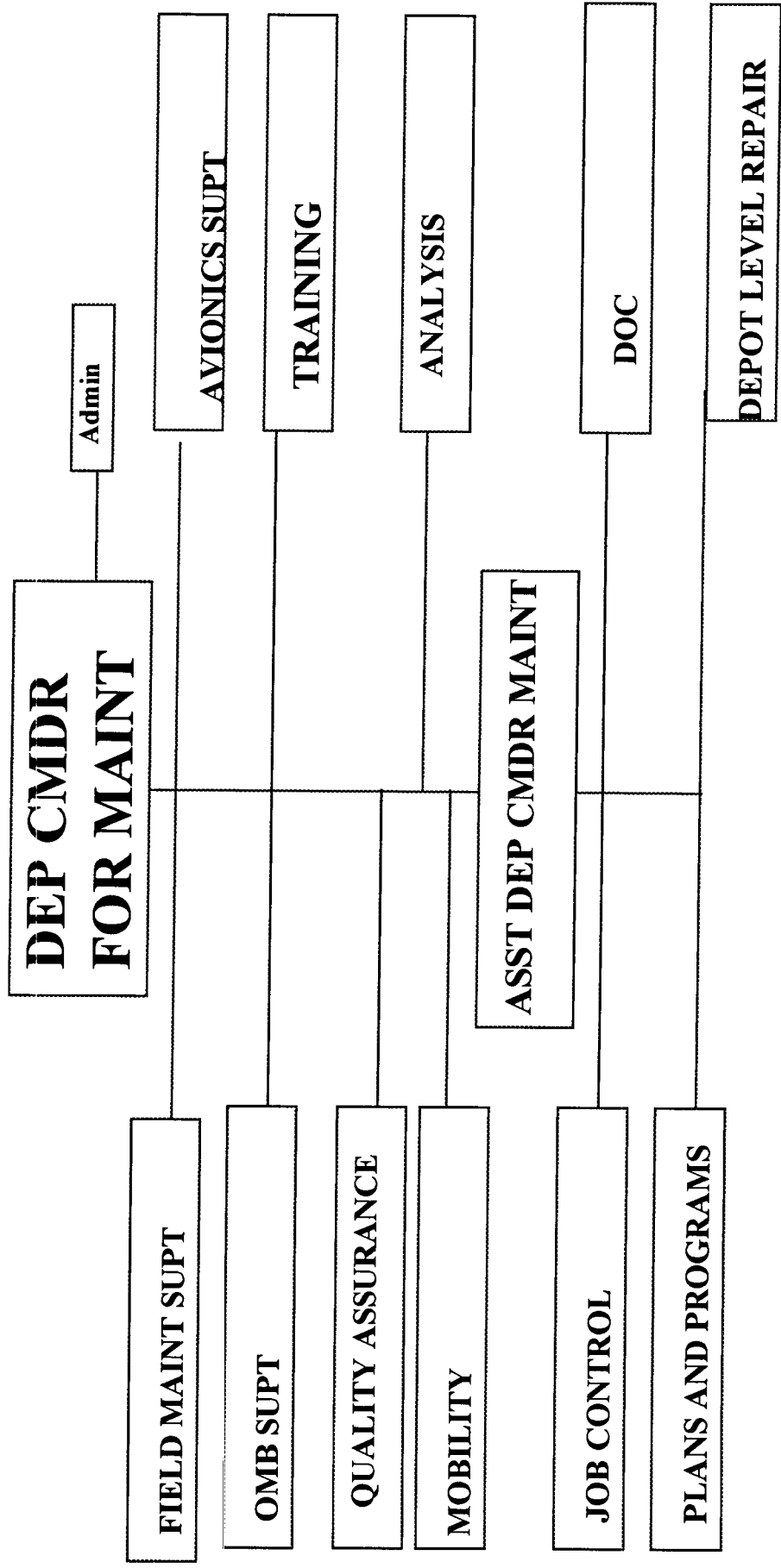
COMMAND STAFF CURRENT STRUCTURE



OPERATIONS STAFF CURRENT STRUCTURE



MAINTENANCE STAFF CURRENT STRUCTURE



OMS

**C-130
FLIGHT LINE**

**FLIGHT LINE
NIGHT SHIFT**

**H-60 A FLT
FLT LINE/PHASE**

**C-130
ISO DOCK**

**H-60 B FLT
FLT LINE/PHASE**

**FIELD MAINT
BRANCH**

**PROPULSION
ENGINE AND PROP**

R & R SHOP

**ELECTRO/ENVIRONMENT
(ELEN)**

**STRUCTURAL
SHEETMETAL**

FAB SHOP

AGE

NDI

**WEAPONS/
MUNITIONS**

FUEL SHOP

PNEU

ENGINE MANAGER

**AVIONICS MAINTENANCE
BRANCH**

**ECM
SENSORS**

COMM/NAV

**AUTI
(INST/AUTO)**

MAINTENANCE CONTROL BRANCH

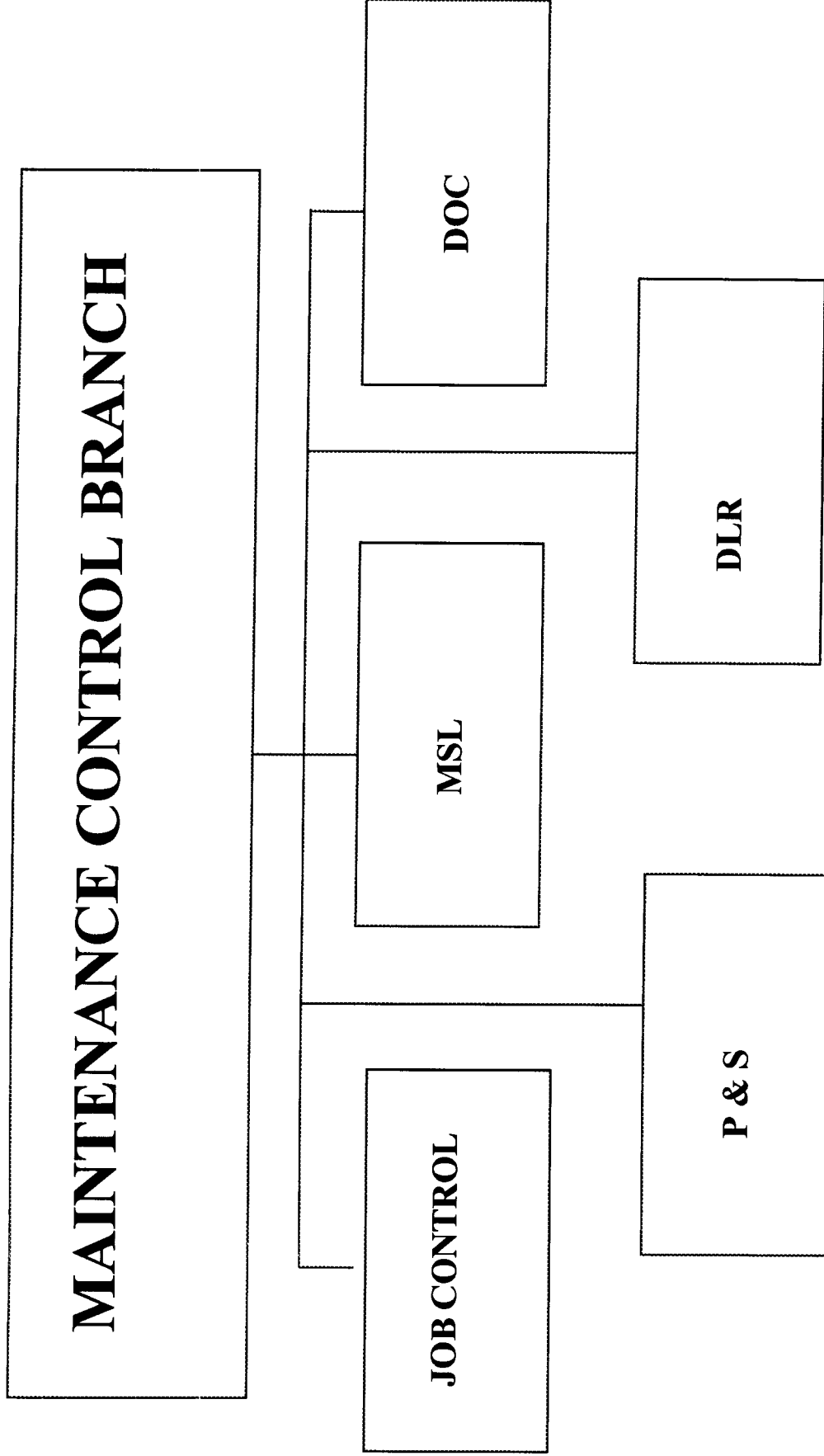
JOB CONTROL

MSL

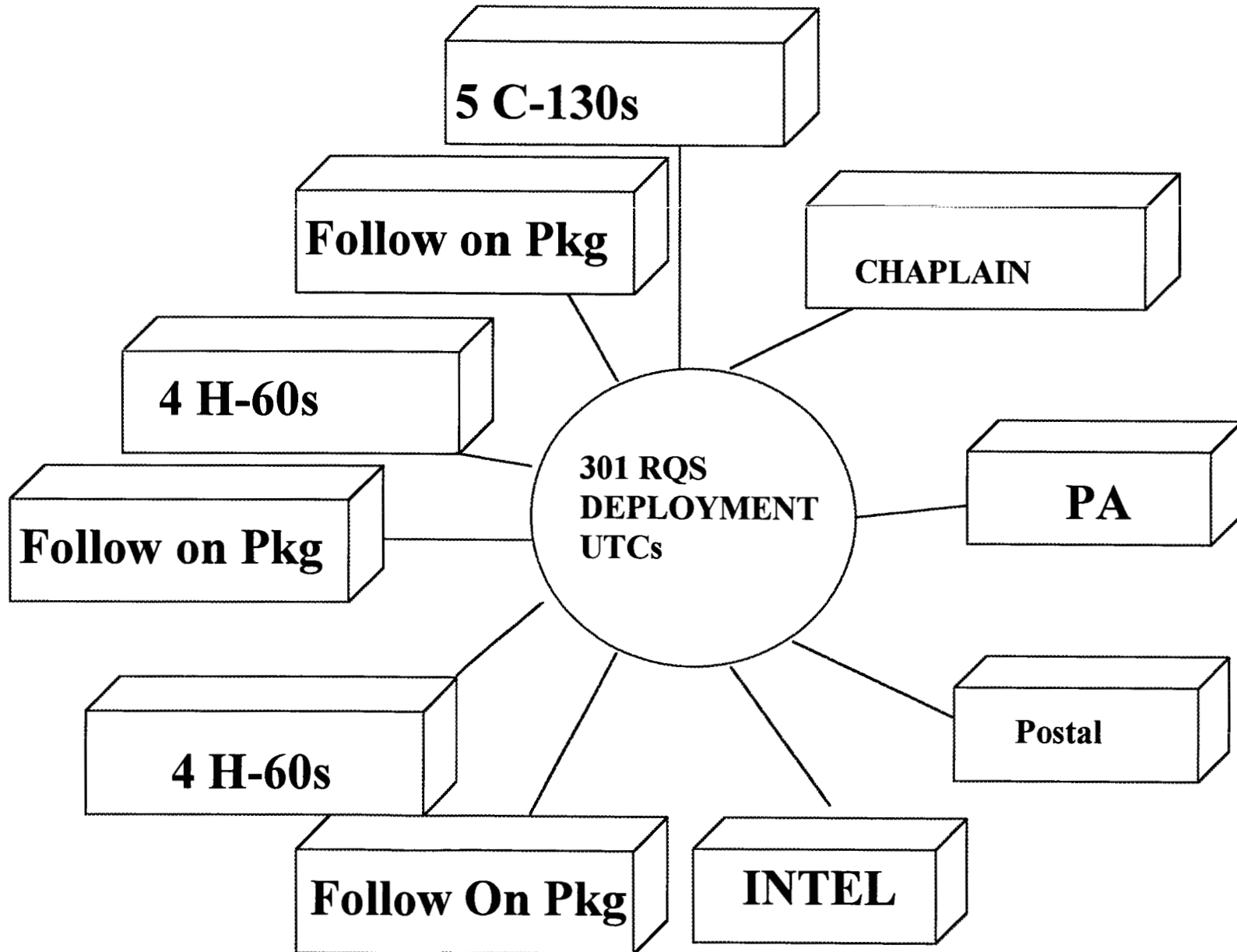
DOC

P & S

DLR



DEPLOYMENT



DEPLOYABLE UTCs

UTC	PERSONNEL
3TR05	147
3TR64	103
3TR64	103
HRR05	43
HRR64	12
HRR64	12
PFRR3	9
LWDB4	1
XFFC1	1
XFFC2	1
XFFG2	1
TOTAL	433

UNIT PRIORITIES

1. HQ SQUADRON OPERATIONS

1. PARARESCUE

1. SURVIVAL/FABRIC

1. H-60 HANGAR

1. C-130 ISO DOCK

1. FUEL CELL HANGAR

1. ENGINE I & R

1. AVIONICS

1. AIRCRAFT WASH RACK CAPABILITY

2. AIRCRAFT RINSE RACK

All 1s are required to be in place when the unit returns.

Substitutions will be considered

Backshop combinations may reduce some spaces

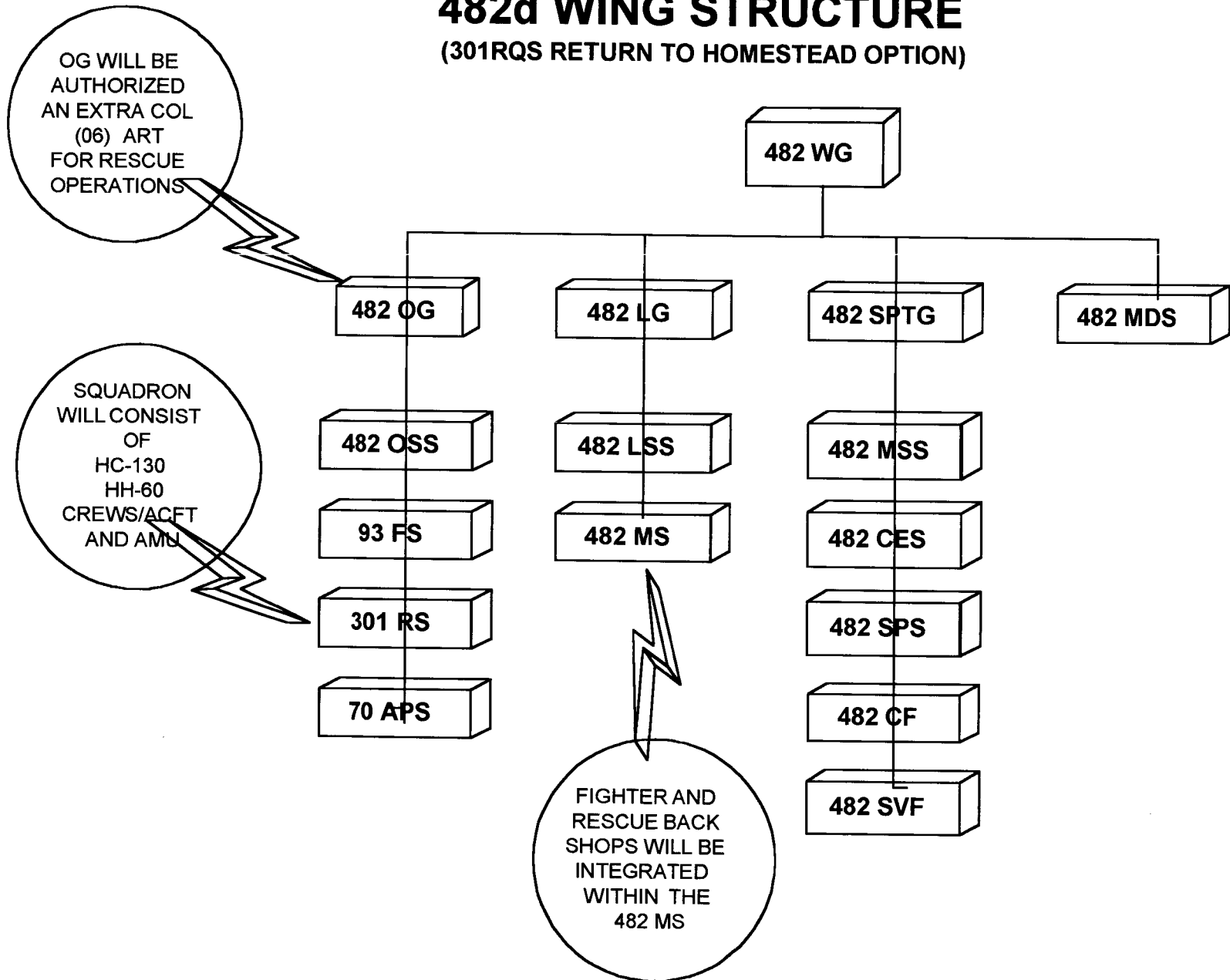
301 RQS

Manpower/Structure

1 March 1995

482d WING STRUCTURE

(301RQS RETURN TO HOMESTEAD OPTION)

