



OHIO
AIR RESERVE STATION
YOUNGSTOWN
AIRLIFT WING
910th



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE



May 29, 1995

910 AW/CC
3976 King Graves Road
Youngstown-Warren Regional Airport
Air Reserve Station, Ohio 44473-0910

Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington VA 22208

Dear Commissioners

On behalf of the 910 Airlift Wing, I would like to thank you for the opportunity to demonstrate how we at Youngstown have effectively utilized the scarce resources with which we have been entrusted over the years. With the expert help of the Ohio Edison Company, we have prepared this binder and video to show the 910 Airlift Wing as a vital part of the Air Force Reserve, for today and for the future.

The 910 Airlift Wing has a rich tradition of "going the extra mile" to get the job done. Through our community involvement program, we have developed a reputation as good, responsible citizens. The awards and accolades this unit has received and its esprit de corps is a testimony to the dedication, hard work and professionalism of its people.

We have tried to capture in this book the responsibility and vision with which we have pursued our goals over the years. We hope these illustrations we have prepared are clear and concise so as to assist the commission in resolving a difficult situation in a fair and equitable manner. If you need any additional information, we will be happy to provide it.

Sincerely,

BERNARD J. PIECZYNSKI, Colonel, USAFR
Commander

BRAC REVIEW GUIDE - 1995

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YOUNGSTOWN AIR RESERVE STATION



910 AIRLIFT WING

757 AIRLIFT SQUADRON - 8 A/C ASSIGNED

773 AIRLIFT SQUADRON - 8 A/C ASSIGNED

16 A/C ASSIGNED

PERSONNEL AUTHORIZED: 1489

MISSION: AIRLIFT/AIRDROP OF TROOPS, SUPPLIES, AND EQUIPMENT
AND THE AERIAL APPLICATION FOR PESTICIDES
AND OIL DISPERSANTS



BIOGRAPHY

UNITED STATES AIR FORCE

Secretary of the Air Force
Office of Public Affairs
Washington, D.C. 20330-1690

COLONEL BERNARD J. PIECZYNSKI, PhD

Colonel Bernard J. Pieczynski, PhD., is Commander of the 910th Airlift Wing of the Air Force Reserve and Commander of Youngstown Air Reserve Base in northeast Ohio, where the unit is headquartered, and also is host for Army, Navy, Marine Corps Reserve units on base.

The Colonel entered the Air Force in 1970 after graduating from the State University of New York at Buffalo and Officer Training School. He attended undergraduate pilot training at Moody AFB, Ga. While on active duty he served as a pilot and aircraft commander assigned to the 374th Tactical Airlift Wing at Ching-Chuan Kang Air Base at Taiwan, flying numerous combat missions in southeast Asia. He also served with the 314th Tactical Airlift Wing at Little Rock AFB, Arkansas, as an instructor pilot and flight examiner. Following his release from active duty in 1977, he served as an instructor pilot and flight examiner with the 914th Tactical Airlift Group at Niagara ARS, N.Y.; Chief of Flight Standardization and Evaluation, 928th Tactical Airlift Group at Chicago's O'Hare ARS, Ill.; Chief of Safety and Squadron Operations Officer, 440th Airlift Wing at Gen. Mitchell IAP-ARS, Milwaukee, Wis.; Deputy Commander for Operations, 302nd Tactical Airlift Wing, Peterson AFB, Colo.; Commander, 943rd Tactical Airlift Group at March AFB, Ca. He assumed his present command in March 1992.

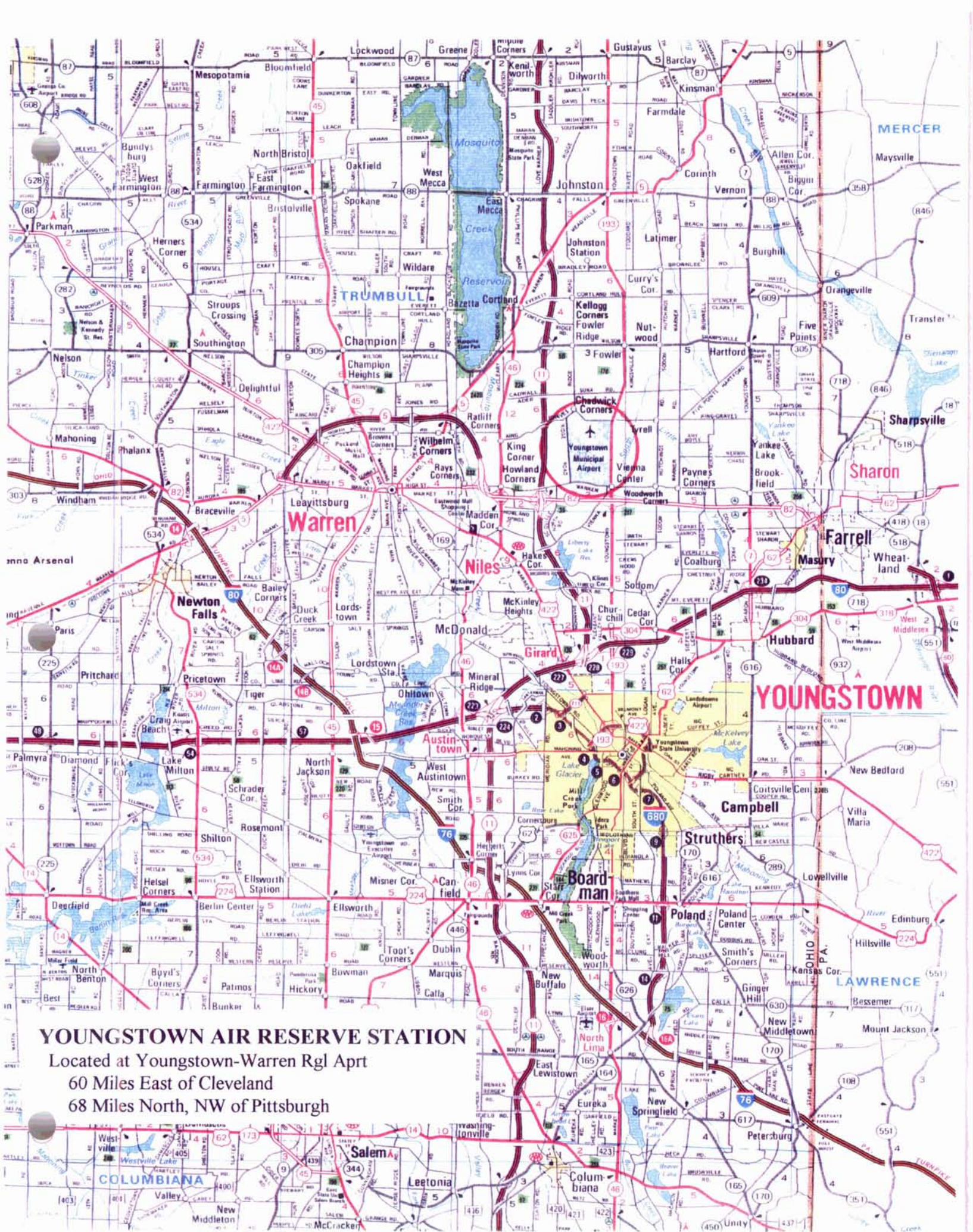


In his civilian capacity, Colonel Pieczynski serves concurrently as Commander by virtue of his ART status. His civic affiliations include the Reserve Officers Association, the Air Force Association, the American Political Science Association, and the Inter University Seminar of Armed Forces and Society.

Colonel Pieczynski and his wife, Wendy, reside in Cortland, Ohio. They have three daughters, Sarah, Yury, and Lorelei, and two sons, Michael and Christopher.

EDUCATION:

- 1970 Bachelor of arts degree in political science, State University of New York at Buffalo
- 1977 Master of science in operations management, University of Arkansas
- 1980 Master of arts in political science, SUNY at Buffalo
- 1985 Doctor of philosophy in political science, SUNY at Buffalo
- 1986 Air Command and Staff College, Maxwell AFB, AL
- 1995 Air War College, in correspondence