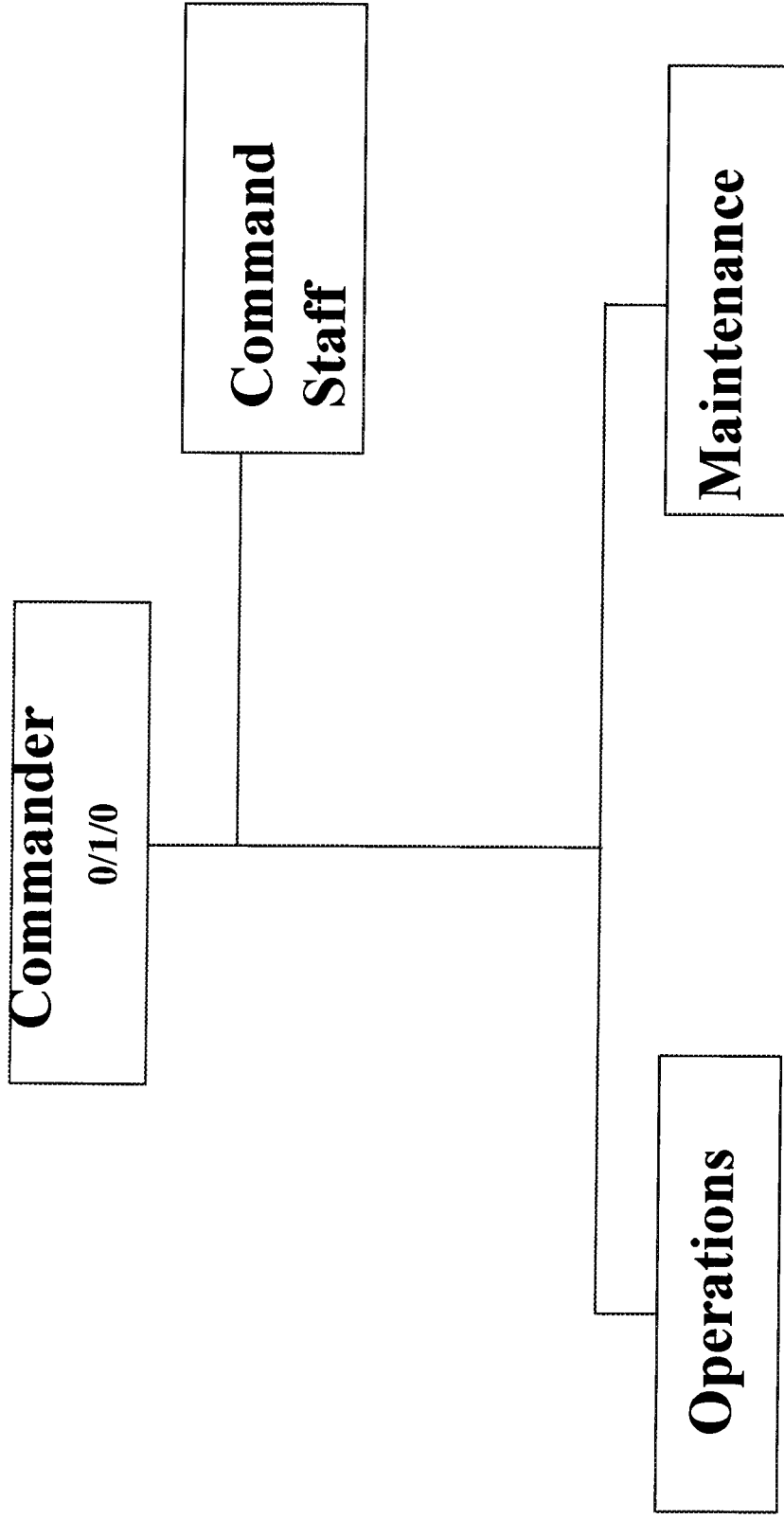


301 RQS MISSION

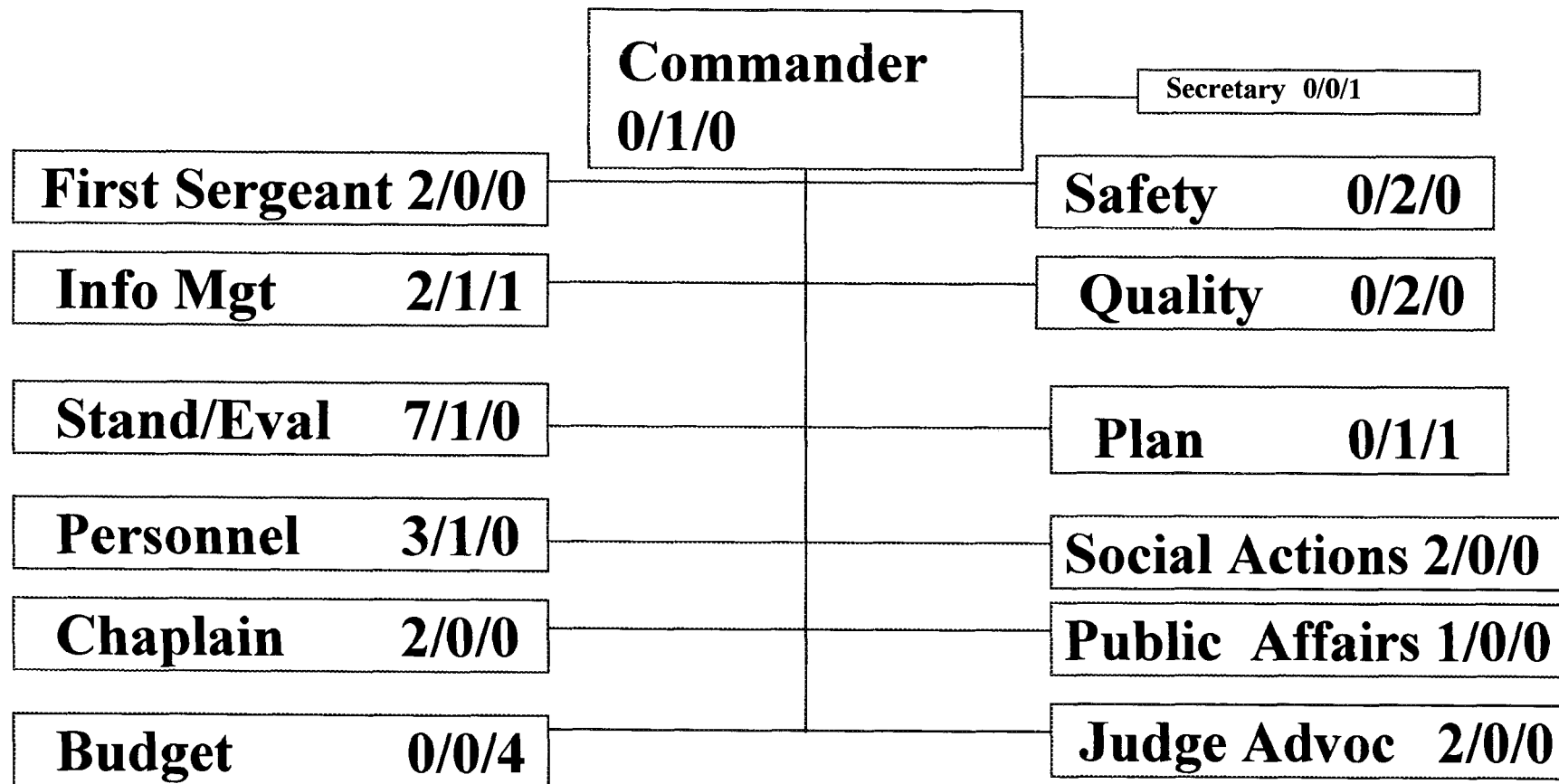
- **COMBAT SEARCH AND RESCUE (ACC)**
- **RANGE CLEARING (SPACECOM)**
- **SHUTTLE CONTINGENCY (DDMS)**
- **TAL SUPPORT (DDMS)**
- **MISSION TRAINING**
- **ALL OTHER**

**NUMBERS OF PERSONNEL
RESERVE/ART /CIVILIAN**

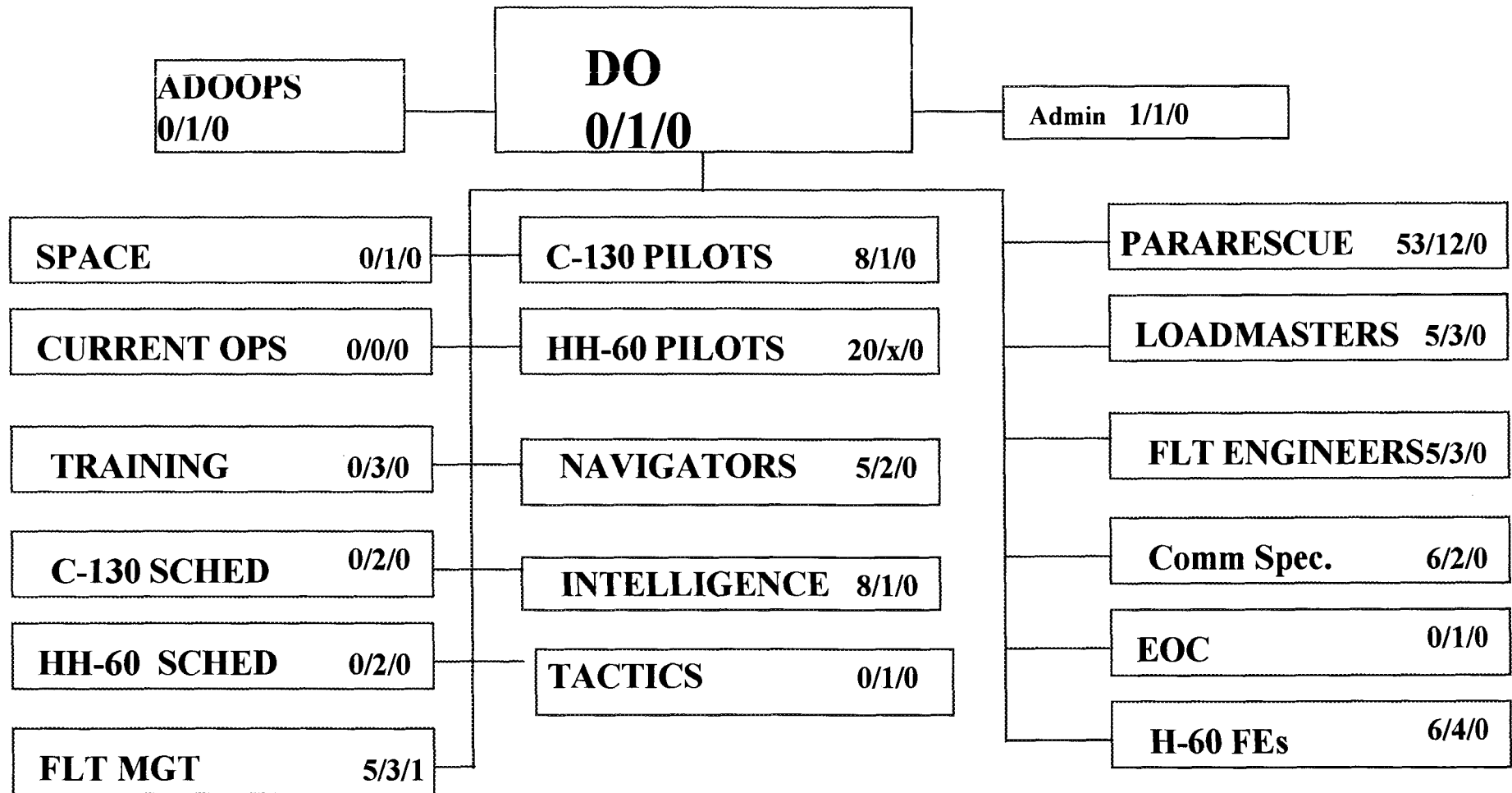
301 RQS CURRENT UNIT STRUCTURE



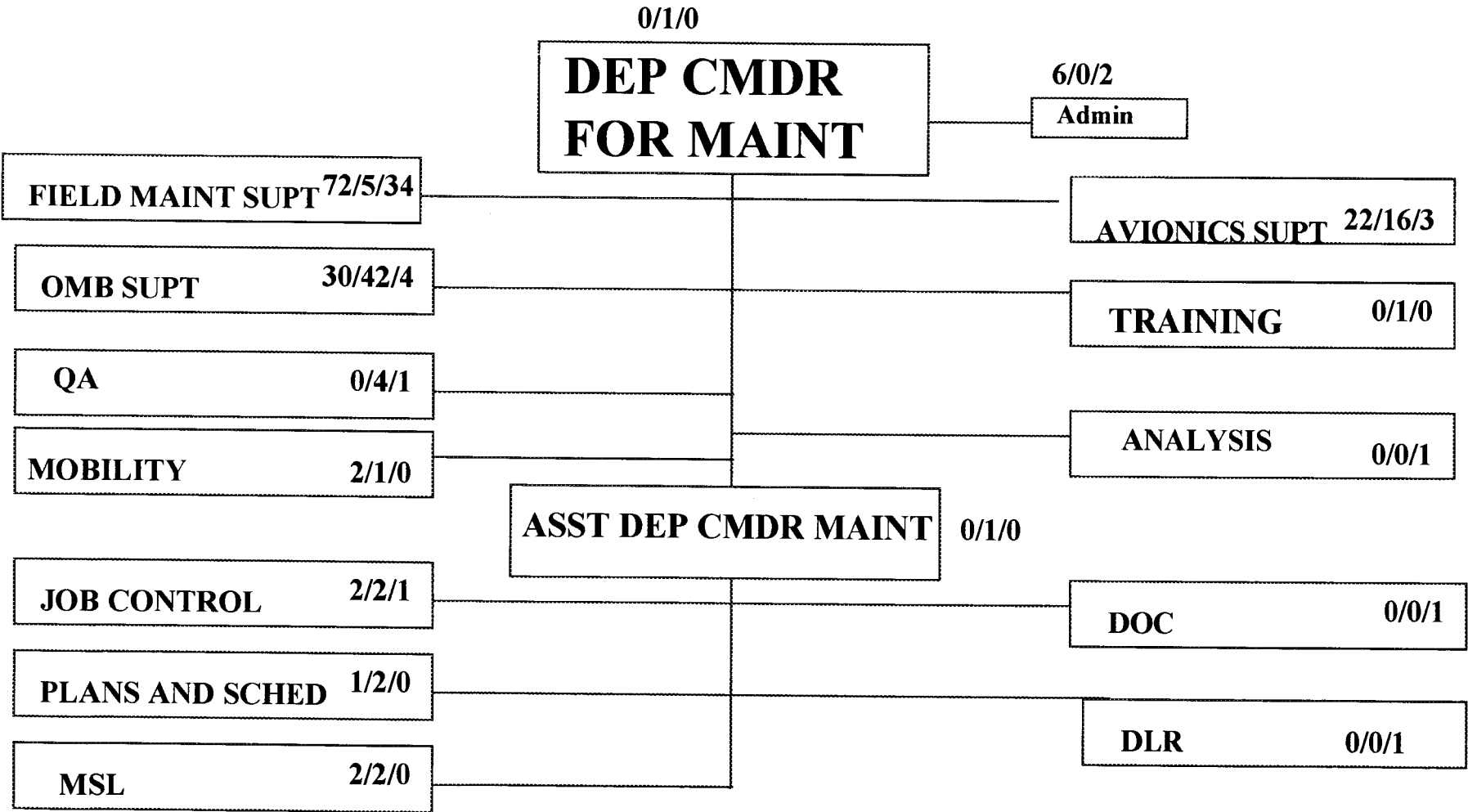
COMMAND STAFF CURRENT STRUCTURE



OPERATIONS STAFF CURRENT STRUCTURE



MAINTENANCE STAFF CURRENT STRUCTURE



TOTAL 134/105/19 = 258

OMS

1/1/0

TOTAL 30/42/4 = 76

**C-130
FLIGHT LINE**

9/10/2

**FLIGHT LINE
NIGHT SHIFT**

0/5/0

**H-60 A FLT
FLT LINE/PHASE**

8/10/1

**C-130
ISO DOCK**

3/7/0

**H-60 B FLT
FLT LINE/PHASE**

9/9/1

**FIELD MAINT
BRANCH 2/1/0**

**PROPULSION
ENGINE AND PROP 10/10/0**

R & R SHOP 0/2/0

**ELECTRO/ENVIRONMENT
(ELEN) 8/5/0**

**STRUCTURAL 10/4/0
SHEETMETAL**

FAB SHOP 3/2/3

AGE 7/4/1

NDI 0/0/1

**WEAPONS/
MUNITIONS 19/2/0**

FUEL SHOP 8/2/0

PNEU 5/4/0

**0/1/0
ENGINE MANAGER**

TOTAL = 72/34/5 = 111

AVIONICS MAINTENANCE BRANCH

0/1/0

**ECM
SENSORS**

0/2/1

COMM/NAV

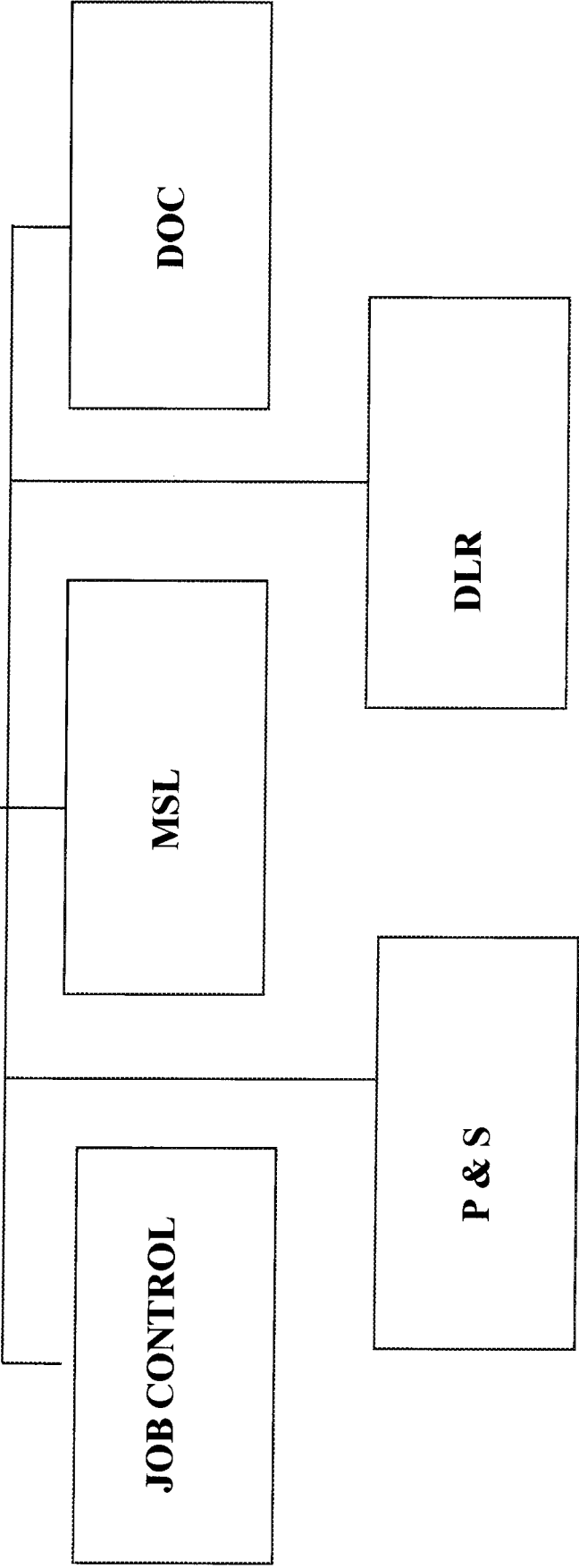
8/8/1

**AUTI
(INST/AUTO)**

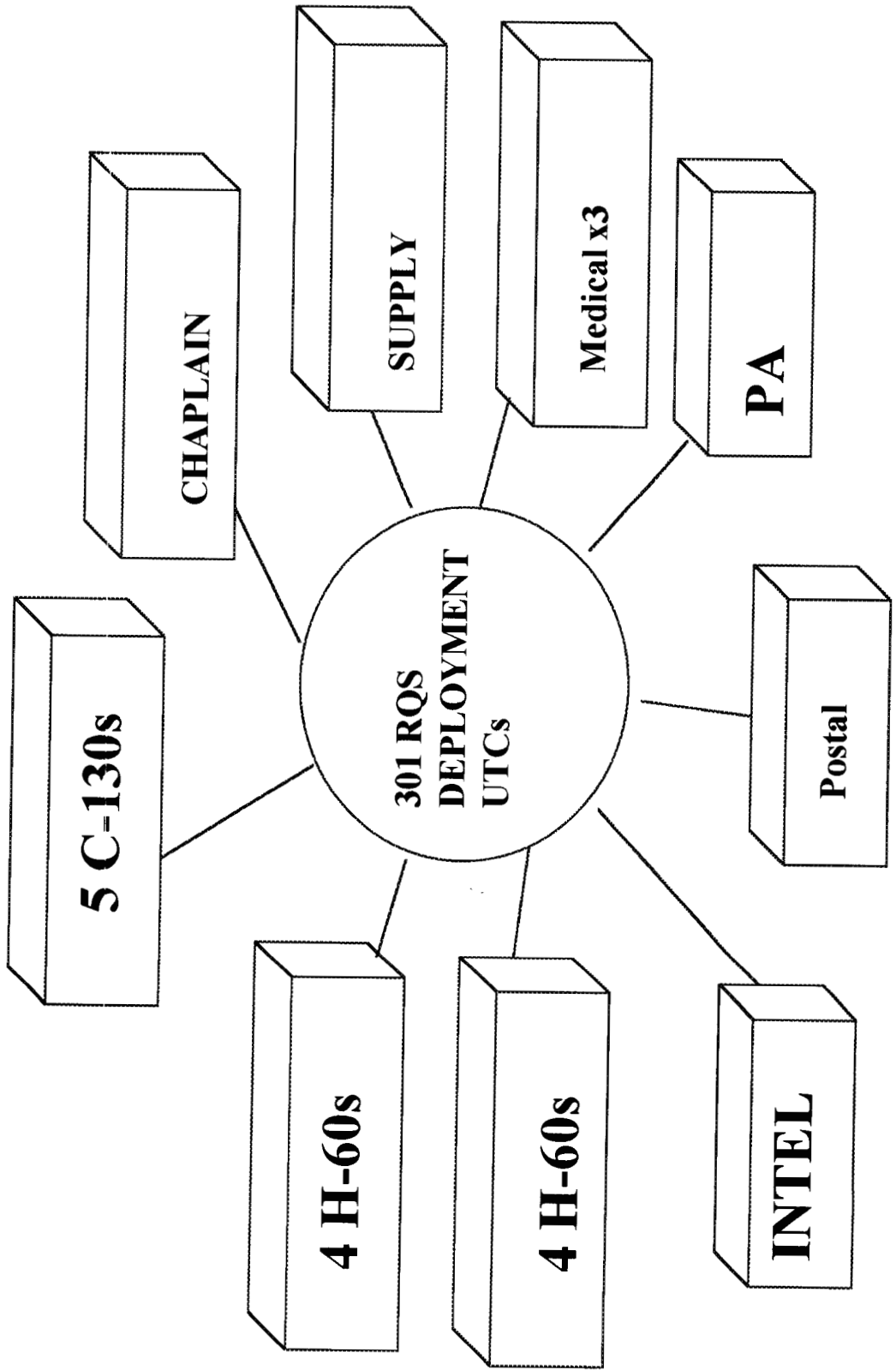
14/5/1

TOTALS = 22/16/3 = 41

MAINTENANCE CONTROL BRANCH



DEPLOYMENT



DEPLOYABLE UTCs

UTC	PERSONNEL
3TR05	147
3TR64	103
3TR64	103
HRR05	43
HRR64	12
HRR64	12
PFRR3	9
LWDB4	1
XFFC1	1
XFFC2	1
XFFG2	1
MED	9
TOTAL	442

THE UNITED STATES DEPARTMENT OF DEFENSE

FACT FILE



UH-60L BLACK HAWK HELICOPTER (ARMY)

[Other versions are the SH-60 Seahawk and HH-60H (Navy); MH-60G Pave Hawk (Air Force); HH-60J Jayhawk (Coast Guard).]

SERVICES: Army, Navy, Air Force, Coast Guard

DESCRIPTION:

A twin-engine, medium lift, utility or assault helicopter.

FEATURES:

The Army's UH-60L Black Hawk (and the versions of the other services) is a twin-engine, medium lift helicopter. It is used for troop transport, cargo lift, anti-submarine warfare, search and rescue, drug interdiction, anti-ship warfare and special operations. Each variation is equipped for the specific needs of its service. For example, the Navy's SH-60B Seahawk is an airborne platform for a weapon system that deploys sonobouys (sonic detectors) and torpedoes in an antisubmarine role.

Some versions, such as the Air Force's MH-60G Pave Hawk and the Coast Guard's HH-60J Jayhawk, are equipped with a rescue hoist with a 250 foot (75 meter) cable that has a 600 pound (270 kg) lift capability, and a retractable in-flight refueling probe. The Army's UH-60L Black Hawk can carry 11 soldiers or 2,600 pounds (1,170 kg) of cargo or sling load 9,000 pounds (4,050 kg) of cargo.



BACKGROUND:

The UH-60 Black Hawk was fielded by the Army in 1979. The Navy received the SH-60B Seahawk in 1983 and the HH-60H in 1988. The Air Force received the MH-60G Pave Hawk in 1982 while the Coast Guard received the HH-60J Jayhawk in 1992. The unit cost varies with the version. For example, the unit cost of the Army's UH-60L Black Hawk is \$5.9 million while the unit cost of the Air Force MH-60G Pave Hawk is \$10.2 million.

POINTS OF CONTACT:


Army: Army Public Affairs, (703)697-7589; **Navy:** Office of Navy Information (703)697-5320; **Air Force:** AF Special Operations Command Public Affairs Office, (904)884-5515; **Coast Guard:** Commandant, U.S. Coast Guard, ATTN: G-CP, (202)267-1933

(more)

DEPARTMENT OF DEFENSE

THE UNITED STATES

FACT



FILE

C-130 HERCULES

INCLUDES:

AC-130 Spectre Gunship
EC-130 Electronics aircraft
HC-130 Combat Shadow refueler
MC-130 Combat Talon
WC-130 Weather aircraft

SERVICE: Air Force, Navy, Marine Corps, Coast Guard

DESCRIPTION:

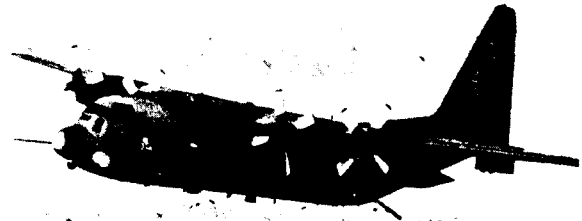
The C-130 Hercules, a four-engine turboprop aircraft affectionately known world-wide as "Herky," is the workhorse of the military services. Capable of landing and taking off from short, rough dirt runways, it is a people and cargo hauler, and used in a wide variety of other roles, such as gunships, weather watchers, tankers, firefighters and aerial ambulances. There are more than 40 versions of the Hercules, and it is used by more than 50 nations.

AIR FORCE MISSION:

The C-130 primarily is the intratheater Air Force's airlifter. It is the main transport for dropping paratroops and equipment into hostile or remote areas. Much of today's airdrop technology originated with C-130s.

OTHER MISSIONS:

The Marine Corps uses the HC-130 for in-flight refueling of fighter aircraft and helicopters, and tactical transport. Air Force Reserve units use the WC-130 in their Storm Tracker fleet of weather plotters. Two Navy C-130 "Herkys" are assigned to the National



AC-130 Spectre Gunship

Science Foundation, and equipped with skis as well as wheels for operations in support of scientific research in Antarctica, and the Coast Guard uses HC-130s for its law enforcement and search and rescue missions.

BACKGROUND:

Four decades have elapsed since the Air Force's Tactical Air Command issued its original design specification, yet the remarkable C-130 remains in production. Deliveries of the C-130A began in December 1956 and the first B models came on board in April 1959. Congress recently authorized the purchase of several H models to replace the aging models still in the inventory.

INVENTORY:

There are 98 in active duty units, 606 in the Air Force Reserve and 173 in the Air National Guard. The Marine Corps has 70 HC refueling models in active and reserve units.

(more)

SPECIFIC CHARACTERISTICS, EC-130

Primary function: EC-130ABCCC: Airborne battlefield command and control center
EC-130E Volant Solo: Psychological operations broadcasting (operated by 193rd Special Operations Group, Pennsylvania ANG, Harrisburg, Pa.)
EC-130H Compass Call: communications jammer, operated by electronic combat squadrons

Other data: Same as C-130 H models

SPECIFIC CHARACTERISTICS, HC-130 N/P COMBAT SHADOW REFUELERS

Primary function: Air refueling of helicopters for special operations forces

Fuel capacity: Up to 13,000 gallons (49,400 liters), depending on model

Unit cost: \$16.5 million

Crew: Eight (Aircraft commander, copilot, two navigators, flight engineer, communications systems operator, two loadmasters)

Date deployed: 1986

Other data: Same as basic C-130

SPECIFIC CHARACTERISTICS, MC-130 E/H COMBAT TALON

Primary function: Airdrop, airland and resupply special operations forces

Unit cost: E model, \$40.1 million; H model, \$55.6 million

Crew: E model, nine (aircraft commander, co-pilot, two navigators, electronics warfare officer, two loadmasters, one flight engineer, one communications specialist); H model, seven (AC, co-pilot, EWO, two loadmasters, one flight engineer)

Date deployed: E model, 1966; H model, June 1991

Other data: Same as basic C-130

SPECIFIC CHARACTERISTICS, WC-130 WEATHER RECON AIRCRAFT

Primary function: Weather reconnaissance

Endurance: 18 hours at 300-plus mph (261 knots, 480 kmph)

Auxiliary fuel tanks: two external, 1,400 gallon; one 1,800 gallon internal

Special equipment: Omega Dropsonde system, a 2½-foot long cylinder dropped over the ocean from the aircraft at regular intervals that records pressure, temperature, wind speed and direction as it descends to the ocean's surface

Crew: Six (Aircraft commander, copilot, navigator, Dropsonde operator, weather officer, flight engineer)

Inventory: Six E models and six H models, all operated by Air Force Reserve "Storm Trackers" out of Keesler AFB, Miss.

Cost: Approx. \$13 million, 1960 dollars

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE

16-Mar-95

MEMORANDUM FOR 301 RQS/CC

FROM: 301RQS/DOHS

SUBJECT: Range Support

As of 1 April 94, the H-60's provided the following in range support:

	<u>Sorties</u>	<u>Flying Hours</u>	<u>STS</u>	<u>Atlas</u>	<u>Delta</u>	<u>SLBM</u>	<u>Titan</u>	<u>Other</u>
April	4	10.6	2	0	1	0	0	0
May	8	16.0	0	0	1	2	0	0
June	8	24.5	1	0	1	2	0	0
July	5	6.1	1	2	0	1	0	0
Aug	11	24.5	3	1	1	1	1	2
Sep	8	14.3	3	0	0	0	0	1
Oct	9	18.8	1	1	0	1	0	2
Nov	8	22.2	1	3	1	0	0	0
Dec	9	22.5	0	0	0	1	2	1
Jan	6	10.9	0	2	0	0	0	2
Feb	6	14.0	2	0	0	0	0	1
Mar	<u>2</u>	<u>4.3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	84	188.7	15	9	5	8	3	9



THOMAS E. OATMEYER, Lt, USAFR
Helicopter Scheduling Officer

301 ROS UPCOMING EVENTS

8 Mar 95

5000/50 rule

1995

19 Mar Atlas Launch DO

17 Mar STS-67 Land/KSC DO

31 Mar Atlas Launch DO

1-8 Apr Green Flag CC

8 - 9 Apr UTA CC

20-30 Apr Keflavik Alert DO

25 Apr Delta II Launch DO

6 - 7 May UTA CC

17-22 Apr Mode VIII Exercise DO

18-28 May Keflavik Alert DO

19 May Atlas Launch DO

31 May Atlas Launch DO

Jun 939 RQW ORI CC

3 - 4 Jun UTA CC

9 June STS-71 (Atlantis) DO

13-25 Jun TCT Europe CC

15-25 Jun Keflavik Alert DO

18 Jun STS-71 Land/KSC DO

22 Jun STS-70 DO

30 Jun	STS-70 Land/KSC	DO
July	304th ORI	CC
8 - 9 Jul	UTA	CC
16 Jul	Delta Launch	DO
20 Jul	STS-69	DO
27 Jul	Atlas Launch	DO
31 Jul	STS-69 Land/KSC	DO
5 - 6 Aug	UTA	CC
16 Aug	Atlas Launch	DO
24 Aug - 3 Sep	Keflavik Alert	DO
31 Aug	Delta Launch	DO
9 - 10 Sep	UTA	CC
9-17 Sep	AATTC	DO
21 Sep	STS-73	DO
7 Oct	STS-73 Land/KSC	DO
12-29 Oct	Keflavik Alerts	DO
14 - 15 Oct	Proposed UTA	CC
20 Oct	Delta Launch	DO
26 Oct	STS-74	DO
1 Nov	STS-74 Land/KSC	DO
3 Nov	Atlas Launch	DO
4 - 5 Nov	Proposed UTA	CC

23 Nov - 3 Dec	Keflavik Alert	DO
30 Nov	STS-72	DO
10 Dec	STS-72 Land/KSC	DO
2 - 3 Dec	Proposed UTA (QAFE)	CC
13 Dec	Delta Launch	DO
1996		
1-11 Feb	Keflavik Alert	DO
15 Feb	STS-75	DO
18 Feb	Delta Launch	DO
28 Feb	STS-75 Land/KSC	DO
7-17 Mar	Keflavik Alert	DO
21 Mar	STS-76	DO
27 Mar - 7 Apr	Keflavik Alert	DO
31 Mar	STS-76 Land/KSC	DO
25 Apr	STS-77	DO
4 May	STS-77 Land/KSC	DO
June	305th QAFE	CC
Nov	301st RQS	CC

FACILITIES REQUIREMENTS FOR 301 RQS

ASSUME THE 41st, 71st AND 741st LEAVE PATRICK AFB

22 March, 1995

<u>FUNCTION</u>	<u>REQ. SQ. FT</u>	<u>EXISTING BUILDING</u>	<u>SQ. FT</u>	<u>ADDITIONAL REQUIREMENTS</u>
COMMAND STAFF	10,000	BUILDING 673	5,688	INCREASE BLDG. BY 4,000 SQ. FT
OPERATIONS	26,000	BUILDING 629	14,080	INCREASE BLDG. BY 12,000 SQ. FT
HH-60 HANGER	21,000	HANGER 750	38,560	ADDITIONAL SPACE WILL HOUSE MAINT. ADMIN. AND SOME BACK SHOPS
HH-60 STORAGE		HANGER 751	24,120	PROTECTIVE STORAGE FOR HH-60 A/C
PARARESCUE	21,000	BUILDING 624	7,020	BLDG. 624 INCREASED IN SIZE BY 14,000 SQ. FT PJ STORAGE REQUIREMENT WOULD BE FILLED BY BUILDINGS 603, 605, AND 606
PJ STORAGE	6,000	BUILDING 603	2,030	
		BUILDING 605	2,532	
		BUILDING 606	1,200	
HC-130 FUEL CELL	26,000	HANGER 647	16,626	HANGER 647 DOES NOT MEET THE CURRENT ENVIRONMENTAL REQUIREMENTS AND MUST BE UPDATED OR REPLACED
HC-130 MAINT.	28,000	HANGER 630	16,677	INCREASE HANGER TO FULLY ENCLOSE AN HC-30 AIRCRAFT
ENGINE I & R	7,500	BUILDING 632	15,656	WOULD ALSO ACCOMMODATE OTHER BACK SHOPS
AGE SHOP	6,300	BUILDING 691	6,300	EXISTING FACILITY MEETS REQUIREMENT
SURVIVAL EQUIP.	8,600			NO EXISTING FACILITY. REQUIREMENT INCLUDES A 30' X 30' X 60' PARACHUTE DRYING TOWER.