YOUNGSTOWN AIR RESERVE STATION

Located at Youngstown-Warren Rgl Apt

60 Miles East of Cleveland

68 Miles North, NW of Pittsburgh



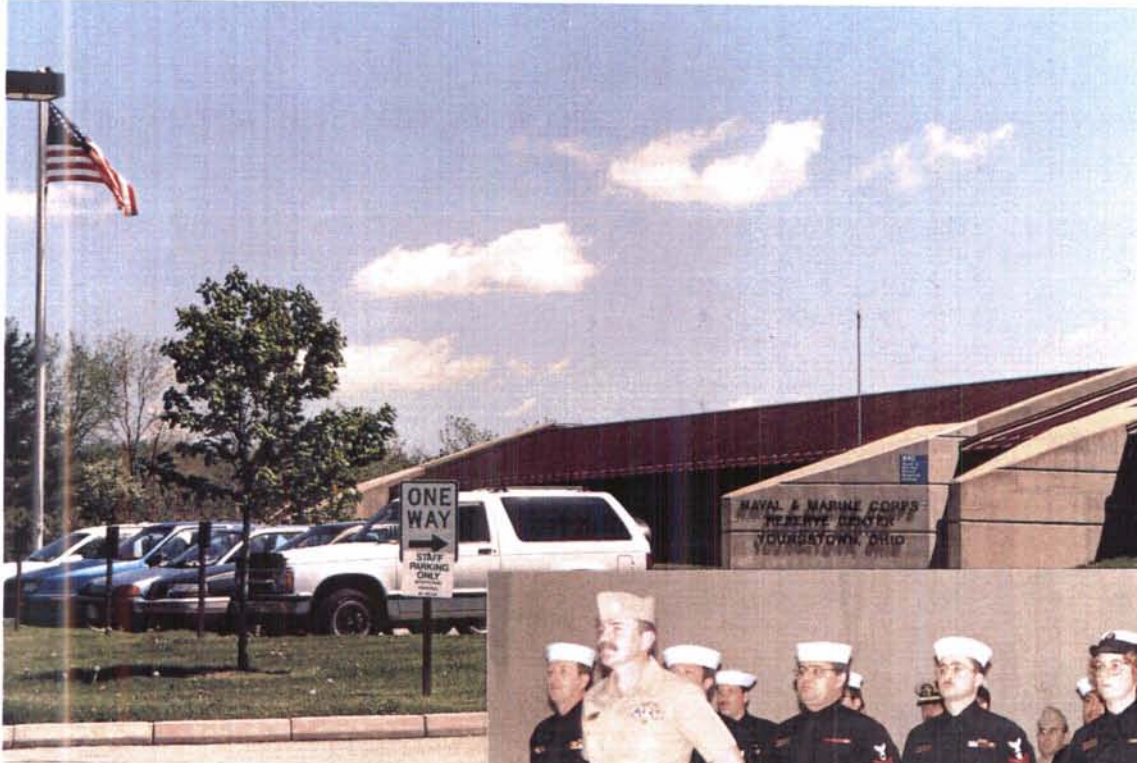


TENANT UNITS

MARINES: 4TH LSB, LANDING SUPPORT AND EQUIPMENT COMPANY

PERSONNEL ASSIGNED: 182

MISSION: LANDING SUPPORT AND CARGO HANDLING



NAVY: 5 UNITS

PERSONNEL ASSIGNED: 220

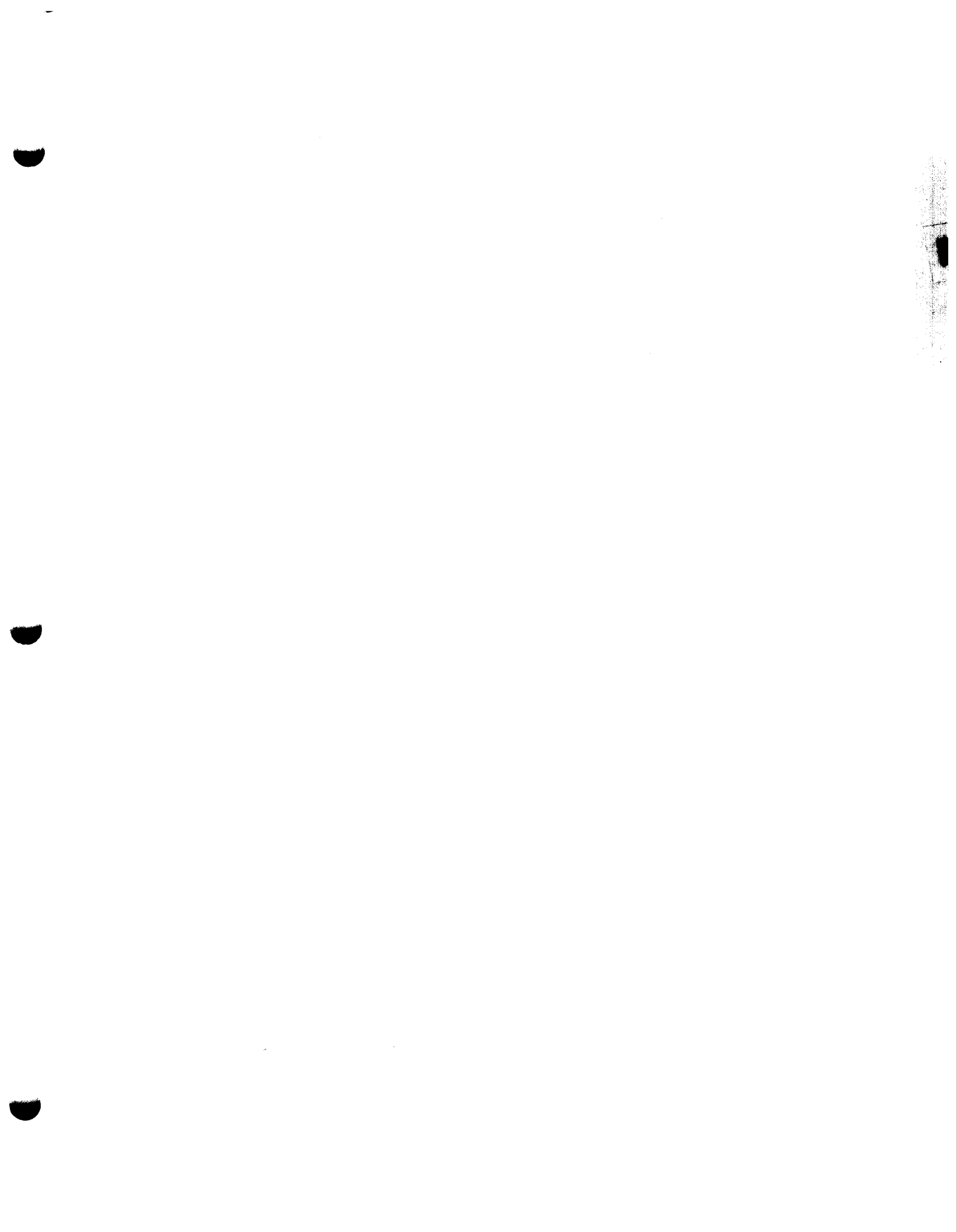
MISSIONS: CARGO HANDLING, HOSPITAL SUPPORT, MILITARY SEALIFT, MARINE MEDICAL SUPPORT, AND SEABEES

NAVAL AND MARINE CORP RESERVE CENTER

- Organizations/Missions
 - Navy
 - Commander Middle East Forces Det 105
 - Mission: To support Middle East Forces
 - Naval Mobile Construction Battalion 23 Det 0823
 - Mission: To provide global construction support
 - Voluntary Training Unit 0518
 - Mission: To assist in training cross-assigned/IAP personnel
 - Fleet Hospital 500 Combat Zone 11 Det I
 - Mission: To provide medical/hospital field support
 - Cargo Handling Battalion 9 Det C105
 - Mission: To provide mobility/logistics support
 - Marines
 - Marine Landing Support and Equipment Company-4th LSB
 - Mission: To provide landing support and cargo handling

- Facilities
 - 37,118 square foot training facility
 - Vehicle storage facility
 - Located on 5 acres of land at Youngstown Air Reserve Station
 - Total value: \$3.8 million

- Benefits
 - Annual cost savings:
 - On base berthing: \$68,000
 - Use of Air Force clinic for physicals: \$8,500
 - Training Opportunities:
 - Joint training:
 - C-130 loading and unloading
 - Runway battle damage repair
 - Chaplain support
 - Equipment maintenance
 - Medical
 - Food preparation
 - Overflow facility for 910th Airlift Wing training
 - Host facility for training other Navy and Marine Reserve units
 - Increased security
 - Access to other base facilities

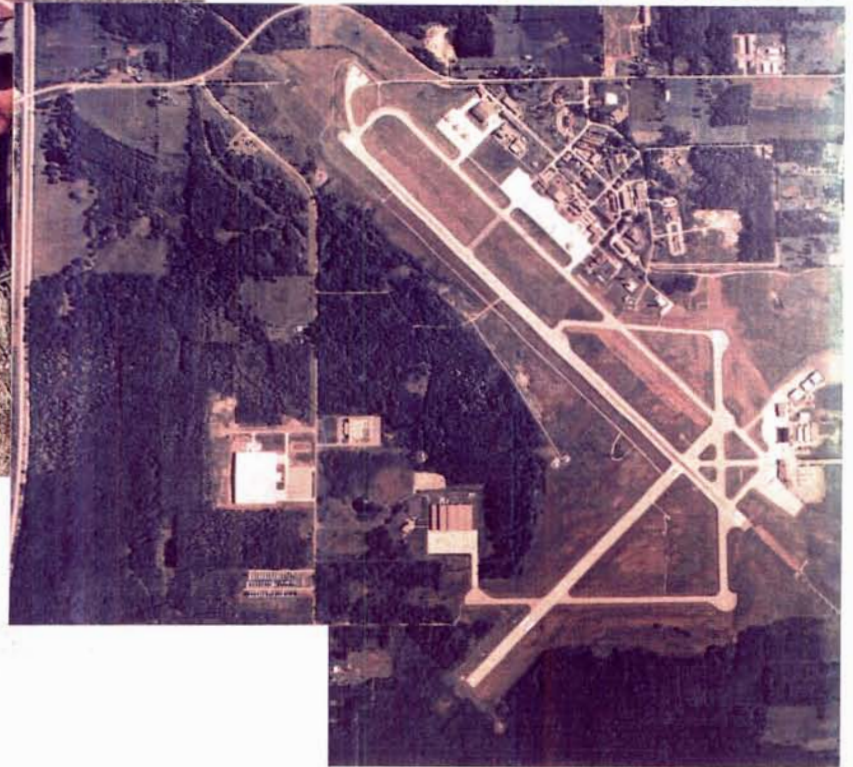


AVAILABILITY AND CONDITION OF LAND



CURRENT:

DoD OWNED: 230 ACRES
NO-COST LEASE: 89 ACRES
TOTAL: 319 ACRES



EXPANSION POTENTIAL:

IN LEASE NEGOTIATIONS: 72 ACRES
ADDITIONAL ACRES FOR LEASE: 82 ACRES
ADJOINING LAND FOR PURCHASE: 150 ACRES

INSTALLATION 2020

LAND EXPANSION CAPABILITY

OWNED LAND:230 ACRES

140 Acres are Developed

89 Acres are Suitable for Development

LEASED LAND: 89 ACRES

Under Development - Shortfield Runway

Lease Good Until Year 2084

PERMITTED LAND:338 ACRES

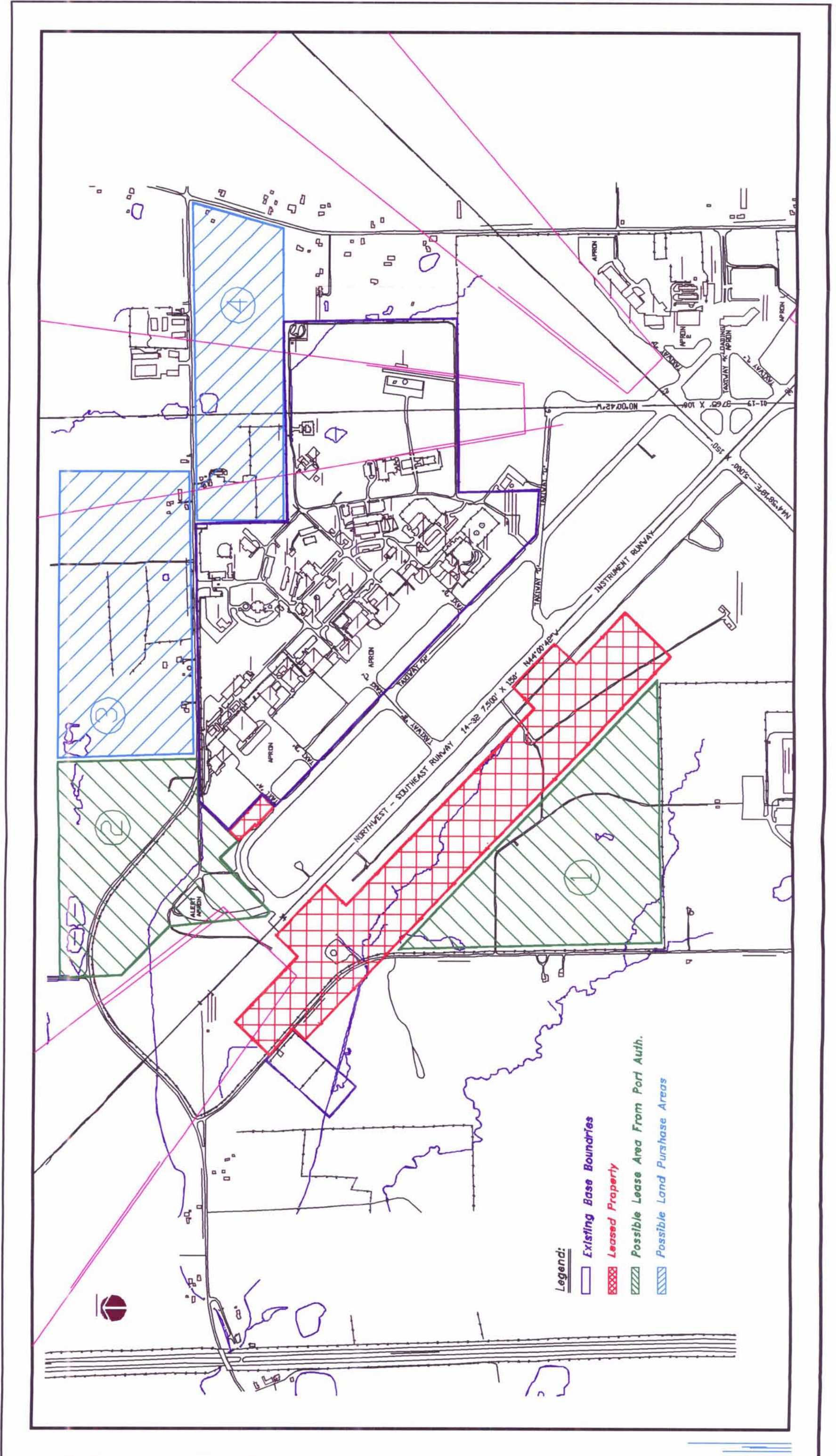
Drop Zone at Ravenna Arsenal

*LAND AVAILABLE FOR LEASE:154 ACRES

*POSSIBLE LAND PURCHASES:150 ACRES

* = Undeveloped acreage with minimal conversion or environmental recovery costs.

BASE EXPANSION CAPABILITY



AVAILABILITY AND CONDITION OF FACILITIES

CONDITION CODES

CODE 1:	88%
CODE 2:	11.9%
CODE 3:	0.1%



NUMBER OF BUILDINGS: 53
NUMBER OF FACILITIES: 126
TOTAL VALUE: \$66.1 MILLION

EXISTING BASE PLAN

1. Facility Assets as of April 1994: \$ 43,384,330

2. Facility Improvements from April 1994 to May 1995:..... 7,253,003

a. Projects Included:

Air Conditioning Upgrades B-126 & B-305	217,274
Jet Fuel Complex Upgrades (\$311,000-P-341).....	909,661
Various Utility Projects	474,804
Paving (Roads).....	136,555
Alteration Base Communications.....	54,880
Gymnasium Addition.....	292,754
Sidewalks and Concrete Pads	34,513
Clinic Upgrade	68,391
Vehicle Maintenance Shop Parts Room	18,918
Energy Lighting Changes.....	53,390
Oil/Water Separators.....	57,050
Radiant Heating System, Aerial Port.....	187,066
Aerial Port Alterations.....	149,999
Widen Aircraft Parking Apron (MILCON)	1,116,005
C.A.T. Building Addition.....	383,190
New Taxiway	66,378
Aerial Spray Maintenance Facility (MILCON)	2,056,205
Pneudraulics Shop Addition, B-301 (P-341)	226,980
Corrosion Control Addition, B-302 (P-341).....	393,900
Aircraft Parking Apron Replacement	<u>355,090</u>

TOTALS:..... \$7,253,003

3. Facilities Currently Under Construction and will be completed by
April 1996 or Sooner: \$11,649,000

4. Facility Assets by April 1996: \$62,290,333

5. Navy/Marine Facility Assets 3,800,000

TOTAL BASE FACILITY ASSETS:..... \$66,090,333

FACILITIES

Number of Facilities: 126

Total Value (As of May '95):..... \$50.64 Million

Number of Buildings:51.....451,545 Sq Ft

Built or Upgraded Within Last 10 Years: 86%

Built or Upgraded Withing Last 5 Years: 67%

MILCON FACILITY REQUIREMENTS

GENERAL (ON-BUDGET/NON-APPROPRIATED)

<u>FY</u>	<u>FACILITY (ON-BUDGET/NON-APPROP.)</u>	<u>SCOPE (SF)</u>	<u>COST X 1000</u>
95	Refuel Vehicle Shop.....	1,700.....	393
95	Industrial Wastewater Pre-Treatment	LS.....	500
96	Electrical Substation & Distribution	LS.....	4,230
96	Upgrade Base Water Distribution	LS.....	1,000
	.....	TOTAL.....	\$6,123
97	Fire Fighter Training Facility	LS.....	1,500

FOR 16 C-130 Aircraft (ON-BUDGET/NON-APPROPRIATED)

<u>FY</u>	<u>FACILITY</u>	<u>SCOPE (SF)</u>	<u>COST X 1000</u>
95	Addition to Flightline Facility	5,000.....	750
95	Addition/Alter Vehicle Maintenance.....	4,800.....	750
96	Apron	27,000 SY.....	3,350
96*	Wing Headquarters	40,000.....	5,200
96*	Engine/Avionics/Survival Equipment.....	26,500.....	3,600
96*	Alter Squadron Operations.....	33,000.....	1,300
96*	Addition/Alter Base Supply.....	14,000.....	2,800
96"	Alter Miscellaneous Maintenance Facilities.....	20,000.....	1,000
	.....	TOTAL...	\$18,750

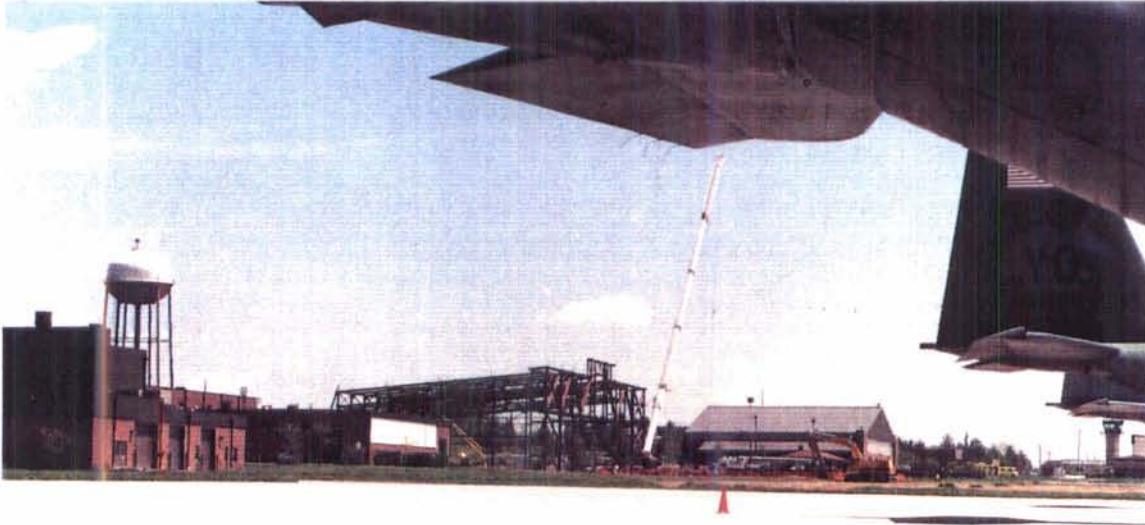
* = Congressional Adds

INSTALLATION 2020

<u>FY</u>	<u>FACILITY (OFF-BUDGET)</u>	<u>SCOPE (SF)</u>	<u>COST X 1000</u>
96	Addition to Civil Engineering	2,900.....	598
98	Apron Runoff/Storm Water Collection/Deice Rcvry .LS.....		1,200
00	Security Police Squadron Facility	8,000.....	1,500
	.....		TOTAL.. \$3,298

<u>LONG RANGE PROJECTION (OFF-BUDGET)</u>			
	Trim Pad.....	1 Each.....	750
	Firing Range Expansion	LS.....	1,100
	Vehicle Operation Parking Shed.....	LS.....	1,300
	Consolidated Engineering Complex.....	LS.....	5,700
	Consolidated Services Center	132,000.....	18,300
	.....		TOTAL \$27,150

● AVAILABILITY AND ● CONDITION OF FACILITIES



BUILT/UPGRADED:

SINCE 1985: 86%

SINCE 1990: 67%

RAMP AREA: 88,763 SQ YDS
HANGAR AREA: 3 AIRCRAFT HANGARS
1 UNDER CONSTRUCTION
(\$5.4M)

910 AW FACILITIES

UNIQUE FACILITY

- AERIAL SPRAY MAINTENANCE FACILITY

- ● One of a Kind

CATM COMPLEX/RANGE

- CAT Simulators
- 21 Firing Positions Range
- Saves Costs
- Saves Time
- Quality Training
- Good Safety Controls