NOTE: REQUIREMENTS INDICATED ABOVE ASSUME THAT CURRENT PROJECT WILL BE COMPLETED. THEY INCLUDE A GUN MAINTENANCE AND STORAGE FACILITY, AIRCRAFT RINSE RACK, FUEL TANK STORAGE FACILITY AND UPGRADING IN BUILDINGS 630 AND 632.

FACILITIES REQUIREMENTS FOR 301 RQS

ASSUME THE 41st, 71st AND 741st STAY AT PATRICK AFB

22 March, 1995

<u>FUNCTION</u>	<u>REQ. SQ. FT</u>	<u>DESCRIPTION</u>
COMMAND STAFF	10,000	BLDG. WILL HOUSE THE 301st COMMANDER AND STAFF
SQUADRON OPERATIONS	26,000	WILL ACCOMMODATE ALL OF THE FLYING OPERATION
SURVIVAL EQUIPMENT	8,600	MAINTENANCE OF SURVIVAL EQUIPMENT (INCLUDES A 30' X 30' PARACHUTE TOWER APPROXIMATELY 60' HIGH)
PARARESCUE	31,000	PROVIDES STORAGE, MAINTENANCE AND TRAINING FOR PJ's
ENGINE I & R	7,500	PROVIDES A SHOP FACILITY FOR INSPECTION & REPAIR OF ENGINES
AVIONICS	9,000	PROVIDES A SHOP FACILITY FOR REPAIR OF AVIONICS EQUIPMENT
HH-60 HANGER	21,000	PROVIDES A PROTECTED FACILITY FOR LONG TERM MAINTENANCE
HC-130 FUEL CELL HANGER	26,000	FACILITY FOR FUEL CELL WORK AND RELATED SHOPS/OFFICES
AGE SHOP	6,300	FACILITY FOR MAINTENANCE AND STORAGE OF AGE EQUIPMENT
HC-130 HANGER	28,000	PROVIDES A PROTECTED FACILITY FOR ISOCRONAL INSPECTIONS AND REPAIR. (INCLUDES MAINTENANCE ADMINISTRATIVE FUNCTIONS TO BE LOCATED ON A 12,000 SQ. FT SECOND FLOOR)

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE

March 21, 1995

MEMORANDUM FOR HIGGINBOTHAM/BRIGGS & ASSOCIATES

FROM: 301 RQS/XP
734 Spacelift Avenue
Patrick AFB, Fl 32925-3323


SUBJECT: Facilities Requirements for the 301 RQS at Patrick AFB, Fl.

1. The following Facilities Requirements were developed during an Analysis Charette aimed at returning this unit to Homestead AFB, Fl where there are no facilities available. The Architects involved in this process were Spillis Candela & Partners, Inc., 800 Douglas Entrance, Coral Gables, Fl. 33134.

<u>BUILDING</u>	<u>SQ. FT</u>	<u>FUNCTION</u>
COMMAND STAFF	10,000	BLDG. WILL HOUSE THE 301st COMMANDER AND STAFF
SQUADRON OPERATIONS	26,000	WILL ACCOMMODATE ALL OF THE FLYING OPERATION
SURVIVAL EQUIPMENT	8,600	MAINTENANCE OF SURVIVAL EQUIPMENT (INCLUDES A 30' X 30' PARACHUTE TOWER APPROXIMATELY 60' HIGH)
PARARESCUE	31,000	PROVIDES STORAGE, MAINTENANCE AND TRAINING FOR PJ's
ENGINE I & R	7,500	PROVIDES A SHOP FACILITY FOR INSPECTION & REPAIR OF ENGINES
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HC-130 HANGER	28,000	PROVIDES A PROTECTED FACILITY FOR ISOCRONAL INSPECTIONS AND REPAIR. (INCLUDES MAINTENANCE ADMINISTRATIVE FUNCTIONS TO BE LOCATED ON A 12,000 SQ. FT SECOND FLOOR)

2. This information is provided to help with the long term over all base planning for Patrick AFB, Fl. and is based on our current requirements. These requirements do not include some small projects that we currently have in work.

3. If you have additional questions, please contact me at (407) 494-5182.


PHILLIP R. HALL, GS-11
Chief of Plans

cc: 301 RQS/CC
301 RQS/DO

FOCUS? POC: BRIAN A. PIPER, (305) 663-5454.

JULY 93 - Base Realignment and Closure Commission recommends to the President to return the Air Force Reserve's back to Homestead with the 482nd Fighter Wing and the 301st Rescue Squadron.

making this decision Base on the possible mission change

President Bush rapidly approves the BRAC 93 recommendations.

Homestead Air Reserve Base is vowed from the **President** down to the **Secretary Of The Air Force** to become the "**Model Installation**" of the Air Force.

AUGUST 23, 1993 - Brigadier General John F. Harvey, Headquarters, Air Force Reserve, Director of Plans, briefs the 301st RQS at Patrick. This is what Headquarters Air Force Reserve (HQ AFRES) will make happen to keep the 301st at Patrick AFB, FL.

- . **No Temporary Facilities at Homestead AFB**
- . **Assign the 301st RQS the peacetime mission of range support and Space Shuttle Support.**
- . **PCS the 301st RQS to Patrick.**
- . **Seek a redirect from BRAC 95.**

As you can see, this plan took place and now is the meat of there justification not to return as directed by the **President, Senate, Congress and the Base Realignment and Closure Commission.**

The primary justification to keep the 301st RQS at its temporary beddown is its new **Peacetime mission**, Range Support. There estimated Return on Investment of net present value of the costs and savings over 20 years is a savings of \$15.4 million. In there recommendation it reads "Although the 301st RQS could perform this duty from the Homestead Air Reserve Station, doing so would require expensive temporary duty arrangement, extensive scheduling difficulties, and the dislocation of the unit's mission from its beddown site."

It takes the HC-130 approximately 30 minutes to fly from Homestead Air Reserve Station and for the HH-60 approximately 1.5 hours to do the same. Even with the CURRENT launch schedule (recommended soon to be reduced to 4 or 5 launches per year because of budget cuts) the saving of 1.5 million of net cost and savings is greatly misleading. Along with there estimated one-time cost to implement this recommendation of \$4.6 million (not including new facilities at Patrick AFB that will be required, which will be briefed later in this document) how can they even consider the value of the costs and savings over 20 years a savings at all, not to forget they said \$15.4 million.

Also in there IMPACT statement under economic impact, they are using Miami, Florida Primary Metropolitan Statistical Area, Homestead Air Reserve Base is located in Homestead, Florida not Miami, Florida.

By using the figures the Brevard County Citizen Airman briefed you Thursday at Patrick AFB, of an impact of 25 to 65 million in monies generated by the 301st RQS and its people in Brevard County. The communities surrounding Patrick AFB are made up of well to do folks

many of them now drawing retirement. With a withdraw of 25 to 65 million dollar out of the surrounding area at Patrick compared to the surrounding are of Homestead, this would have much, much, more of an economic impact on Homestead.

I think this covers the recommendations made, now other significant facts.

301st Rescue Squadron - MISSION

COMBAT SEARCH AND RESCUE

Not Range Support, Not Space Shuttle Support

but

COMBAT SEARCH AND RESCUE,

AND TRAINING

The training of Maintenance Personnel, Personnel and Combat Aircrews is the primary mission of the 301st Rescue Squadron. During Combat, like in South West Asia, the primary PROTECTOR of our people and our airframes is the F-16 Fighter. Currently located at Homestead under the 482nd Fighter Wing. To touch on a few benefits of being located with your counterpart are, being on scene for potential mishaps, and most importantly for completing daily training activities with our protectors.

Along with the advances of the daily interface with your counterparts the overall big difference is MONEY.....

If the 301st RQS stays at Patrick, the additional monies required to perform the mission with the additional personnel on a year to year bases from that location. Positions gained are and are not limited to: Social Actions, Legal, Finance, Budget, Total Quality Management, Military Personnel, Civilian Personnel, Travel Pay, Security Police, Training, Chaplain, etc. All these positions and more are required at Patrick, all these positions are available at Homestead currently and would be a cost savings of an amount to be briefed at a later date. Also, with this in mind, the 41st RQS and the 71st RQS are slated to leave Patrick AFB, currently awaiting money to move. When they move, the 301st RQS will be the only flying unit at Patrick AFB, so now, the Air Force Reserve not only has to maintain Homestead and all the personnel /support functions but now also Patrick AFB, i.e.... Crash Rescue, Fire Department, Security Police, maintaining the runway, parking ramps etc...all associated personnel equipment and facilities. I FEEL THIS IS THE BIGGEST COST SAVING OF ALL .

Another Substantial area is CORROSION!!!!!!!

Not being on the Brevard Citizen Airman counsel, I could not get the statics in time for this briefing but are in the process of being gathered now. An overview on this is, imagine being at Patrick AFB, doing a preflight on your airplane, look to the right, the Banana River, look to your left the Atlantic Ocean as the you see and hear the waves braking you see a fine mist of saltwater encovering your windshield, now the airplane, the engines, and now your avionics. The fact is, checking back through the history at Patrick AFB, aircraft assigned to Patrick AFB were so badly corroded some had to be shipped out in boxes. Checking with the 41st RQS / 71st RQS and now the 301st RQS is no exception. The 301st RQS airframes a corroding so fast its hard to keep up with the data.

Looking at the location of Patrick, to the left the rivers, to the right the ocean, and more ocean. No barriers stand between the flight line and the ocean to the right and rivers to the left. Look at Homestead, there is a corrosive problem there also, but minute compared to Patrick. The open Ocean is miles away, the Bahama banks separate the direct ocean from Homestead along with the local Islands of Elliott Key and Key Largo and a calm bay.

Want to apologize for not having all the numbers and data like the Brevard Citizen Airman group had, but want to remind them the information provided by that group, presented by Mr. Marzig (a full time ART) have full access to the data along with inside influence reflect the information want they want to. Want to apologize for not having the people they had but the Dade county folks working at there civilian job. Reminder, that full room up at Patrick was impressive but remove the 301st personnel and the room would have been empty.

The following is a "quick and dirty" fact sheet and narrative on our situation in response to your questions. I hope you find it useful. Call me if you have any further questions, big or small, or need clarification.

"Bobby D' "

Major Bobby D'Angelo
482nd Fighter Wing

For further information:

"Beeper" - (305)334-9429

Office (Homestead AFB): DSN791-7303 (answering machine is checked regularly)

E-Mail address: pa482@tecnet2.jcte.jcs.mil

FACT SHEET

Prior to Hurricane Andrew, Homestead AFB was home to two fully operational, combat ready fighter wings -- the 31st Fighter Wing served as the "host" unit for the base, and the 482nd Fighter Wing, Air Force Reserve, was the largest "tenant" unit. Both units flew F-16, multi-role, fighter aircraft.

Other "tenants" included the 301st Rescue Squadron (Air Force Reserve); the Det 1, 125th Fighter Interceptor Group (Florida Air National Guard); and U.S. Customs Miami Air Branch (a drug interdiction operation, relocated after Hurricane Andrew, and currently scheduled to return).

As a result of the 1993 Base Realignment and Closure Commission (BRACC) recommendation, the following Air Force units will remain assigned to Homestead AFB and form the "anchor" operation for the proposed military/civilian joint use airfield:

482nd Fighter Wing, Air Force Reserve
Homestead Air Force Base, Florida

Aircraft: F-16, multi-role fighter aircraft

Notes:

The 482nd Fighter Wing has two subordinate flying squadrons:

1. The 93rd Fighter Squadron "Makos" at Homestead AFB, Florida
2. The 89th Fighter Squadron "Rhinos" at Wright-Patterson AFB, Ohio

Each squadron possesses approximately twenty F-16 aircraft

Mission:

The mission of the 482nd Fighter Wing is to train and equip reservists to respond to wartime and peacetime taskings as directed by higher headquarters.

The wing specifically trains for:

- mobility
- deployment
- employment

Recap:

On August 24, 1992 -- Hurricane Andrew day -- approximately half the aircraft belonging to the 93rd Fighter Squadron at Homestead AFB were deployed on a training exercise to Aviano Air Base near Venice, Italy -- along with approximately 300 Air Force Reserve personnel. Most of these reservists returned to devastated homes and highly stressed families.

The rest of the 482nd FW aircraft were evacuated on Sunday, August 23, to the usual "hurri-vac base" -- Robbins AFB near Warner-Robbins, GA.

Two aircraft, which were down for routine maintenance, could not be flown out -- and remained in a hanger at Homestead AFB. Remarkably, they were virtually undamaged by the storm. Both are currently flying.

Upon their return from Italy, all of the Homestead assigned aircraft belonging to the 93rd Fighter Squadron -- including those evacuated to Georgia -- were assembled under the care of the other 482nd Fighter Wing operation at Wright-Patterson AFB near Dayton, Ohio. The unit conducted temporary flying operations out of Wright-Patterson AFB for several months to maintain combat readiness.

The 93rd Fighter Squadron and its supporting maintenance units, along with the 482nd Fighter Wing headquarters and administrative support units, were temporarily assigned to MacDill AFB in March 1993 -- pending the outcome of the Base Realignment and Closure Commission (BRACC) recommendation concerning Homestead AFB.

The 301st Rescue Squadron, Air Force Reserve
Homestead AFB, Florida

Aircraft: H-60 "Pave Hawk" (combat-rescue configured "Black Hawk" helicopter)

C-130 "Hercules" (configured for rescue operations and in flight refueling of helicopters)

Recap:

After "hurri-vac" to Lakeland, Florida, the 301st RQS quickly returned to south Florida and set up emergency operations at the devastated Kendall-Tamiami Airport. Along with the U.S. Coast Guard, they provided the only emergency medical rescue capability in south Dade County -- due to the complete destruction of the Dade County air rescue operation resulting from Hurricane Andrew. In some cases, helicopter rescue by trained Air Force Reserve paramedics meant the difference between life and death -- since many of the roads in the southern end of Dade County were impassable and could not be used by ambulances.

When the emergency passed, the 301st RQS was temporarily reassigned to Patrick AFB near Cocoa Beach, Florida -- pending the release of the BRACC recommendation regarding Homestead AFB.

Detachment 1, 125th Fighter Interceptor Group,
Florida Air National Guard
Homestead AFB, FL

Aircraft: F-16 air defense intercept aircraft

Recap:

Prior to Hurricane Andrew, this unit was responsible for the "scramble" response air defense operation at Homestead AFB. As a result of damage to their facilities caused by Hurricane Andrew, they have been operating from the Naval Air Station Boca Chica at Key West, Florida.

The 1993 BRACC recommended that Homestead AFB be realigned as a joint military-civilian use airfield, and that the 482nd Fighter Wing and 301st Rescue Squadron, Air Force Reserve; and the Florida Air National Guard alert operation be returned.

- more -

"We are basically canceling the [MacDill] redirect by affirmative vote on the Johnson Amendment -- which I think is a good one."

"I think those people that have been there feel that this motion is reasonable, it's affordable, it makes sense. It's not exactly what the Air Force wanted -- but that hasn't stopped us earlier today."

-- Mr. Jim Courter, BRACC Chairman

"On the motion to reject the Secretary's recommendation and to realign Homestead Air Force Base -- the vote is seven in favor, zero opposed -- the motion passes."

-- Base Realignment and Closure Commission

THE "PRESENT"

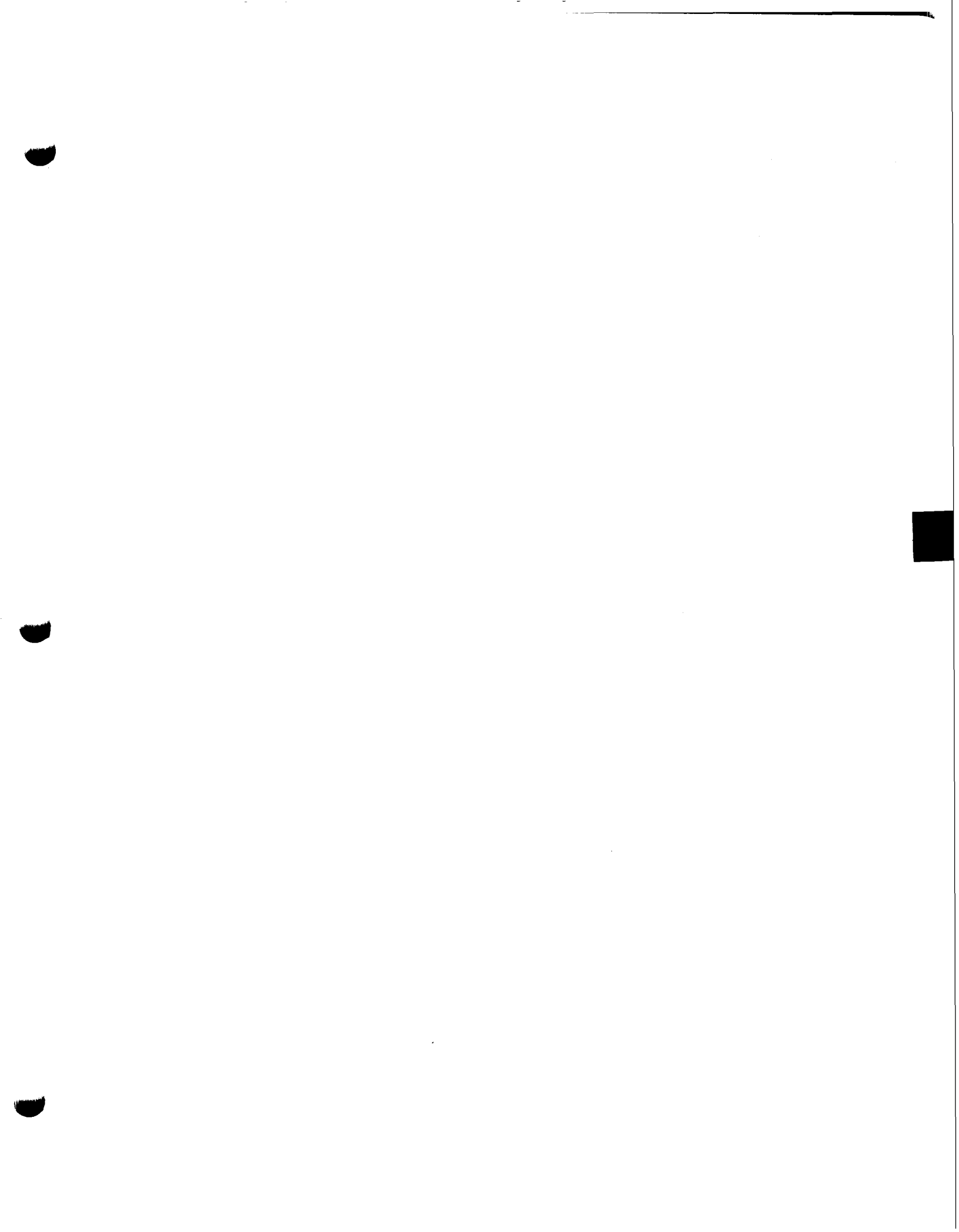
Until the BRAC Commission announcement regarding Homestead AFB, the only mission here was "cleanup, salvage, and make safe". That continues, but with the following specific goals:

1. Restoring the facilities, inside a designated cantonment area, required to support the returning flying operations -- with initial emphasis on the planned 482nd Fighter Wing return from MacDill AFB by 1 April 94.
2. Prepare the rest of the base environmentally for eventual transfer - - via the Air Force Base Conversion Agency (BCA) -- to various Dade County, Florida authorities.

THE "FUTURE"

The Greater Miami/Dade County community has plans for a joint use military/civilian airfield as well as the reuse of various Homestead AFB facilities for Dade County Parks and Recreation and other community and private business enterprises.

On 1 April 1994, approximately one third of the former Homestead AFB will remain a military installation as "Homestead Air Reserve Station". The rest of the property will revert to the Air Force Base Conversion Agency for eventual transfer to Dade County, Florida and other lawfully designated organizations.





DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC

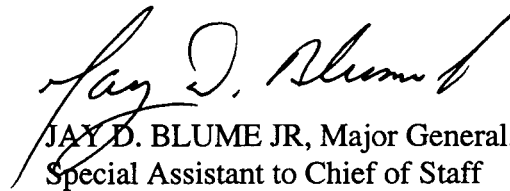
20 JUN 1995

MEMORANDUM FOR BASE CLOSURE COMMISSION (Mr Frank Cirillo)

FROM: HQ USAF/RT
1670 Air Force Pentagon
Washington, DC 20330-1670

SUBJECT: Additional Information on the 726th Air Control Squadron (ACS) Redirect

A question has been raised concerning the impact of the Idaho Range proposal cancellation on the redirect of the 726 ACS. Basically, the status of the Idaho Range has no effect on this redirect. The training opportunities at Mountain Home, in the existing Owyhee MOA, Saylor Creek Range and Paradise MOA, will allow the 726th to maintain full combat ready status. The reduced training opportunities at Shaw has affected the readiness of the unit and required additional cost to maintain status. The Air Force still strongly supports this redirect. We hope this information is useful for your analysis.


JAY D. BLUME JR, Major General, USAF
Special Assistant to Chief of Staff
for Realignment and Transition



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC

180
950612-10

15 JUN 1995

HQ USAF/RT
1670 Air Force Pentagon
Washington, DC 20330-1670

Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Cirillo

Attached are the answers to the inquiries in your June 12, 1995 letter.

We trust this information is useful for your analysis.

Sincerely

A handwritten signature in cursive script, reading "Jay D. Blume, Jr.", is positioned above the typed name.

JAY D. BLUME, Jr.

Major General, USAF

Special Assistant to the Chief of Staff
for Base Realignment and Transition

Attachment:

1. Question and Answers

Question: The following are the Air Force comments on the City of Sumter briefing on the redirect of the 726th ACS:

ANSWER:

The Main tenet for the redirect of the 726th ACS is to locate the unit where it can employ and train to its fullest operational capability. The full military value of this unit is not being realized at Shaw AFB due to poor radar coverage and lack of viable training opportunities. Relocating the 726 ACS to a base that could provide better coverage capabilities and assets is critical. The Air Force goal also seeks to relocate the unit to a location that provides for future growth while affording the capability to maintain and improve the unit's combat rating. Mountain Home AFB meets these requirements.

SPECIFIC RESPONSES

Para II b: The community referenced the current fixes being used to overcome the training problems at Shaw AFB. While the current arrangement has partially improved radar coverage of the training airspace, the situation remains less than optimum, and would not be encountered at Mountain Home AFB.

Para II c: The BRAC COBRA model does show the 726 ACS as a full up ACS unit. The Theater Air Control System (TACS) has been undergoing force structure changes to meet the current threat scenario by providing fully combat ready units correctly sized. A program change request was being worked when the Air Force submitted its recommendation on 1 Mar 95. During the site survey process the final refined ACS force structure was used and the smaller ACS unit relocation to Mountain Home AFB was costed. The supposition is correct that downsizing the unit at Shaw AFB would also produce some savings from possible MILCON reductions.

Para II d: The unit was relocated to Shaw AFB as a result of Hurricane Andrew. Shaw AFB was selected initially for its proximity to Homestead and training opportunities with the existing flying wing. Operational deficiencies were identified early in the beddown at Shaw AFB and efforts were begun to correct them. Site activation task force visits to Shaw AFB identified areas that required additional effort if adequate unit training was to be maintained. Options were worked, but training was degraded.

Para II d: In respect to war plans ACS units are part of the Ground Theater Air Control System and are normally deployed separately from flying units which may be stationed at the same base.

Para III A1/2: The mentioned fixes to the training problems are not permanent, but locally generated short-term solutions. Funding for any permanent solutions is not currently available. Although the radio problems can be resolved; the difficulties in remoting radar video do not seem surmountable. The proposed solution would provide no real time radar returns only symbology. Utility of controlling actual aircraft during live fire exercises using only symbology has not been validated.

Para III A4: The benefit from the various types of aircraft in the Shaw AFB area is not valid. For example, intercepts are not conducted with C-130s. Live Fire Exercise type events are available at Mountain Home AFB on a daily basis, and simply provides superior training environment. Shaw AFB is limited to local training of relatively high altitude intercept/air combat and dissimilar air combat training. At Mountain Home AFB the training is not limited to certain altitudes or types of flights. Shaw AFB does provide many good sorties but to state this base has more or better than any other base is incorrect. Better training would be experienced at Mountain Home AFB.

The BRAC 93 recommendation placed the 726 ACS at Shaw AFB expecting to resolve the beddown and radar deficiencies. It is now apparent training is degraded at Shaw AFB and combat readiness is affected. Mountain Home AFB will not experience these problems thanks to accessible overland ranges and airspace. This redirect offers us the opportunity to better align the 726 ACS to ensure the unit has the best training opportunities and ensure the unit maintains its full operational combat status.

Question: Reference the ICBM force structure and the North Dakota Congressional concerns with the issue of the disparity between the Nuclear Policy Review and the programmed force structure:

ANSWER:

This question was resolved via telecon between Commission Staffer Dave Olsen and HQ USAF representative Lt Col Curry. Per that discussion this question has been withdrawn by your office.

Question: What plans does the Air Force have for the Titan 1 missile hangar that presently houses Detachment 1, Space systems Support Group, at Lowry AFB?

ANSWER:

Detachment 1 Space systems Support Group, at Lowry AFB currently occupies building P1432 and utilizes two dormitories P405 and P406. They plan to vacate these buildings by 31 Sep 98. At that time the buildings may become available for reuse through the proper channels and coordinated by the Air Force Base Conversion Agency.

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950619-14

FROM: SPRATT, JOHN M. REP (SC)	TO: CIRILLO, FRANK A. TITLE: AF TEAM LEADER
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: SHAW AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER ROBLES	✓		
				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

REQUESTING DBCRC RETAIN 726TH ACS AT SHAW AFB

~~Marshall~~ See CeG P6 nscr ON RESPONSE to THIS INSURE ON ISSUES chart

950621 Routing Date: 950619 Date Originated: 950616 Mail Date: 9/20

JOHN M. SPRATT, JR.
5th DISTRICT, SOUTH CAROLINA

1538 LONGWORTH BUILDING
WASHINGTON, D.C. 20515
(7) 226-5601

Congress of the United States

House of Representatives

Washington, D.C. 20515

June 16, 1995



COMMITTEES:

ARMED SERVICES

GOVERNMENT OPERATIONS

DISTRICT OFFICES

FEDERAL BUILDING
BOX 350
ROCK HILL, SOUTH CAROLINA 29731
(803) 327-1114

38 E. CALHOUN STREET
SUMTER, SOUTH CAROLINA 29150
(803) 773-3362

58 PUBLIC SQUARE
BOX 25
DARLINGTON, SOUTH CAROLINA 29532
(803) 393-3968

Mr. Frank A. Cirillo, Jr.
Air Force Team Leader
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209

Please refer to this number
when responding 950619-14

Dear Mr. Cirillo:

Enclosed please find a report I recently received from the Sumter Base Defense Committee reassessing the BRAC 1995 recommendation to redirect the 726th Air Control Squadron (ACS). I think you will find their analysis to be a good argument for not relocating the ACS from Shaw AFB, SC to Mountain Home AFB, ID. Furthermore, the Air Force has decided not to establish a large training range near Mountain Home AFB, which was the underlying rationale for their proposed redirect. I would be interested in hearing your thoughts on the matter when you get a chance, and would appreciate it if you would pass this report to appropriate members on the commission.))

The Sumter Base Defense Commission's analysis indicates that the Air Force incorrectly ran BRAC 95 COBRA computations comparing MILCON requirements for a squadron against an element size unit. In the proposed force structure for FY 1996, the 726th ACS will be reduced to an Air Control element. The estimated MILCON cost for a element size unit building is \$5 million (\$3.5 million less than a squadron building). Therefore the COBRA analysis for relocation of the 726th ACS represents an erroneous conclusion.))

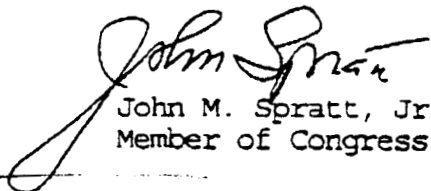
In addition, much of the operational requirement rationale used by the Air Force was based on incomplete inputs from when the 726th ACS was in temporary assignment status. Once the 726th ACS was permanently assigned to the 363rd Fighter Wing [now the 20th Fighter Wing] to support the wing's mission in the Southwest Asia region, the unit has been able to maintain a combat ready status.))

The 726th ACS currently has the capability to provide radar coverage of local training areas from Shaw, AFB. The element can illuminate significant portions of Warning Areas 177 and 161 above FL 130 to the limits of its radar coverage. In an effort to improve their capability, the 726th ACS developed an HQ/ACC-approved plan to link Jedburg, SC FAA radar coverage to Shaw AFB, thus expanding the radar coverage below FL 130. HQ/ACC directed the plan be held in abeyance until the 1995 BRAC process is completed. To fully evaluate the 726th ACS capabilities, the HQ/ACC-approved plan should be considered.))

June 16, 1995
Page 2

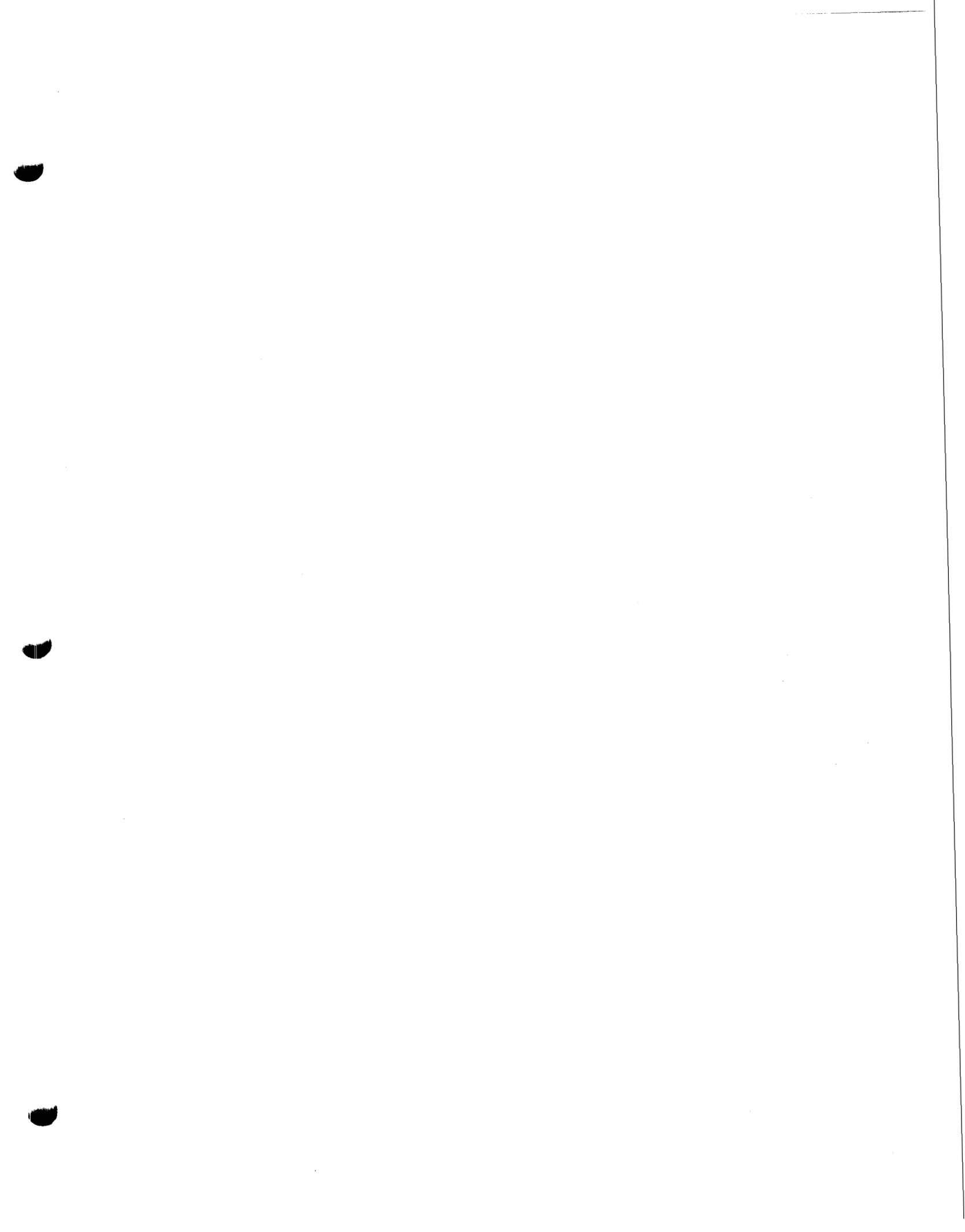
In summary, I believe you will find that the conclusions of the Sumter Base Closure Committee to retain the 726th ACS at Shaw AFB to be sound. Significant cost savings could be realized if the 726th ACS was evaluated as an element and remained at Shaw AFB. Thank you for your kind attention to this matter, and I look forward to hearing your thoughts on this report.