OTHER FACILITIES

- GYMNASIUM
 - Full Court
 - Racquetball/Handball
 - Nautilus Equipment
 - Sauna
 - Shower/Locker Facilities

910 AW FACILITIES

CONSOLIDATED OPEN MESS

- Eating Facility
- Special Gatherings
- Lounge

DINING FACILITY

- 225 Seating Capacity
- Fully Equipped Kitchen

CLINIC

- Used by AFRES/Navy/Marines

LODGING

- 75 Rooms/150 Beds Available
- Modern/Well Maintained
- Used by AFRES/Navy/Marines

910 AW FACILITIES

MUNITIONS STORAGE

- New/Modern Facility
- Conveniently Located
- Flare Storage

BASE EXCHANGE

- Clothing Sales
- Class Six Sales

CREDIT UNION

- Full Service
- Loans
- Mortgages
- Discount Tickets

OMEGA WORLD TRAVEL AGENCY

- Tickets/Reservations
- Vacation Packages
- Tours
- Discount Tickets

910TH COMBAT ARMS TRAINING COMPLEX

- Single site facility with:
 - 25 Meter covered range with 21 points
 - Capacity to qualify 160 people during a UTA weekend
 - Complete weapons repair room
 - 21 position cleaning room
 - Newly built C.A.T.S. room for electronic based weapons training
 - 50 seat classroom

- Using organizations:
 - Military
 - 910th Airlift Wing
 - US Navy SeaBees
 - US Marine Corps Reserve
 - US Army Reserve
 - US Army Reserve Officer Training Corps
 - Civil Air Patrol

 - Civilian
 - Bureau of Alcohol, Tobacco and Firearms
 - Internal Revenue Service
 - US Marshals
 - Federal, State and local parole officers
 - Ohio State Patrol
 - Trumbull County Sheriff Office
 - Mahoning County Sheriff Office

AVAILABILITY AND CONDITION OF ASSOCIATED AIRSPACE



- 73,000 SQ MI OF ADJACENT LOW ALTITUDE TRAINING AREA
- LEVEL 3 (OF 5) ATC FACILITY
(20-60 IFR OPERATIONS/HR)
- 40% OF MAXIMUM ANNUAL SERVICE VOLUME
- TRAINING MAGNET FOR OTHER MILITARY UNITS

YOUNGSTOWN WARREN REGIONAL AIRPORT

AIRSPACE UTILIZATION / CAPABILITIES

The air traffic control capabilities at the Youngstown Warren Regional Airport are very "user friendly" and cost effective that will become even better when additional facilities are completed.

- According to the 1994 statistics of the "Annual Service Volume Summary," the ratio of the total number of events capable versus the actual number of events accomplished in the airport traffic area at Youngstown was 39.6%. This indicates that we have the existing airspace capacity to accommodate more than twice the number of existing events. An event is defined as a takeoff, instrument approach or landing.
- According to the statistics available from the period of 1-21 May 1995, there were 429 total military events flown in the local traffic area. Of this total, 298 are categorized as "training events," i.e., an aircraft staying in the local traffic area, as opposed to one merely taking off on a mission out of the local area. Of this total, 910th aircraft represent 160 or 54% of the total while other military aircraft (mostly C-130) represent 138 or 46%. This vividly shows that other military aircraft are coming to Youngstown because of the ease of obtaining airspace usage, no doubt because of traffic congestion within their own local airspace.
- Our experience indicates that a preponderance of the flying training necessary to maintain proficiency of the 910th aircrews can be and is being accomplished within the local airport traffic area. This represents a significant cost saving in unproductive flying transit time to less congested airports. At an estimated operational cost of approximately \$5,200/hour, it can be realized that a unit that accomplishes most of its requirements at its home base and has a minimum amount of vectoring time between events is a very cost effective unit.
- Our productive flying time utilization will increase dramatically when the Landing Zone, which is currently under construction, is completed. At that time we will be one of the very few AFRES or ANG units in the country with its own Landing Zone. This requirement to maintain proficiency is one of the key elements to maintain tactical proficiency on the C-130 aircraft. We anticipate that many other C-130 units will be coming to Youngstown because of the availability of the Landing Zone and the ease of using the uncrowded airport traffic area.

LATE TAKE-OFF INFORMATION

- All late take-offs except weather lates are reported
- Total late take-offs:
January 1994 through May 1995: 106
ATC Late: 1
- Percentage of late take-offs from ATC: .0094%
- Operational late take-offs: 58
- Maintenance, User, Load, Supply and Symp lates: 57
- ATC lates: 1



ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS



CURRENT EXPANSION:

AIRCRAFT: FROM 8 TO 16

WARTIME - TASKED PERSONNEL: 1110 TO 1489

MISSION: TACTICAL AIRLIFT PLUS AERIAL SPRAY WARTIME
MISSION

RAMP EXPANSION: FROM 88,763 SQ YDS TO 115,763 SQ
YDS

LAND EXPANSION: FROM 319 ACRES OF OWNED/LEASED
LAND TO 623 ACRES (150 ACRES
OWNED/154 ACRES LEASED)

910 AW AIRCRAFT/MANPOWER AUTHORIZED/ASSIGNED

Chronology of aircraft/manpower expansion

● Aircraft

Apr 94: 8 aircraft authorized/assigned

May 94: 4 aircraft reassigned from Niagara increasing total authorized to 12 PAA

Oct 94: 1 aircraft each reassigned from Milwaukee, Chicago, Dobbins and Maxwell

Apr 95: Aircraft authorization increased to 16 PAA

Apr 95: Second flying squadron (773 AS) established. 8 aircraft assigned.

Present total 910 AW authorized aircraft is 16 PAA. Present total assigned 910 AW aircraft is 10

Aircraft arrival scheduled over twenty month period (Sep 94 to Apr 96) due to funding of required manning increases

Currently 6 aircraft loaned to other units due to aircraft shortfalls having a negative effect on unit's flying training. Shortfalls were either modifications being accomplished or aircraft on deployments.

- Projected acquisition dates:

Jun 95 - 2 aircraft

Nov 95 - 2 aircraft

Apr 96 - 2 aircraft

Apr 96 - Complete to 16 PAA authorized and possessed

- Personnel

Authorizations

Apr 94: 1051

Oct 94: 1051

Oct 95: 1489 (projected)

Received 12 PAA manning document Oct 94

Expect to receive 16 PAA manning document
Oct 95

Personnel hired as authorizations became available
for 12 PAA to maintain and operate additional
aircraft

Current personnel assigned: 1110

● Milcon

No MILCON money would have been required
for Logistics Group to remain at 8 PAA

Sufficient parking apron and hangar space
available to beddown 16 C-130's.

Current and Projected MILCON will enhance a
16 PAA operation.

AIRCRAFT PARKING APRON

- TOTAL USABLE SPACE FOR AIRCRAFT PARKING:

As of October 1994:	88,763 Sq Yds
Error in BRAC Input:	37,125 Sq Yds
As of April 1994:	77,905 Sq Yds

- CURRENT C-130 PARKING SPACES: 12

Hangar Spaces:	3
(4 When new hangar construction completed)	
Alert Taxiway Parking:	4
(Temporarily)	

- FY 96 MILCON: New Apron

27,000 SY

Will expand parking spaces to 15

40% Designed - Can be awarded 1st Qtr, FY 96

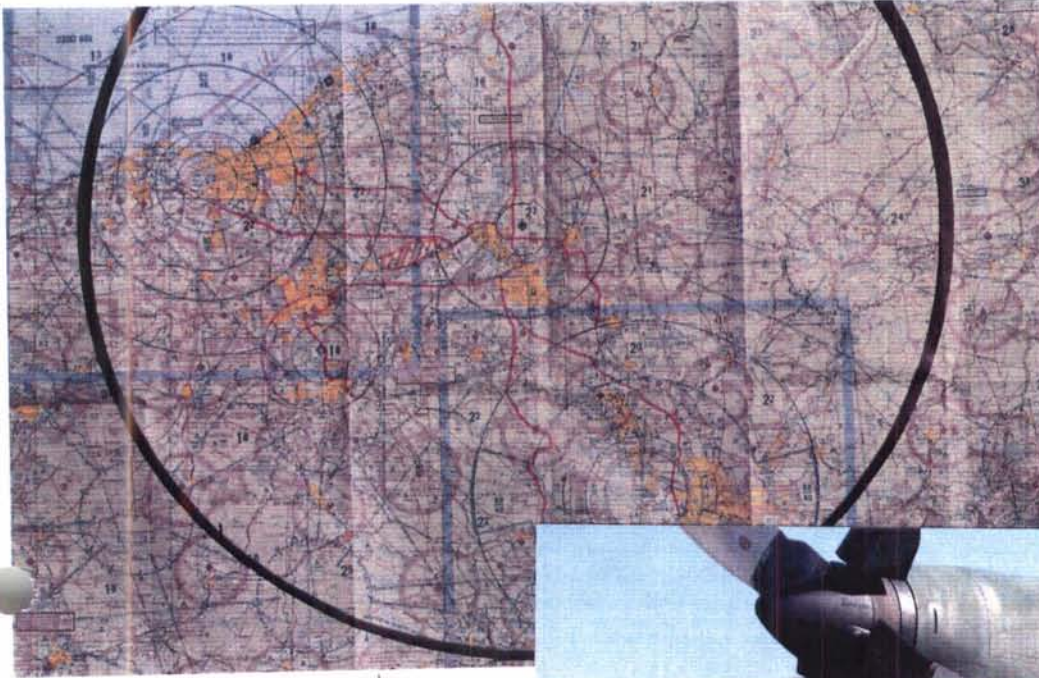
- EXPANSION CAPABILITY: Almost Unlimited