Respectfully,



John M. Spratt, Jr.
Member of Congress

JMSj: td
Enclosure

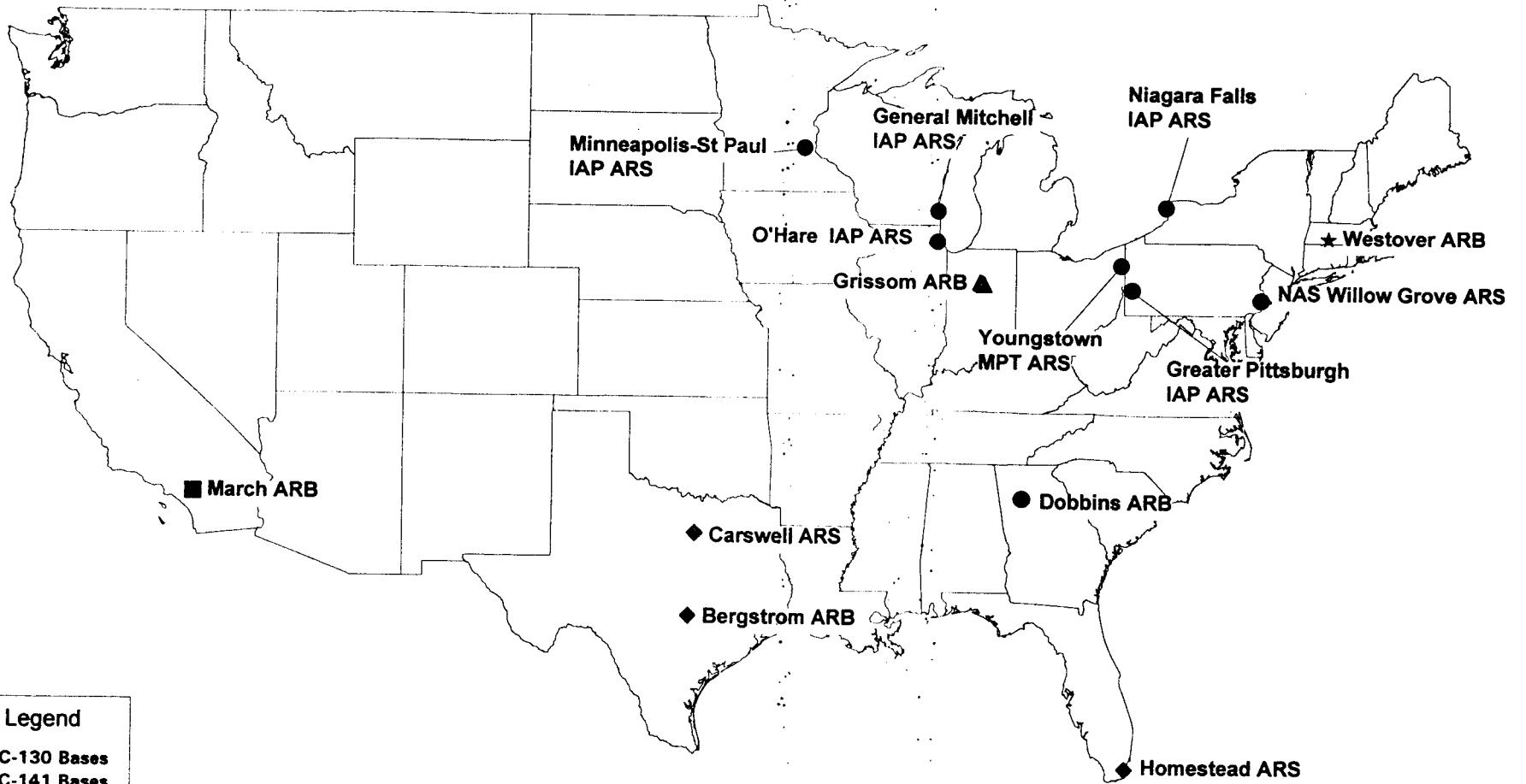


AIR FORCE
CATEGORY: AIR FORCE RESERVE BASES

Bergstrom ARB, TX	(C)	March ARB, CA	
<i>Carswell ARB, TX</i>	<i>(*)</i>	<i>Minneapolis-St. Paul IAP ARS, MN</i>	<i>(*)</i>
Dobbins ARB, GA		NAS Willow Grove ARS, PA	
<i>Gen Mitchell IAP ARS, WI</i>	<i>(*)</i>	<i>Niagara Falls IAP ARS, NY</i>	<i>(*)</i>
Greater Pittsburgh IAP ARS, PA	(C)	<i>O'Hare IAP ARS, IL</i>	<i>(*)</i>
Grissom ARB, IN		Westover ARB, MA	
<i>Homestead ARS, FL</i>	<i>(R)(*)</i>	<i>Youngstown-Warren MPT ARS, OH</i>	<i>(*)</i>

(R) = DoD recommendation for realignment
(C) = DoD recommendation for closure
(*) = *Candidate for further consideration*

Air Force Base Bases



- Legend**
- C-130 Bases
 - C-141 Bases
 - ★ C-5 Bases
 - ◆ F-16 Bases
 - ▲ KC-135 Bases

18

AIR FORCE RESERVE: F-16 BASES

TIER	INSTALLATION	
N/A	Bergstrom ARB, TX	(C)
N/A	Carswell ARB, TX	(*)
N/A	Homestead ARB, FL	(R)(*)

(C) = DoD recommendation for closure

(R) = DoD recommendation for realignment

(*) = Candidate for further consideration

BASE ANALYSIS
CATEGORY: AIR FORCE RESERVE (F-16)

DOD RECOMMENDATION: Close Bergstrom, relocate 10th Air Force to Carswell ARB (NAS Fort Worth)

FOR CONSIDERATION: Study Homestead and Carswell ARBs **FOR CLOSURE.**

CRITERIA	BERGSTROM, TX (C)	HOMESTEAD, FL (R) (*)	CARSWELL, TX (*)
AIR FORCE TIERING	N/A	N/A	N/A
BCEG RANK	N/A	N/A	N/A
FORCE STRUCTURE	15 F-16C/D	15 F-16A/B	18 F-16C/D
ONE-TIME COSTS (\$ M)	13.0	12.6	7.9
ANNUAL SAVINGS (\$ M)	18.4	17.3	13.2
RETURN ON INVESTMENT	Immediate	1 Year	1 Year
BASE OPERATING BUDGET (\$ M)	9.2	9.1	5.4
PERSONNEL ELIMINATED (MIL/CIV)	0/263	0/247	0/219
PERSONNEL REALIGNED (MIL/CIV)	0/94	0/127	0/0
ECONOMIC IMPACT (BRAC95/CUM)	0.1%/0.3%	0.1%/0.1%	0.1%/0.1%
ENVIRONMENTAL	None	Asbestos/Flood Plain	None

(C) = DoD recommendation for closure

(R) = DoD recommendation for realignment

(*) = Candidate for further consideration

20

BERGSTROM ARB DECISIONS
CATEGORY: AIR FORCE RESERVE (F-16) BASES

1991 COMMISSION REPORT:

“Therefore, the Commission recommends that Bergstrom Air Force Base close and that the assigned RF-4 aircraft retire...The Air Force Reserve units shall remain in a cantonment area if the base is converted to a civilian airport. If no decision on a civilian airport is reached by June 1993, the Reserve units will be redistributed.”

1993 COMMISSION REPORT:

“Therefore, the Commission recommends the following: Bergstrom cantonment area will remain open and the 704th Fighter Squadron (AFRES) with its F-16 aircraft and the 924th Fighter Group (AFRES) support units remain at the Bergstrom cantonment area until at least the end of 1996.”

AF-105

BERGSTROM ARB COMMUNITY ISSUES

CATEGORY: AIR FORCE RESERVE (F-16)

COMMITMENTS

- US GOVERNMENT
- '91 AND '93 COMMISSIONS
- CITY OF AUSTIN

ANNUAL SAVINGS INFLATED

- AIR FORCE COBRA: \$19.0 M
 - ASSUMES FY 94 COSTS ARE STEADY STATE
 - REMEDIATION DELAYS
- STAFF ANALYSIS: \$14.1 M
 - AUSTIN ASSUMES RESPONSIBILITY FOR AIRPORT (SEP 96)
 - ARB MOVES INTO CANTONMENT AREA (90% LAND AREA REDUCTION)
 - BOS/PERSONNEL REDUCTIONS

MILITARY VALUE

- CONSTRUCTED AS SAC BASE
 - RAMP AND HANGAR SPACE ADEQUATE FOR ONE KC-135 AND TWO F-16 SQUADRONS
 - 12,000 X 300 FT RUNWAY (2ND RUNWAY PLANNED)
- JOINT TRAINING ENHANCED: PROXIMITY TO FORT HOOD
- UNENCROACHED AIRFIELD

AF-106

BASE ANALYSIS
CATEGORY: AIR FORCE RESERVE (F-16)

MAJOR ISSUES	BERGSTROM, TX (C)	HOMESTEAD, FL (R) (*)	CARSWELL, TX (*)
COMMITMENTS	1993 Retention of Reserve	1993 Retention of Reserve	N/A
INFLATED SAVINGS	Yes	N/A	N/A
20-YEAR NPV (\$ M)	256.9	228.6	177.9
MANNING	99.6%	90.3%	95.1%
GROUND ENCROACHMENT INCOMPATIBILITY	0%	29%	33% - 50%

(C) = DoD recommendation for closure
(R) = DoD recommendation for realignment
(*) = *Candidate for further consideration*

AF-107

BASE ANALYSIS
CATEGORY: AIR FORCE RESERVE (F-16)

DOD RECOMMENDATION: Close Bergstrom, relocate 10th Air Force to Carswell ARB (NAS Fort Worth).
FOR CONSIDERATION: Study Homestead and Carswell **FOR CLOSURE** and **RELOCATION** of AFRES units.

CRITERIA	BERGSTROM, TX (C) Closure	HOMESTEAD, FL (R) (*) Closure and Relocation (MacDill)	CARSWELL, TX (*) Closure and Relocation (Bergstrom)
AIR FORCE TIERING	N/A	N/A	N/A
BCEG RANK	N/A	N/A	N/A
FORCE STRUCTURE	15 F-16C/D	15 F-16A/B	18 F-16C/D
ONE-TIME COSTS (\$ M)	13.0	24.2	18.5
ANNUAL SAVINGS (\$ M)	18.4	8.0	10.1
RETURN ON INVESTMENT	Immediate	4 Years	2 Years
BASE OPERATING BUDGET (\$ M)	9.2	9.1	5.4
PERSONNEL ELIMINATED (MIL/CIV)	0/263	0/0	0/169
PERSONNEL REALIGNMENT (MIL/CIV)	0/94	0/584	0/260
ECONOMIC IMPACT (BRAC95/CUM)	0.1%/0.3%	0.1%/0.1%	0.1%/0.1%
ENVIRONMENTAL	None	Asbestos/Flood Plain	None

(C) = DoD recommendation for closure
(R) = DoD recommendation for realignment
(*) = Candidate for further consideration

RF-212

UNCLASSIFIED

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

OVERALL

Mission (Flying) Requirements

Facilities and Infrastructure

Contingency and Mobility

Costs and Manpower Implications

Return on Investment

Economic Impact

Community

Environmental Impact

Base Name	I.1	II	III	IV	V	VI	VII	VIII
Bergstrom ARB	Yellow -	Yellow	Yellow +	34/84	2	1,513 (0.3%)*	Green -	Green
Carswell AFB	Yellow	Yellow +	Yellow	26/55	Never	975 (0.1%)	Green -	Green
Dobbins ARB	Yellow +	Green -	Yellow	20/-110	3	10,774 (0.6%)	Green -	Green -
Gen Mitchell IAP ARS	Yellow +	Yellow	Yellow	13/-124	1	629 (0.1%)	Green -	Green -
Greater Pittsburgh IAP ARS	Green -	Yellow +	Yellow	14/-138	1	701 (0.1%)	Green -	Green -
Grisson AFB	Yellow +	Yellow +	Yellow	81/-161	5	3,757 (4.3%)*	Green -	Yellow +
Homestead ARB	Yellow +	Yellow +	Yellow	8/-194	0	693 (0.1%)*	Green -	Yellow
March ARB	Yellow +	Yellow	Green -	184/-212	7	18,772 (1.8%)*	Green -	Yellow -
Minneapolis-St Paul IAP ARS	Yellow +	Green -	Yellow -	14/-119	2	1,111 (0.1%)*	Green -	Yellow +
NAS Willow Grove ARS	Yellow +	Yellow	Yellow	12/-60	3	26,933 (1.0%)*	Green -	Green -
Niagara Falls IAP ARS	Yellow +	Yellow +	Yellow	14/115	1	1,039 (1.1%)*	Green -	Yellow +
O'Hare IAP, ARS	Green -	Yellow +	Yellow	14/-152	1	4,584 (0.1%)*	Green -	Green -
Westover ARB	Green -	Yellow	Green -	149/190	7	2,268 (0.8%)*	Green -	Yellow +
Youngstown-Warren MIPT ARS	Yellow +	Yellow +	Yellow -	13/-107	2	1,193 (0.5%)	Green -	Green -

UNCLASSIFIED

RF-226

Merrill

DEPARTMENT OF THE AIR FORCE

PRESENTATION TO
THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

17 JUNE 1993

SUBJECT: AIR FORCE TESTIMONY IN SUPPORT OF DEPARTMENT OF DEFENSE
BASE CLOSURE RECOMMENDATIONS

STATEMENT OF: MR. JAMES F. BOATRIGHT
DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE
(INSTALLATIONS)

NOT FOR PUBLICATION UNTIL RELEASED
BY THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

The 482nd is not moving from Homestead to MacDill just to operate the airport.

Homestead is recommended for closure in no small part because of the overwhelming cost of rebuilding. MacDill was clearly the best location in the area to beddown the 482nd, and we needed more tankers in the Southeast. It is a much more cost-effective location, especially with the Department of Commerce operating the airfield, than Homestead is, or is likely to be for many years.

Homestead Air Force Base. The Air Force reviewed Team Miami's presentation to the Commission. Team Miami is an advocacy group with the goal of returning Reserve units to Homestead AFB. Its presentation includes several errors, and is based on a number of faulty assumptions. Errors range from misidentifying bombing ranges to claiming inaccurate cost savings/operating expenses at Homestead and MacDill Air Force Bases. As a result, Team Miami's position on AFRES operating costs is wrong. It will cost the Air Force much more to operate from Homestead than MacDill. Their argument does not withstand scrutiny when compared to the Air Force closure process analysis.

Bergstrom AFB, Texas. The Secretary of Defense recommended transfer of the 924th Fighter Group (AFRES) from Bergstrom AFB, Texas, to Carswell AFB, Texas. The Austin community has forwarded a report to the Commission espousing the consolidation of the Air Force Reserve's 301st Fighter Wing, currently located at Carswell, with the 924th Fighter Group at Bergstrom. This community plan would be in place of the DoD's proposal to consolidate the 924th Fighter Group with other Reserve and Guard units at Carswell. The

community's proposal to relocate the 301st Fighter Wing cannot be considered under current law, since the Secretary of Defense did not recommend Carswell for realignment and the Commission did not include it on the list of additional bases to be studied. Retaining the 924th Fighter Group alone at Bergstrom would require greater MILCON expenditures than the entire cost of consolidating both units at Carswell. It would also forego millions in annual recurring savings from consolidation at Carswell.

The proposed consolidation at Carswell AFB has full DoD, Carswell community, and FAA support. It will provide unique opportunities for training and efficiencies and is cost and operationally effective. We are satisfied that there is room at Carswell for both units and for activities proposed by other services to be relocated there.

CONCLUSION

Since March 15th, we have been inundated by the Commission, Congress, and the public with an overwhelming number of requests for data and further clarification of the rationale for our closure and realignment recommendations. Although this has kept many of us extremely busy, I firmly believe that this scrutiny is important and that the process should be as open and public as possible.

I would not suggest that the process of arriving at recommendations is totally quantifiable, because it isn't. The Secretary chartered the BCEG, a group of experienced

**AIR FORCE
CATEGORY: AIR FORCE RESERVE BASES**

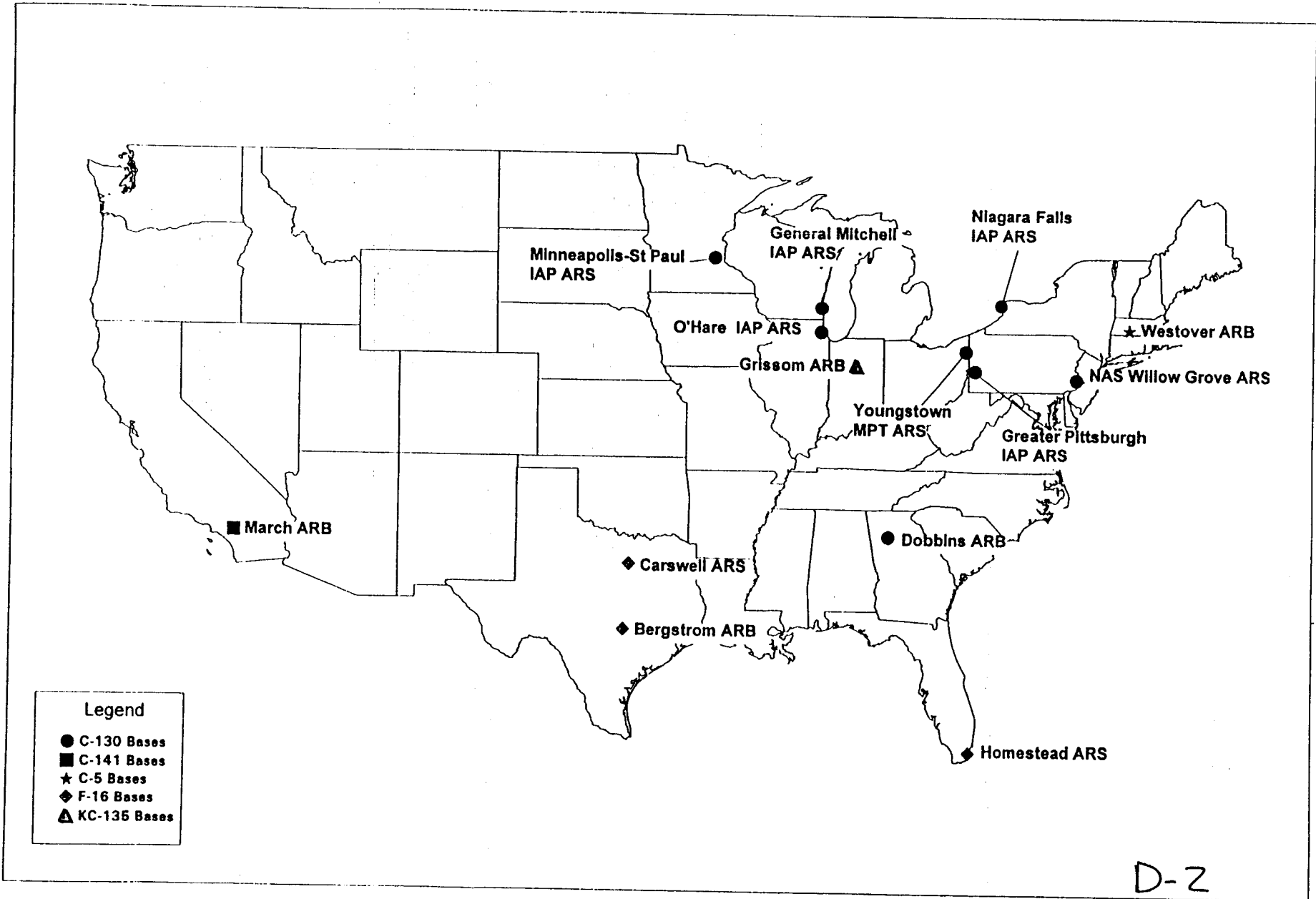
Beltsville ARB, TX	(C)	March ARB, CA
Carrville ARB, TX	(*)	Minneapolis AFB ARS, MN
Dobbins ARB, GA		NAS Willow Grove ARS, PA
Gen Mitchell AFB ARS, WI	(C)	Wright-Patterson AFB ARS, OH
Greater Pittsburgh AFB ARS, PA	(C)	Offutt AFB ARS, NE
Grissom ARB, IN		Westover ARB, MA
Holmes AFB ARS, FL	(R)(C)	Youngstown AFB ARS, OH

(R) = DoD recommendation for realignment

(C) = DoD recommendation for closure

(*) = Commissioner add for further consideration

Air Force Reserve Bases



Air Force Reserve F-16 Capacity

- **Base Closure Executive Group Minutes**
 - **Excess of two F-16 Bases**
 - **SECAF recommended one**
- **Air Force Concerns with two closures**
 - **Demographics and recruiting**
 - **Community visibility**
 - **Combat readiness**
 - **Peacetime operational capability**
- **Air Force Secretary supports recommendation**

AIR FORCE RESERVE: F-16 BASES

TIER	INSTALLATION
N/A	Bergstrom ARB, TX (C)
N/A	Carlisle ARB, TX (C)
N/A	Holloman ARB, TN (R)(C)

- (R) = DoD recommendation for realignment
- (C) = DoD recommendation for closure
- (*) = *Commissioner add for further consideration*

BASE ANALYSIS

DOD RECOMMENDATION: Close Bergstrom ARB; transfer Headquarters, 10th Air Force (AFRES) to Naval Air Station Fort Worth Joint Reserve Base, Texas.