Can be widened to Taxiway "H" in order to park larger aircraft



CURRENT AND FUTURE MISSION REQUIREMENTS AND IMPACT ON OPERATIONAL READINESS

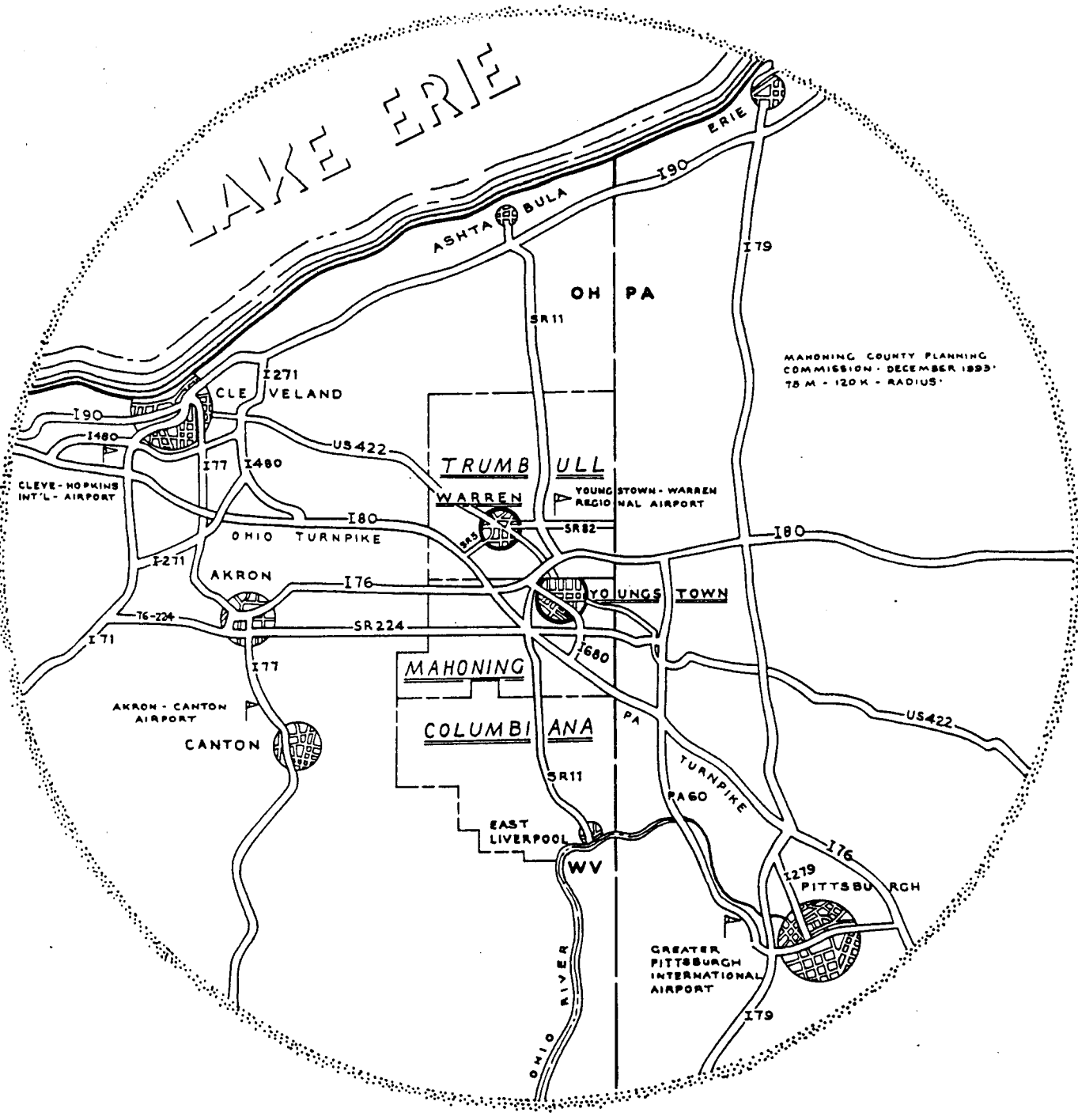
RECRUITMENT AND RETENTION



DACHWSE-1



6 MAJOR POPULATION CENTERS
(YOUNGSTOWN, CLEVELAND, AKRON, CANTON,
ERIE, PITTSBURGH) WITHIN 75 MILES WITH
EXCELLENT HIGHWAY ACCESS



YOUNGSTOWN-WARREN REGION

■ METROPOLITAN AREA ...

counties -	3
area -	1,563 square miles
1994 population -	604,118 (+3,200 since 1990)
labor force -	281,700
1994 unemployment rate -	7.5%
economy:	
services	(26%)
manufacturing	(24%)
retail	(21%)
government	(13%)
wholesale	(5%)
finance/insurance/real estate	(4%)
other	(7%)

■ 75-MILE REGION (2-HOUR DRIVE) ...

counties -	32
area-	NE Erie (PA) - SE Pittsburgh (PA) - SW Akron/Canton (OH) - NW Cleveland (OH)
1994 pop -	6,981,395 (+66,100 since 1990)
1995 Fortune 500 World HQs -	21
manufacturing firms -	11,667
wholesale/distribution firms-	12,460

■ COLLEGES & UNIVERSITIES ...

within a 75-mile radius of the 910th Tactical Airlift Group there are 61 colleges and universities

■ LOW COST OF LIVING ...

the Youngstown-Warren region scored 93.5 on the most recent American Chamber of Commerce Research Association national cost of living survey for the 4th quarter of 1994. The national average for 304 metropolitan areas is 100.

■ LOW COST OF HOUSING

the Youngstown-Warren region scored 95.8 on the most recent American Chamber of Commerce Research Association national cost of housing survey for the 4th quarter of 1994. The national average for 304 metropolitan areas is 100.

■ **AFFORDABLE HOUSING ...**

Not only are housing costs low, but compared with median incomes, very affordable. The region scored 75.4 on the most recent National Association of Home Builders Housing Opportunity Index for the 4th quarter of 1994. The number indicates that 75.4% of the houses sold could be purchased by a family earning the median income.

■ **CONSTRUCTION COSTS ...**

for commercial projects are below the national average. The region scored 96.9 on the most recent Means Construction Cost Index, for 1994. The national average is 100.

**COMPARISON TO
NATION'S LARGEST METROPOLITAN AREAS
BY 1990 POPULATION**

1. New York City	19,549,649
2. Los Angeles	14,531,529
3. Chicago	8,239,820
4. 75-MILE RADIUS OF 910th TACTICAL AIRLIFT WING	6,915,211
5. Washington, D.C.	6,727,050
6. San Francisco	6,253,311
7. Philadelphia	5,892,937
8. Boston	5,685,998
9. Dallas	4,037,282
10. Houston	3,731,131

CURRENT AND FUTURE MISSION REQUIREMENTS AND IMPACT ON OPERATIONAL READINESS

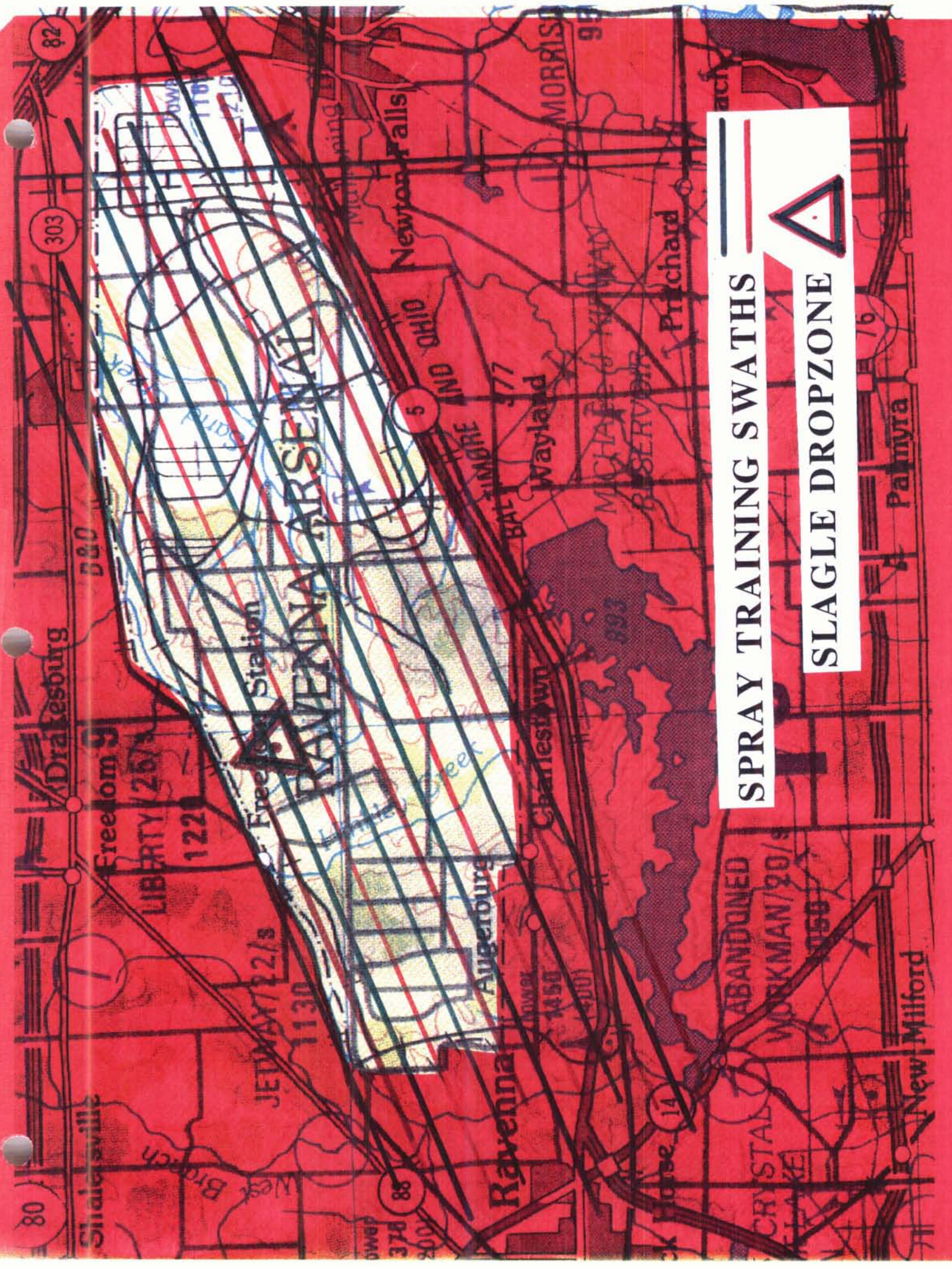
ACCESSIBILITY AND VERSATILITY OF TRAINING