COMMISSIONER ADD FOR CONSIDERATION: Study Carswell ARS and Homestead ARB **FOR CLOSURE** as ADDITIONS or SUBSTITUTIONS for Bergstrom ARB to reduce infrastructure costs.

CRITERIA	BERGSTROM ARB (C)	CARSWELL ARS (*)	HOMESTEAD ARB (*)
FORCE STRUCTURE	15 F-16C/D	15 F-16C/D	15 F-16A/B
ONE-TIME COSTS (\$ M)	17.4	7.9	12.6
ANNUAL SAVINGS (\$ M)	17.8	13.2	17.3
RETURN ON INVESTMENT	1997 (Immediate)	1998 (1 Year)	1998 (1 Year)
NET PRESENT VALUE	243.9	177.9	228.6
BASE OPERATING BUDGET (\$ M)	9.2	5.4	9.1
PERSONNEL ELIMINATED (MIL / CIV)	0 / 263	0 / 219	0 / 247
PERSONNEL REALIGNED (MIL / CIV)	0 / 103	0 / 0	0 / 127
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.1% / -0.1%	-0.1% / -0.1%	-0.2% / -0.2%
ENVIRONMENTAL	None	Asbestos	Asbestos/Flood Plain

(C) = DoD recommendation for closure

(*) = Commission add for further consideration

ISSUES REVIEWED
Bergstrom Air Reserve Base

Commitments	Recruiting
Reserve F-16 Force Structure Reductions	Community Support
Total Base Closure	Tenants
Costs	

ISSUES

Bergstrom Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Commitments	Keep Reserve unit in place until September 30, 1996	91: Airport decision by Jun 93, then Reserve unit will remain 93: Honor 91 commitment if airport economically viable by 96 Austin: approved \$400 million referendum to keep Reserve unit, control of airport by 96 (cargo), two airports until 98	Austin obligating local taxpayer funds to honor commitment Commitment conditional on Air Force drawdown requirements
Reserve F-16 Force Structure Reductions	Reserve must drawdown two F-16 squadrons Deactivation of 924th FW achieves drawdown objectives	More cost effective to deactivate Carswell or Homestead units Conversion actions alone can achieve drawdown objectives	Force structure reduction can be achieved by closure or conversion Closure is cost, not drawdown issue
Total Base Closure	924th FW deactivation achieves greatest savings in category	Commitments from Air Force, 91 and 93 Commissions, and Austin community to keep Reserve unit	Deactivation permits complete closure of an installation Transfer of Hq 10th AF (AFRES) to NAS Fort Worth JRB required 91/93 commitments conditioned on drawdown requirements
Costs	Air Force used FY 1994 cost data projected to 97/4	Air Force compiled base operations support costs unfairly for entire 3000 acre base Austin assumes control of airport in 96, no credit for reductions	Environmental cleanup delays Airport development involves no detrimental reliance on Air Force commitment

D-7

BERGSTROM ARB DECISIONS
CATEGORY: AIR FORCE RESERVE (F-16) BASES

1991 COMMISSION REPORT:

“Therefore, the Commission recommends that Bergstrom Air Force Base close and that the assigned RF-4 aircraft retire...The Air Force Reserve units shall remain in a cantonment area if the base is converted to a civilian airport. If no decision on a civilian airport is reached by June 1993, the Reserve units will be redistributed.”

1993 COMMISSION REPORT:

“Therefore, the Commission recommends the following: Bergstrom cantonment area will remain open and the 704th Fighter Squadron (AFRES) with its F-16 aircraft and the 924th Fighter Group (AFRES) support units remain at the Bergstrom cantonment area until at least the end of 1996.”

ISSUES

301st Fighter Wing, Carswell Air Reserve Station, Naval Air Station Fort Worth Joint Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
<p>Number of Closures</p>	<p>Recruiting, readiness risks for Air Force Total Force strategy if more than one Reserve F-16 base closes</p> <p>Excess capacity in Reserve F-16 category intentional</p> <p>Retain Carswell and Homestead for operational and demographic reasons regardless of disposition of Bergstrom</p>	<p>Deactivation of 301st FW/Carswell is force structure, not cost, issue</p> <p>Complete closure and immediate payback by closing Bergstrom and moving Hq 10th AF (AFRES) to NAS Fort Worth JRB</p>	<p>Reserve F-16 category excess capacity intentional--squadrons dispersed to increase recruiting potential</p> <p>NAS Fort Worth JRB provides joint training opportunities and best demographics in category</p> <p>Deactivation of 301st FW/Carswell is force structure, not cost, issue</p>
<p>Joint Reserve Base Concept</p>	<p>301st FW imperative to concept</p> <p>Unit deactivation would cause disruption and delay of joint training opportunities, cost effectiveness</p>	<p>NAS Fort Worth JRB is BRAC 91 and 93 success</p> <p>301st FW cornerstone unit to NAS Fort Worth JRB</p>	<p>NAS Fort Worth JRB is DoD model for joint use</p> <p>Joint training, staging, and deployment opportunities</p> <p>JRB achieves cost efficiencies</p>

ISSUES

301st Fighter Wing, Carswell Air Reserve Station, Naval Air Station Fort Worth Joint Reserve Base

(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Carswell vs. Bergstrom Closure Costs Comparison	Carswell closure provides minimal base closure savings	Carswell: \$7.9M plus \$13.0 MILCON <u>not</u> avoided at Bergstrom = \$20.9M Bergstrom: \$17.4 minus \$13.0 MILCON <u>avoided</u> at Bergstrom = \$4.4M Navy incurs \$1.2M in overhead support cost if 301st FW deactivates	Agree with community

D-10

ISSUES REVIEWED
Homestead Air Reserve Base

Air Force Reserve F-16 Force Structure Reductions	Recruiting
Total Base Closure	Economic Impact
Commitments	
Operational Location	
Range Access	

ISSUES
Homestead Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Reserve F-16 Force Structure Reductions	Reserve must drawdown two F-16 squadrons Deactivation of 924th FW/Bergstrom achieves drawdown objectives	More cost effective to deactivate 924th FW/Bergstrom	Force structure reduction can be achieved by closure or conversion Closure is cost, not drawdown issue
Total Base Closure	924th FW/Bergstrom deactivation achieves greatest savings in category No military construction cost-avoidance at Homestead	93 Commission directed return of 301st Rescue Squadron and 482nd Fighter Wing to Homestead	Deactivation permits complete closure of an installation Cost-avoidance is in recurring savings only
Commitments	DoD honoring 93 Commission recommendation	Model reuse plan developed in response to 93 Commission recommendation Agreement between Dade County and Base Conversion Agency for \$1.4 million in annual operating subsidies	Federal government and 93 Commission commitment to Homestead Congress committed \$88 million in FY 1992 supplemental appropriation for economic recovery of south Dade County--will be spent despite Homestead closure

D-12

ISSUES
Homestead Air Reserve Base
(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Strategic Location	Strategic geographic location as well-positioned staging area for Caribbean and Latin American contingencies Supports CINCSOUTHCOM and CINCACOM operations	Frequently served as key facility for operations in Caribbean and Latin America (e.g., Grenada and Haiti)	Highest military value in Reserve F-16 category 93 Commission recognized military value as primary reason to retain Homestead
Range Access	Proximity to overwater supersonic airspace and Avon Park Gunnery Range Frequent deployments by ACC fighter units and joint service units	Unencroached land area and strategic location cannot be replaced by other airfields in Florida or Gulf of Mexico	Undisputed strategic location and military value Excellent training location for all services

D-13

ANALYSIS SUMMARY

ISSUE	BERGSTROM ARB (C)	CARSWELL ARS (*)	HOMESTEAD ARB (*)
Force Structure Reduction: position of Chairman, JCS	Closure will not impair US ability to execute national military strategy	Demonstrates viability of joint basing and enhances joint training and operational effectiveness	N/A
Force Structure Reduction: position of AF Chief of Staff	Close; otherwise Air Force will use conversion actions to achieve F-16 drawdown objectives	Remain open regardless of disposition of Bergstrom	Remain open regardless of disposition of Bergstrom
Total Base Closure	Yes	No	Yes
Commitments	Yes (through Sep 30, 96)	Yes (Joint Reserve Base)	Yes (Hurricane Andrew recovery)

(C) = DoD recommendation for closure

(*) = *Commission add for further consideration*

D-14

SCENARIO SUMMARY

DoD RECOMMENDATION		COMMISSION ALTERNATIVE 1	
Bergstrom Air Reserve Base: <u>Close</u> . • 924th Fighter Wing (AFRES): <u>Inactivate</u> . • F-16 aircraft: <u>Redistribute or Retire</u> . • Hq. 10th Air Force (AFRES): Relocate to NAS Fort Worth JRB.		Carswell Air Reserve Station: <u>Close</u> . • 301st Fighter Wing (AFRES): <u>Inactivate</u> . • F-16 aircraft: <u>Redistribute or Retire</u> .	
One Time Costs (\$M): 17.4 Annual Savings (\$M): 17.8 Return on Investment: 1997 (Immediate) Net Present Value (\$M): 243.9		One Time Costs (\$M): 7.9 Annual Savings (\$M): 13.2 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 177.9	
PRO	CON	PRO	CON
Achieves F-16 drawdown objective Complete base closure	Commitment to keep base open if airport economically viable by 96 Demographics, military tradition, high tech area support recruiting Austin airport authority reduces Air Force support costs Need to move, MILCON for Hq 10 AF Efficiencies with other tenants lost	Achieves F-16 drawdown objective	Best demographics in category Superior to Bergstrom in fighter training military value Imperative to joint reserve base concept Opportunities for joint training Mission flexibility/expansion Does not close a base--just a force structure action

SCENARIO SUMMARY

COMMISSION ALTERNATIVE 2	
Homestead Air Reserve Base: <u>Close</u> . • 482nd Fighter Wing (AFRES): <u>Inactivate</u> . • F-16 aircraft: <u>Redistribute or Retire</u>	
One Time Costs (\$M): 12.6 Annual Savings (\$M): 17.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 228.6	
PRO	CON
Achieves F-16 drawdown objective Complete base closure Provides Air Force realignment flexibility with 482nd FW	Highest military value in Reserve F-16 category due to strategic location, access to airspace/ranges No MILCON cost-avoidance Remainder of \$88 million supplemental for south Dade County hurricane recovery lost for Air Force MILCON Demographics support recruiting Economic impact far greater in Homestead than Miami

**Homestead Air Reserve Base
301st Rescue Squadron (AFRES)**

Redirect

- 1993 Base Closure Commission recommended the Realignment of Homestead Air Force Base.
 - The 482nd F-16 Fighter Wing (AFRES) and the 301st Rescue Squadron (AFRES) and the North American Air Defense alert activity will remain in cantonment areas.
- 1995 DoD recommendation proposes:
 - Change the 1993 Commission recommendation as follows: Redirect the 301st Rescue Squadron (AFRES) to relocate to Patrick AFB, FL, its current temporary location.

BASE ANALYSIS

301st Rescue Squadron HOMESTEAD AIR RESERVE BASE, FLORIDA

DOD RECOMMENDATION: Change the recommendation the 1993 Commission to transfer the unit back to Homestead ARB, FL, and instead **REDIRECT** the unit to remain at Patrick AFB, FL.

CRITERIA	HOMESTEAD, FL
FORCE STRUCTURE	4 HC-130P/N 1 C-130E 9 HH-60G
ONE-TIME COSTS (\$ M)	6.6
ANNUAL SAVINGS (\$ M)	1.5
RETURN ON INVESTMENT	2002 (5 Years)
NET PRESENT VALUE (\$ M)	13.6
BASE OPERATING BUDGET (\$ M)	N/A
PERSONNEL ELIMINATED (MIL/CIV)	0 / 8
PERSONNEL REALIGNED (MIL/CIV)	0 / 0
ECONOMIC IMPACT (BRAC95/CUM)	-0.2% / -0.2%
ENVIRONMENTAL	N/A

D-18

ISSUES
301st Rescue Squadron
Homestead ARB, Florida

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
RECRUITING	Demographics support	Homestead can support also	Patrick area can support
COST	TDY cost avoidance \$1 M/year MILCON at Patrick \$4.5 M	TDY costs exaggerated MILCON could increase to \$18 M if 41/71 RQS do not transfer from Patrick	Homestead facilities paid by Hurricane Andrew Suppl funds-- not a cost avoidance 41/71 RQS transfer likely
IMPACT ON HOMESTEAD	Air Reserve Base remains viable with 482 FW and Florida ANG Air Defense Det	Reduces Air Force support of airfield	Still viable
MISSION	Shuttle Support ideal mission for Reserve unit--retains Combat Rescue tasking Frees 41/71 RQS for Combat Rescue tasking	Proportion of Shuttle Support only 5% of unit flying--can support at Homestead with Det at Patrick	Shuttle Support Mission better at Patrick Combat Rescue training enhanced at Patrick due to proximity to Avon Park range
93 COMMISSION COMMITMENT TO DADE COUNTY	Upheld with 482 FW return from MacDill, Florida ANG Det	301 RQS set-up for Redirect: given Shuttle Support mission, recruiting exclusively from Patrick area, delayed construction at Homestead	Commitment upheld, 301 RQS Redirect due to mission requirements

D-19

301st RQS SCENARIO SUMMARY

DoD RECOMMENDATION	
301st RQS: <u>Redirect</u> . • Keep unit at Patrick AFB instead of returning to Homestead.	
One Time Costs (\$M): 6.6 Annual Savings (\$M): 1.5 Return on Investment: 2002 (5 Years) Net Present Value (\$M): 13.6	
PRO	CON
Recruiting not impacted TDY cost avoidance \$1 M/year Enhances Combat Rescue readiness training with proximity to Avon Park Range Shuttle Support ideal for Reserve unit, best at Patrick Frees 41/71 RQS for Combat Rescue tasking	MILCON at Homestead paid by 92 Suppl Funds Air Force support to municipal airport reduced Economic Impact to Homestead community

D-20

**Homestead Air Reserve Base
726th Air Control Squadron**

Redirect

- 1993 Base Closure Commission recommended the Realignment of Homestead Air Force Base.
 - Relocate the 726th Air Control Squadron to Shaw AFB, SC.
- 1995 DoD recommendation proposes:
 - Change the 1993 Commission recommendation as follows: Redirect the 726th Air Control Squadron to relocate from Shaw AFB, SC, its current location, to Mountain Home AFB, ID.

D-21

BASE ANALYSIS

726th Air Control Squadron HOMESTEAD AIR RESERVE BASE, FLORIDA

DOD RECOMMENDATION: Change the recommendation of the 1993 Commission to transfer the unit from Homestead AFB, FL, to Shaw AFB, SC, and instead **REDIRECT** the unit to Mountain Home AFB, ID.