- UNRESTRICTED PATTERN ACCESS (40% CAPACITY)
- 73,000 SQ MILES OF LOW ALTITUDE TRAINING AREA
- 3 DROP ZONES WITHIN 60 MILES
- 21,000 ACRE AERIAL SPRAY TRAINING AREA AT RAVENNA
- OIL DISPERSANT APPLICATION TRAINING OVER LAKE ERIE
- SHORT FIELD AT YOUNGSTOWN BY NOV 95



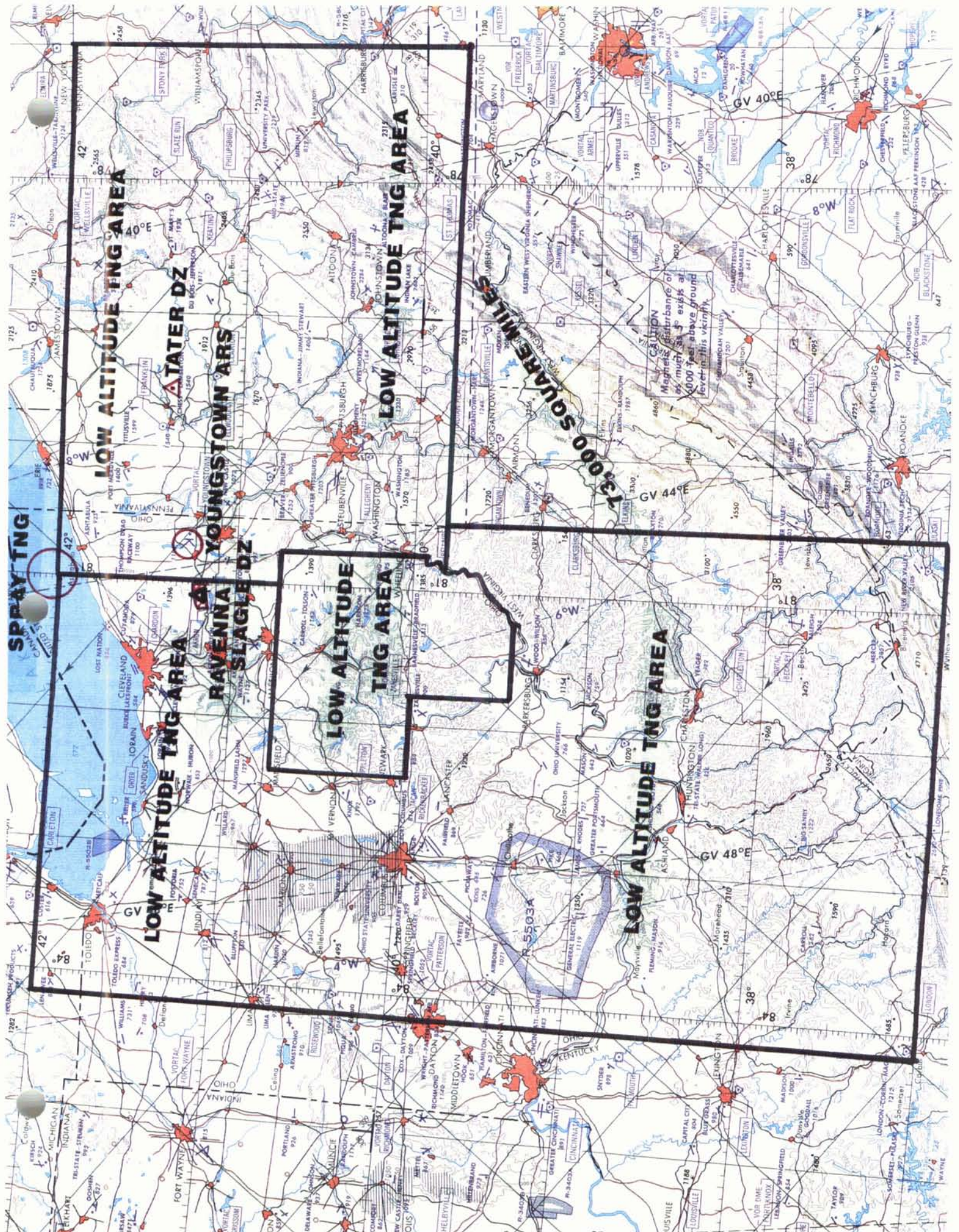


20 NAUTICAL MILES TO SLAGLE DZ.
5 MINUTES TO SLAGLE DZ.



SPRAY TRAINING SWATHS

SLAGLE DROPZONE



LOW ALTITUDE TNG AREA

YOUNGSTOWN ARS

RAVENNA SLAGLE DZ

LOW ALTITUDE TNG AREA

LOW ALTITUDE TNG AREA

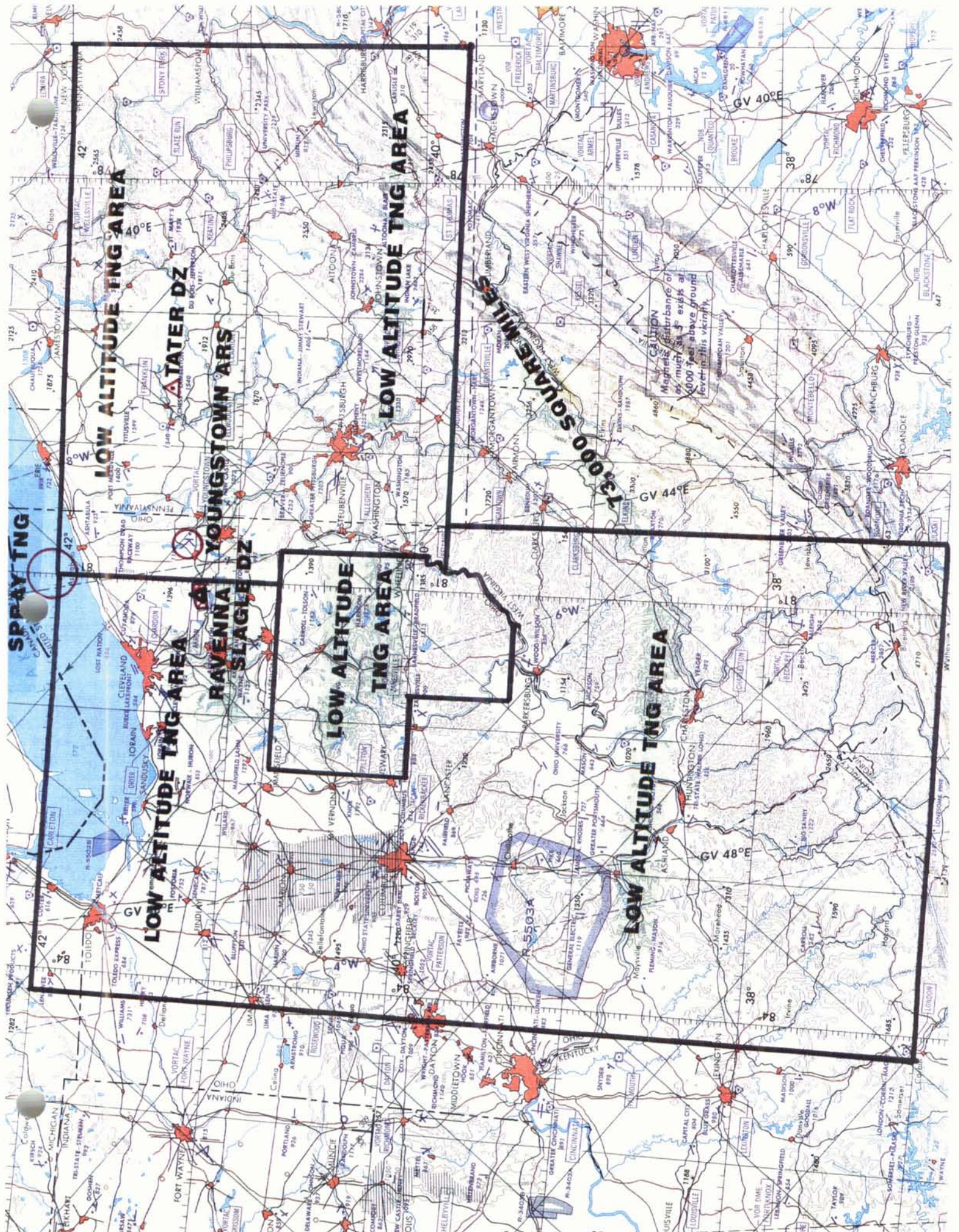
LOW ALTITUDE TNG AREA

LOW ALTITUDE TNG AREA

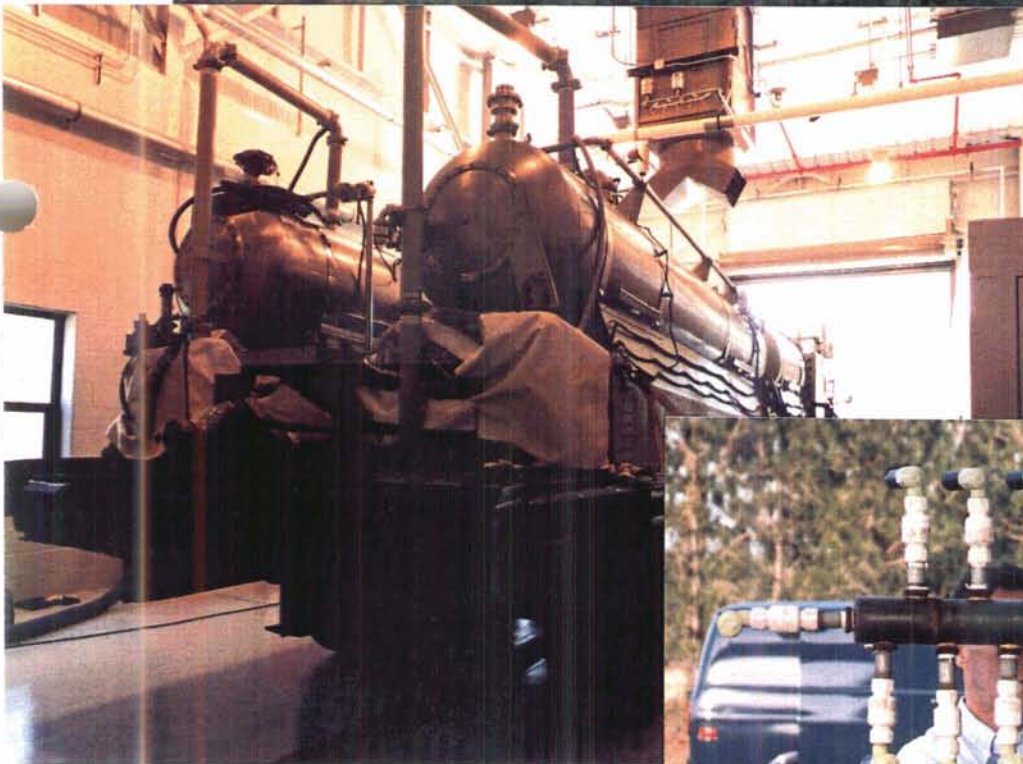
LOW ALTITUDE TNG AREA

1300 SQUARE MILES

CAUTION
Magnetic disturbance of
as much as 5° exists at
6000 feet above ground
level in this vicinity.



AERIAL SPRAY



- ONLY FIXED-WING AERIAL SPRAY UNIT IN DoD
- PESTICIDE AND OIL DISPERSANT CAPABILITY
- WARTIME MISSION STATEMENT: ISSUED APR 95

AERIAL SPRAY

MISSION: AERIAL APPLICATION OF PESTICIDES AND OIL DISPERSANTS

PERSONNEL*:

- 2 ART AIRCREWS (6-PERSON CREW)
AVERAGE EXPERIENCE: 8.3 YEARS
SENIOR TECHNICIAN: 13 YEARS EXPERIENCE
- 7 ART MAINTENANCE PERSONNEL
SENIOR TECHNICIAN: 16 YEARS EXPERIENCE
- 2 ENTOMOLOGISTS
SENIOR ENTOMOLOGIST: 16 YEARS EXPERIENCE

* AWAITING UMD FOR WARTIME MISSION

ASSETS:

- MODULAR AERIAL SPRAY SYSTEM (MASS)
6 SYSTEMS
VALUE: \$1.2 MILLION EACH
- AIRCRAFT CONVERSION
4 AIRCRAFT CONVERTED
COST TO CONVERT: \$750,000 EACH
CONVERSION ITEMS:
 - CHEMICAL LINES IN WING
 - BRACKETS FOR WING BOOMS
 - HOLES IN TROOP DOORS FOR FUSELAGE BOOMS
 - ELECTRICAL JUNCTION BOX FOR SYSTEM POWER
 - RADAR ALTIMETER AND GROUND SPEED INDICATOR
 - MASS POWER INDICATOR LIGHT IN COCKPIT
 - MASS POWER KILL SWITCH IN COCKPIT
- SPRAY MAINTENANCE FACILITY

ENVIRONMENTAL RESPONSIBILITY

- NO/MINIMAL RESIDUAL TOXINS
CAREFUL SELECTION OF PESTICIDES
MINIMAL APPLICATION RATES
USE OF BIOLOGICAL PESTICIDES
- NO/MINIMAL OFF-TARGET DRIFT
ADHERENCE TO WIND LIMITATIONS
ACTIVE DRIFT MONITORING
- AIRCRAFT WASH WATER ANALYSIS
- POLLUTION PREVENTION: SPRAY MAINTENANCE FACILITY
AIR FILTRATION SYSTEM
WATER COLLECTION SYSTEM

SAFETY/OCCUPATIONAL HEALTH PROGRAM

ACTIVE MONITORING BY SAFETY/OCCUPATIONAL HEALTH OFFICES
STRICT PERSONAL PROTECTIVE EQUIPMENT REQUIREMENTS
CHOLINESTERASE MONITORING
AIR SAMPLING

AVAILABILITY OF TRAINING AREAS/FACILITIES

- PESTICIDE TRAINING MISSIONS:
PARRIS ISLAND MCRD, SOUTH CAROLINA
LANGLEY AFB AREA, VIRGINIA
AVON PARK BOMBING RANGE, FLORIDA
WEAPONS TEST RANGE, HILL AFB, UTAH
- WATER TRAINING MISSIONS:
RAVENNA ARSENAL
21,000 ACRES
20 MILES FROM YOUNGSTOWN ARS
WHOLLY OWNED BY DoD

LAKE ERIE
USED FOR OIL DISPERSANT TRAINING
50 MILES FROM YOUNGSTOWN ARS
SPRAY MAINTENANCE FACILITY
50% OF SPRAY OPERATOR TRAINING

KEEPING PACE WITH THE FUTURE

- DEVELOPING WARTIME CAPABILITY
 - DEFINING MISSION
 - DEVELOPING TACTICS
 - EVALUATING/IMPROVING SURVIVABILITY
 - COORDINATING JOINT TRAINING

- IMPROVING OIL DISPERSANT CAPABILITY
 - TESTING ALTERNATE BOOMS AND NOZZLES
 - PARTICIPATING IN MOCK DRILLS
 - PARTICIPATING IN OPEN-WATER TESTING
 - REVISING APPLICATION PROCEDURES

- TESTING BIOLOGICAL PESTICIDES

- DEVELOPING ENVIRONMENTAL DECONTAMINATION MISSION
 - COOPERATIVE PROGRAM WITH DUGWAY PROVING GROUNDS

- ACQUIRING AGRICULTURAL GLOBAL POSITIONING SYSTEM
 - ESTABLISH RECORD OF SPRAY
 - MINIMIZE RELIANCE ON TOPOGRAPHICAL MAPS
 - PROVIDE GUIDANCE OVER INDISTINGUISHABLE TERRAIN
 - PROVIDE GUIDANCE OVER WATER
 - PROVIDE GUIDANCE DURING NIGHT SPRAY

COST AND MANPOWER IMPLICATIONS

AERIAL SPRAY



- PERSONNEL RELOCATION COSTS
- ATTRITION:
AIRCREW: 25%
MAINTENANCE: 66%
- EXPERIENCE:
AIRCREW: 8.3 YRS
MAINTENANCE : 16 YRS

PERSONNEL ATTRITION

Because the Commission's data survey is directed at facilities rather than missions, little has been said about the aerial spray mission. To say it is unique within the Department of Defense is not enough. The spray mission is also very technical and very hazardous. A great deal of skill, knowledge and experience is required to conduct aerial spray missions safely and effectively. The average spray experience among fully-qualified aircrew members is 8.3 years, senior technicians having over 13 years experience. The senior maintenance technician has 16 years experience, as does the senior entomologist.

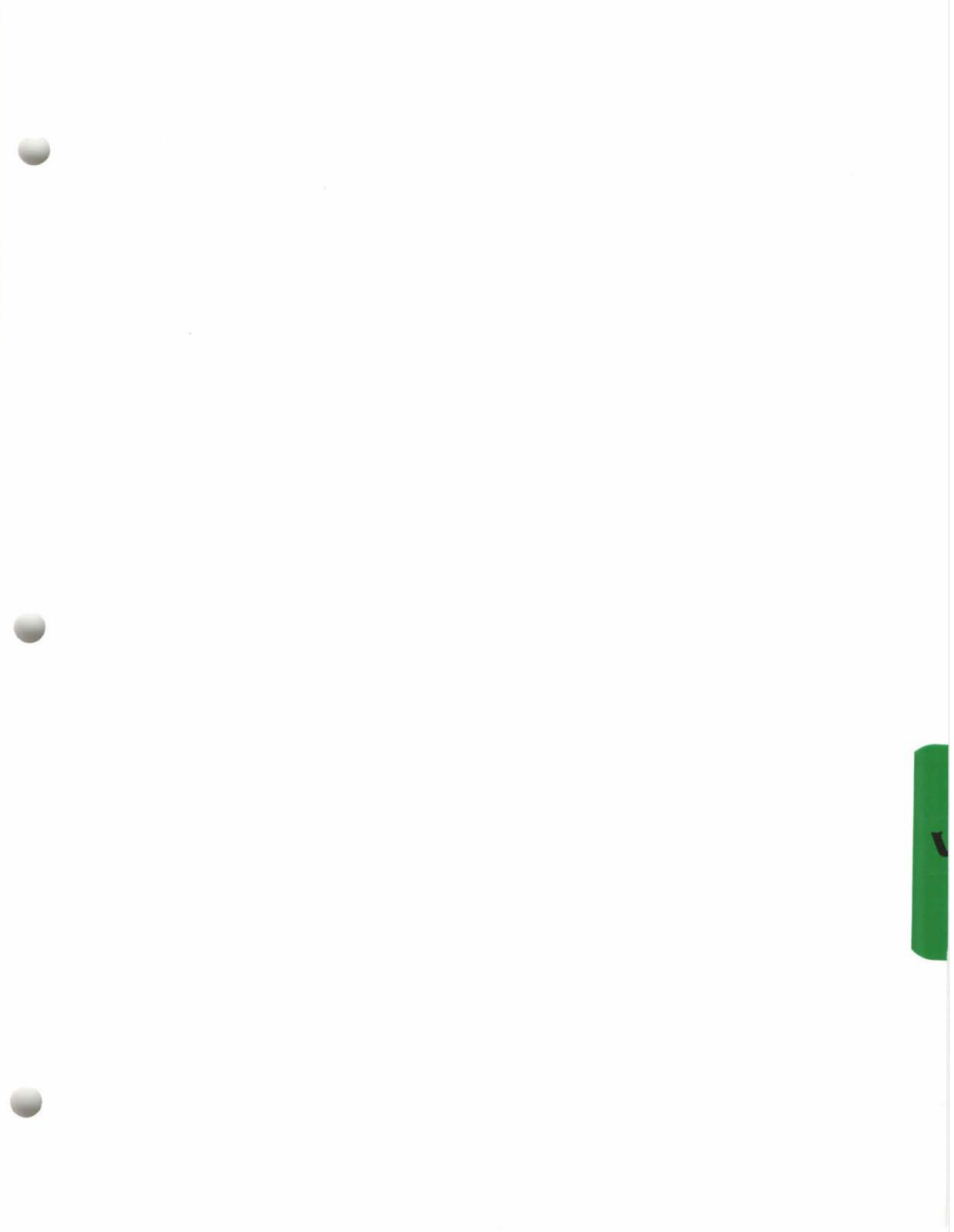
When the mission was relocated from Rickenbacker Air National Guard Base to Youngstown in January, 1992, the attrition rate among aircrew was 25% and among maintenance personnel, 66%. Relocating the spray mission yet again may further jeopardize that essential experience base and adversely affect operational readiness.