CRITERIA	HOMESTEAD, FL
FORCE STRUCTURE	Air Control Squadron Personnel and Equipment
ONE-TIME COSTS (\$ M)	7.9
ANNUAL SAVINGS (\$ M)	0.2
RETURN ON INVESTMENT	1997 (Immediate)
NET PRESENT VALUE (\$ M)	4.2
BASE OPERATING BUDGET (\$ M)	N/A
PERSONNEL ELIMINATED (MIL/CIV)	0 / 0
PERSONNEL REALIGNED (MIL/CIV)	123 / 0
ECONOMIC IMPACT (BRAC95/CUM)	-0.3% / -0.3%
ENVIRONMENTAL	N/A

D-22

ISSUES
726th Air Control Squadron
Homestead ARB, FL

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
READINESS TRAINING	Combat readiness training suffers at Shaw due to inadequacy of airspace coverage and frequency of training flight activity Cancellation of Idaho Range initiative has no impact on training airspace availability	Links with remote communications and FAA radars solves poor coverage in training airspace problem	Proximity to quality training airspace and frequency of training flight activity better at Mountain Home FAA radar link is work-around to transfer of unit to suitable operating location
COST	MILCON savings at Mountain Home	Unit reconfiguration from squadron to element allows reduced facility at Shaw	Agree with community No MILCON savings
UNIT RECONFIGURATION	Reducing from squadron to element-sized unit	Readiness status based on squadron, but unit only manned for element	Concur
ECONOMIC IMPACT	-0.3 %	Concur	Concur

D-23

726th ACS SCENARIO SUMMARY

COMMISSION ALTERNATIVE II	
726th ACS: <u>Redirect</u> . • Transfer from Shaw AFB, SC to Mountain Home AFB, ID.	
One Time Costs (\$M): 7.9 Annual Savings (\$M): 0.2 Return on Investment: 1997 (Immediate) Net Present Value (\$M): 4.2	
PRO	CON
Training enhanced at Mountain Home AFB	Unit readiness suffers at Shaw AFB Small moving expense avoided

D-24

BACK UP SLIDES

D-25

ISSUES

Bergstrom Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Recruiting	No negative impact	Long tradition supporting military High volunteerism rate for deployments High tech industry supports Air Force Reserve need for qualified recruits	Agree with community
Community support	None	Passed \$400 million referendum to keep Reserve unit Capital expenditures to expedite Reserves move into cantonment Austin assumes costs of airport reducing Air Force BOS costs Large retired population in region	Agree with community
Tenants	Move Hq 10th AF (AFRES) to NAS Fort Worth JRB, MILCON required Collocates with subordinate unit, 301st FW/Carswell	924th FW/Bergstrom also a subordinate unit--moving costs, MILCON avoided at Bergstrom Ground Combat Readiness Center requires proximity to Army base (Fort Hood nearby) Other DoD and federal agencies want to move to Bergstrom ARB -Army NG -NASA -Navy Resv -Def Inves Svc	Bergstrom ARB cantonment cost effective with other DoD and federal agencies Closure provides opportunity for other DoD and federal agencies to reuse ARB facilities (MILCON avoidance)

D-26

ISSUES
Homestead Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Recruiting	Demographics can easily support recruiting requirements	Miami is good source for AFRES reservists Unit reflects ethnic diversity	Unit consistently meets recruiting objectives and is currently staffed at 101 percent
Economic Impact	Cumulative economic impact is -0.2 percent	Economic impact 4-5 percent in addition to impact from Hurricane Andrew Region is still recovering	Concur with DoD and community

Slide D-3 (Capacity):

Mr. Chairman and Commissioners, first I will discuss capacity. Please refer to SLIDE D-3. The Air Force Base Closure Executive Group states due to the fighter force drawdown in the Air Force Reserve, the Reserve has an excess of two F-16 fighter squadrons. The Base Closure Executive Group considered the closure of only one and the conversion of another as appropriate. The Secretary of the Air Force concurred, and recommended the closure of one Reserve F-16 base, Bergstrom.

The Base Closure Executive Group cites several concerns with two closures. First, the overriding reason for the Reserve is to recruit qualified personnel to support the Air Force. By design, Reserve units are dispersed throughout the country in small units to achieve a cost effective balance of aircraft and recruiting potential. In addition, the community loses a military presence. ^{Second,} Cutting too deeply will (also) impact combat readiness and peacetime operational capability.

For these reasons, the Secretary of Defense supported the closure of one Reserve F-16 base. The Air Force Chief of Staff stated in his testimony on June 14th if the Commission does not close Bergstrom, the Air Force recommendation, the Air Force wishes to retain both Carswell and Homestead due to their military value, and would use conversion actions to meet drawdown requirements.

Slide D-4 (Category: Reserve F-16 Bases)

✓ Please turn to SLIDE D-4. This chart

✓ ~~SLIDE D-4~~ shows the bases in the Air Force Reserve F-16 Category now under consideration. The Secretary of Defense recommendation for closure is Bergstrom Air Reserve Base. Carswell and Homestead were added by the Commission for consideration as additions or substitutes for Bergstrom. Homestead also has two redirects from the 93 Commission.

Slide D-5 (Base Analysis)

Please turn to SLIDE D-5. This chart

SLIDE D-5 compares the bases under consideration. Secretary of Defense recommendation is to close Bergstrom, deactivate the 924th Fighter Wing, and transfer Headquarters, 10th Air Force, Air Force Reserve, to Naval Air Station Fort Worth Joint Reserve Base, Texas. Unit F-16 aircraft will be redistributed or retire.

According to DoD, closure of the Bergstrom Air Reserve Base is the most cost effective option for the Air Force Reserve. The relocation of Headquarters, 10th Air Force to Naval Air Station Fort Worth Joint Reserve Base collocates the unit with one of its major subordinate units.

These bases were added as a result of initial indications of excess capacity and Commission staff analysis which indicated the Air Force used misleading base operating costs in its level playing field COBRA model in evaluating Bergstrom Air Reserve Base.

The primary criterion for analysis in the Reserve F-16 category are shown on this slide. Carswell is a cost effective installation for the Reserves. Homestead and Bergstrom are at relative parity.

If there are no questions, I will address the issues relevant to each base in the Reserve F-16 category.

Slide D-6 (ISSUES REVIEWED: Bergstrom)

✓ Moving to SLIDE D-6, the issues I will discuss for Bergstrom are shown on the left. I am also prepared to discuss the issues on the right at your request. Please turn to SLIDE D-7.

Slide D-7 (ISSUES: Bergstrom)

- [Commitments] The primary issue at Bergstrom regards the various commitments made by the Air Force, the Commission, and the Austin community to keep the Reserve unit there. DoD contends that it is upholding its commitment to Austin by retaining the Reserve unit at Bergstrom through 1996. This is to give them time to take over the airport and procure tenants. After 96, if the drawdown of force structure requires closure of the base, the Air Force is free to do so.
 - The community argues that they have acted in good faith in response to the recommendations of the 91 and 93 Commissions. These recommendations are paraphrased on the next chart. Please put up SLIDE D-8.
 - [SLIDE D-8 (Bergstrom ARB Decisions)] If you're finished reading, I'll take down SLIDE D-8, and let's return to SLIDE D-7. The community notes after the 91 Round, then Deputy Assistant Secretary of the Air Force for Installations, Mr. James Boatright, informed the Austin community if they made a commitment to developing Bergstrom as the Austin municipal airport, the Reserves would stay there unless drawdown requirements dictated otherwise. Based on this assurance, city voters approved a \$400 million referendum.
 - The community further notes the 93 Commission rejected the Air Force recommendation to close Bergstrom based on the city's action, but stipulated the Reserves would remain until at least the end of 96 because that's the date the 91 Commission directed the airport must be "economically viable," or the Air Force was free to close the Reserve base.
 - The community argues they are taking over Bergstrom in 96 as required, but only for cargo operations. Since the passenger terminal will not be ready until 98, the City of Austin will operate both airports for two years.

-- Staff finds Austin is expending city-taxpayer funds as a result of Air Force and Commission commitments to keep the Reserves at Bergstrom. The city clearly would have converted the base anyway, but has made airport design decisions to accommodate the Reserves which have increased the city's airport development costs. The Air Force and Commission commitments are valid but conditional on drawdown requirements.

Regarding ->

- [Reserve F-16 Force Structure Reductions] The Air Force must reduce the number of its Reserve F-16 squadrons from six to four. As a means to achieve that reduction, DoD recommends deactivation of the 924th Fighter Wing at Bergstrom Air Reserve Base. The Austin community argues it is more cost effective to deactivate either the 301st Fighter Wing at Carswell Air Reserve Station or the 482nd Fighter Wing at Homestead Air Reserve Base. Staff finds Reserve F-16 drawdown objectives can be met by either closing Bergstrom or by taking conversion action.
- [Total Base Closure] In regards to total base closure, the DoD recommendation to deactivate the 924th Fighter Wing allows the Air Force to achieve more savings because it is a total base closure. The community believes commitments from the Air Force, the 91 and 93 Commissions, and the Austin community to keep Bergstrom Air Reserve Base open preempt the closure of Bergstrom on this basis. Staff finds deactivation of the 924th Fighter Wing and the transfer of Headquarters, 10th Air Force (AFRES) to Naval Air Station Fort Worth Joint Reserve Base does permit complete closure of an installation and achieves savings. Finally, staff analysis shows all commitments are conditioned on drawdown requirements.
- [Costs] The next issue is costs. The Air Force used Fiscal Year 94 cost data projected to the fourth quarter of 97 in accordance with its internal control plan. The community argues that this unfairly measured base operating support costs, because the Reserves are still operating the entire 3000-plus acre Bergstrom Air Force Base. The Air Force method failed to account for cost reductions once the

Reserves complete their move into the 300 acre cantonment area. Staff finds that due to environmental clean-up delays by the Air Force, the Reserves are tasked with support for the entire base, and further that although there has been no detrimental reliance on the commitments by the community in developing the airport--they will develop the airport with or without the Reserves--the community is forthcoming in accommodating the move of the Reserves into the cantonment area, designing the airport around the Reserve cantonment, and operating two airports between 96 and 98 to uphold the commitments that have been made.

Slides D-9 (ISSUES: Carswell)

Please turn to SLIDE D-9. The next base under consideration is Carswell Air Reserve Station at Naval Air Station Fort Worth Joint Reserve Base.

Are there any questions regarding Carswell?

- **[Number of Closures]** The first issue is the number of closures in the Reserve F-16 category. The DoD position is there are recruiting and readiness risks for the Air Force Total Force strategy if more than one Reserve F-16 base closes. Excess capacity in this category is intentional to support recruiting requirements. Due to their operational and demographic value, the Air Force Chief of Staff stated that if the Commission elects to keep Bergstrom open, Carswell and Homestead should still be retained.
 - The Fort Worth community argues the deactivation of the 301st Fighter Wing at Carswell is a force structure, not a cost issue.
 - Staff finds excess capacity is intentional to support recruiting requirements, but due to the drawdown and budget reduction requirements, a base closure make sense in the F-16 Reserve category. Naval Air Station Fort Worth provided the best recruiting demographics in the category, and closure of Carswell would not close the installation.
- **[Joint Reserve Base Concept]** The Joint Reserve Base concept has been endorsed by both the Assistant Secretary of Defense for Reserve Affairs and the Chairman of the Joint Chiefs of Staff. They assert the 301st Fighter Wing is imperative to the success of the concept, and its deactivation would disrupt and delay joint training and cost effectiveness.
 - The community points out Naval Air Station Fort Worth Joint Reserve Base is a Base Closure process success story. The 301st Fighter Wing is the cornerstone of the concept.
 - Staff agrees with DoD and the community that the Fort Worth Joint Reserve Base is a model of joint use for training and deployment operations and cost effectiveness.

Slides D-10 (ISSUES: Carswell)

Please turn to SLIDE D-10.

- [Carswell versus Bergstrom Closure Cost Comparison] Finally, the DoD recommendation is based on the premise that the closure of Bergstrom provides closure cost advantages compared to Carswell. The community states the closure of Carswell will incur a one-time cost of \$7.9 million plus \$13 million on MILCON at Bergstrom that is not avoided by retaining Bergstrom. Contrast this to the closure costs for Bergstrom--\$17.4 million--minus the \$13 million MILCON cost avoidance. In addition to the cost difference between these two options, the community states the Navy will incur \$1.2 million in overhead support costs if the 301st Fighter Wing deactivates. Staff agrees with this closure cost assessment.

Slide D-11 (ISSUES REVIEWED: Homestead)

✓ Please turn to SLIDE D-11. I will now address the issues for Homestead as shown on the left of the chart. I am also prepared to discuss the issues on the right at your request. Please turn to SLIDE D-12.

Slides D-13 (ISSUES: Homestead)

Please turn to SLIDE D-13.

- [Strategic Location] The strategic location of Homestead has been used by SOUTHCOM and USACOM for several contingency operations in the Caribbean and Latin America. Staff finds Homestead has high military value. It was recognized by the 93 Commission as the primary reason to retain the base.
- [Range Access] ^{F-alls,} The base has excellent access to valuable over-water supersonic airspace and the Avon Park air-to-ground gunnery range. Air Combat Command deploys its fighter units frequently to Homestead to exploit the training value of this airspace. The community argues the unencroached land area and strategic location of the base can not be replicated by other bases in Florida or the Gulf of Mexico. Staff agrees.

Please turn to SLIDE D-14.

Slides D-14 (Analysis Summary)

This chart provides a summary of the key issues for each base. Please take a moment to review.

If there are no questions, please turn to SLIDES D-15 and D-16 for the Scenario Summaries.

Slides D-15 and D-16 (Scenario Summary)

Mr. Chairman and Commissioners, this concludes my presentation on the Reserve F-16 category.

Slides D-17 (Homestead Redirect: 301st Rescue Squadron)

✓ Please turn to SLIDE D-17. We will next consider the first of two redirects for Homestead. The first concerns the 301st Rescue Squadron currently at Patrick. The 93 Commission recommended the 301st return to Homestead once its facilities are rebuilt. The unit evacuated from Homestead to Patrick after the base was destroyed in August, 1992, by Hurricane Andrew.

The Secretary of Defense recommendation is to relocate the 301st Rescue Squadron to Patrick Air Force Base, Florida, its current temporary location.

Please turn to SLIDE D-18.

Slides D-18 (Base Analysis)

✓ This base Analysis chart summarizes the criteria to consider for this recommendation.

The unit is comprised of both rescue helicopters and specially configured air-refueling C-130s.

The Personnel Eliminated and the Economic Impact numbers are for the Homestead community.

If there are no questions, I ^{am prepared to discuss} ~~will address~~ the relevant issues. Please turn to SLIDE D-19.

- [93 Commission Commitment to Dade County] ^{the} On last issue, the Homestead community contends the 301st Rescue Squadron was set-up for this redirect by its assignment to the Shuttle mission, recruiting solely from the central Florida area, and the delay in construction of its facilities at Homestead. Staff finds the commitment has been honored, the redirect is based on mission requirements.

Slides D-20 (301st RQS Scenario Summary)

✓ Please turn to SLIDE D-20. This chart provides the scenario summary for this redirect. Do you have any questions?

Mr. Chairman and Commissioners, this concludes my presentation on the 301st Rescue Squadron redirect to Patrick Air Force Base.

Slides D-22 (Base Analysis)

The unit is comprised of radar control personnel and equipment.

The Personnel Eliminated and the Economic Impact numbers are for the Shaw community.

If there are no questions, I will address the relevant issues. Please turn to SLIDE D-23.

Slides D-24 (726th ACS Scenario Summary)

Please turn to SLIDE D-24. This chart provides the scenario summary for this redirect.

Mr. Chairman and Commissioners, this concludes my presentation on the 726th Air Control Squadron redirect to Mountain Home Air Force Base.

B/U Slide D-26 (ISSUES: Bergstrom)

Please turn to SLIDE D-26. The secondary issues for Bergstrom are Recruiting, Community Support, and Tenants. *Are there any questions regarding these issues?*

- [Recruiting] The demographics of Austin can easily support DoD's recruiting requirements. The community stresses Austin has a long tradition of supporting the military. The reserve unit has a high volunteerism rate for deployments. Staff concurs
- [Community Support] The community is committed to developing Bergstrom as an airport. Austin voters passed a \$400 million referendum to move the municipal airport, is helping the Reserves move into the cantonment area, and will reduce Air Force Base Operating Support costs once control of the airfield is transferred in 96. Also, the large retired population in the region supports the base. Staff concurs.
- [Tenants] Finally, regarding the tenants planned for the Bergstrom cantonment area, DoD plans to move the Headquarters, 10th Air Force to Naval Air Station Fort Worth Joint Reserve Base. The community points out the 924th Fighter Wing also is also a subordinate unit, so if the base is retained, 10th Air Force would remain as a tenant. Military construction for 10th Air Force at Carswell would be avoided by staying at Bergstrom. The Ground Combat Readiness Center needs to be in close proximity to an Army base (provided by nearby Fort Hood). Several other DoD and federal agencies want to move to Bergstrom. Staff finds the Bergstrom Air Reserve Base cantonment likely would be utilized by other DoD and federal agencies, thus increasing its cost effectiveness. If the base closes, several of these organizations would likely move into the facilities vacated by the 924th Fighter Wing.

B/U Slide D-27 (ISSUES: Homestead)

Please turn to SLIDE D-27. The secondary issues for Homestead are Recruiting and Economic Impact.

Are there any questions regarding these issues?

- **[Recruiting]** DoD states the Dade County demographic area can support recruiting requirements. The community adds that the unit reflects the ethnic diversity of the region.
- **[Economic Impact]** DoD statistics show an adverse economic impact of 0.2 percent for the entire Miami Primary Metropolitan Statistical Area, or PMSA. The community argues the impact in the Homestead/Florida City area is 4 to 5 percent on top of the devastating impact from Hurricane Andrew. Closure of the base would have a greater impact on South Dade County than the figures describe. Staff finds the impact on South Dade county would be higher than for the Miami PMSA.