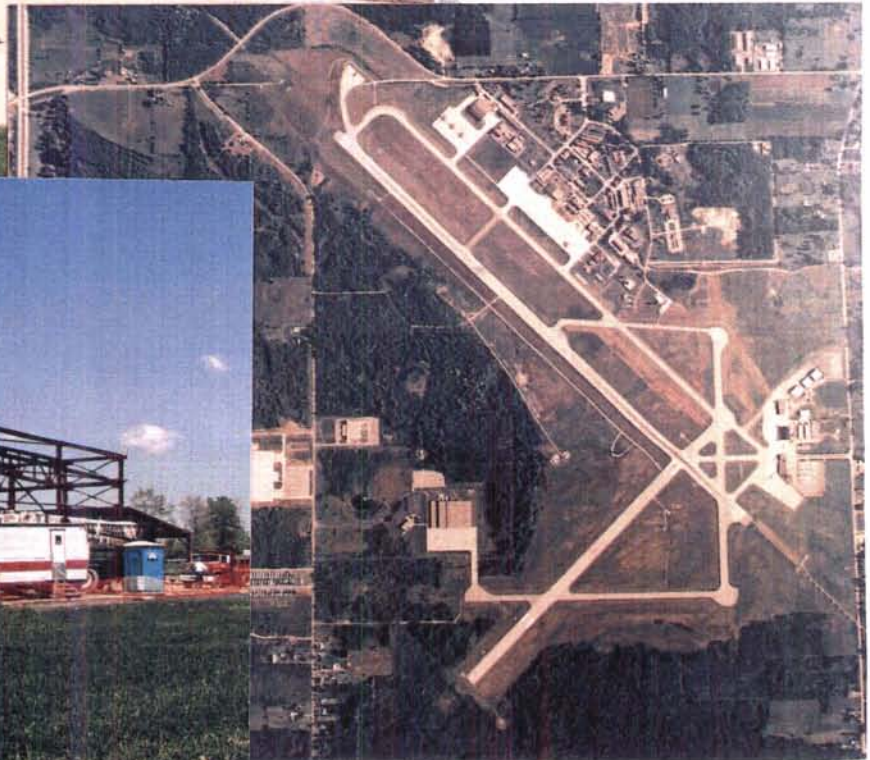
EXTENT AND TIMING OF ● POTENTIAL COSTS & SAVINGS



- LOWEST ANNUAL OPERATING BUDGET
- NEXT-TO-LOWEST PROJECTED ANNUAL SAVINGS AFTER CLOSING
- **POSSIBLE HIGHEST COST OF CLOSURE**
 - **RELOCATING 16 AIRCRAFT**
 - ESTABLISHING SUPPORT FACILITIES FOR 16 AIRCRAFT AT POTENTIAL RECEIVING LOCATION
 - REPLACING UNIQUE FACILITIES: \$2.06 MILLION
 - RELOCATING AERIAL SPRAY PERSONNEL
- **NEAR LOWEST MILCON AVOIDANCE FOR 8 PAA (FY 96/97)**
 - INFRASTRUCTURE/OTHER: \$6.12 MILLION
 - FOR 16 AIRCRAFT: ADDITIONAL \$18.75 MILLION
- CURRENT MARKET VALUE OF FACILITIES



ECONOMIC IMPACT



- LOSS OF FIRE DEPARTMENT WILL COST FAA \$600,000 PER YEAR
- IN TOP TEN OF YOUNGSTOWN-WARREN AREA'S LARGEST EMPLOYERS
- LOCAL FINANCIAL IMPACT: \$28,584,301



YOUNGSTOWN

WARREN

REGIONAL

CHAMBER

May 24, 1995

Col. Bernard J. Pieczynski
Commander
910th Tactical Airlift Wing
Youngstown Air Force Reserve Base
Vienna, Ohio 44473-0910

Re: Base Re-Use Potential

Dear Col. Pieczynski:

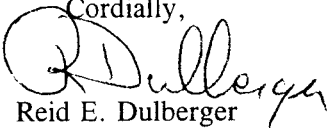
Given that the 910th Tactical Airlift Wing is now among the units being reviewed by the Base Realignment And Closure Commission (BRAC), the Regional Chamber has undertaken a preliminary evaluation to determine the re-use potential for facilities at the Vienna Air Force Reserve Base -- should they become available in the near future. While the Regional Chamber fully supports the continuation of the 910th and its mission, this evaluation was considered prudent in light of these recent events.

As you know, the Regional Chamber is the metropolitan area's largest economic development organization and the designated development arm of the Western Reserve Port Authority, which owns and operates the Youngstown-Warren Regional Airport. In addition, we provide development services under contract to the: Mahoning County Commissioners; Community Improvement Corporation of Warren and Trumbull County; the Youngstown-Warren Small Business Development Center; and the Youngstown Central Area Community Improvement Corporation. An agreement with the Trumbull County Commissioners is pending legal review.

Our evaluation of the facilities at the Vienna Air Force Reserve Base was based on a thorough understanding of current market conditions in the Youngstown-Warren Metropolitan area, as well as our involvement in the creation of an international air cargo complex at the Regional Airport.

Our findings indicate that the hangers and ramps will eventually be of value when the air cargo complex is developed. The estimated time frame for this is three -to- five years (our time frame for lengthening the runways and other infrastructure improvements). Given current and projected real estate trends there is no discernable market for either the office or residential space over the next five years. Likewise, there is no known market for specialized structures such as the aerial spray or the munitions storage buildings. Should these facilities be made available to the community at a nominal cost, it is possible that some use might eventually be found.

The Regional Chamber will continue working to insure that the 910th TAW remains at the Vienna Air Force Reserve Base. Hopefully, we will never know if this analysis is correct. However, should BRAC decide otherwise, the Regional Chamber will work with the Air Force to insure the best use of these facilities.

Cordially,

Reid E. Dulberger
Senior Vice President/Economic Development

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WARREN, OH 44481-1142
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100 E. PARK AVENUE
NILES, OH 44446-5017
PHONE: 216-652-1470
FAX: 216-652-0017

ESTIMATED FINANCIAL IMPACT IN NORTHEAST OHIO AND WESTERN PENNSYLVANIA OF THE VIENNA TWP. AIR FORCE RESERVE BASE

Air Force Payroll

■ civilian	\$17,003,160
■ reservists	7,213,892
■ travel/per diem/etc.	1,715,715
■ active duty personnel	<u>148,107</u>
	\$26,080,874

Navy & Marine Corp. Payroll

■ active duty personnel	\$584,092
■ reservists	<u>975,264</u>
	\$1,559,356

TOTAL PAYROLL **\$27,640,230**

Air Force Purchases of Supplies & Equipment

■ supplies & equipment	\$1,800,000
■ construction	3,200,000
■ services other than construction	<u>900,000</u>
	\$5,900,000

Navy and Marine Corp. Purchases \$208,945

TOTAL PURCHASES **6,108,945**

■ **TOTAL DIRECT EXPENDITURES** **\$33,749,175**

Adjustments

1. 31% of payroll lost to taxes and spending outside region
2. 67% of purchases made within region
3. financial multiplier = 0.3

LOCAL IMPACT

○ local disposable income (0.69 x \$27,640,230) =	\$19,071,758
○ local purchases (0.67 x \$6,108,945) =	<u>\$4,092,933</u>
	\$23,164,751
○ multiplier effect (0.3 x \$23,164,751) =	<u>6,949,425</u>

■ **LOCAL FINANCIAL IMPACT** **\$30,114,176**

YOUNGSTOWN-WARREN AREA'S LARGEST EMPLOYERS

9,500 Employees +

- Delphi Packard Systems
automotive wiring
- General Motors Lordstown Complex
automobile assembly
metal fabricating

3,500 -to- 4,000 Employees

- Western Reserve Care System
hospital services

2,000 -to- 3,000 Employees

- St. Elizabeth Hospital Medical Center
hospital services
- WCI Steel Inc.
primary steel production

1,500 -to- 2,000 Employees

- Trumbull Memorial Hospital
hospital services
- U.S. Postal Service
mail services
- **YOUNGSTOWN AIR RESERVE BASE**
- Youngstown City Schools
education services

1,000 -TO- 1,500 Employees

- Copperweld Steel
primary steel production
- General Electric
light bulbs/coils
- Phar-Mor/Tamco
retail sales
- Youngstown State University
education services

U.S. MANUFACTURING CENTERS

Manufacturing				
	#Establishments	#Employees	\$Payroll (millions)	Value Added (millions)
NYC-NJ-CT	35,493	1 393,200	37,365.6	81,959.2
LA-Anaheim-Riverside	28,938	1 255,900	32,746.0	72,520.5
Chicago-Gary	14,350	755,400	20,580.3	49,773.3
YO-WARREN 75-MILE RADIUS	11,667	635,600	17,933.8	36,596.5
Detroit-Ann Arbor	8,500	518,300	17,586.5	31,043.7
Philly-Wilmington-Trenton	8,659	486,800	13,359.2	28,940.8
Boston-Salem	7,598	425,500	11,645.0	29,713.5
Dallas-Ft. Worth	6,491	329,300	8,886.8	19,641.4
Houston-Galveston	4,777	183,200	5,612.1	18,596.9
Miami-Ft.Lauderdale	5,185	132,600	2,504.3	5,700.2
St. Louis	3,351	221,700	6,461.1	14,115.0
Atlanta	3,878	200,400	5,073.3	13,345.7

U.S. DISTRIBUTION CENTERS

Wholesale				
	#Establishments	Sales (\$1000)	Payroll (\$1,000)	#Employees
New York	47,892	398,584,408	17,445,166	606,092
Los Angeles	28,918	203,519,977	9,857,301	378,799
Chicago	17,043	139,810,276	6,798,076	257,310
YO-WARREN 75-MILE RADIUS	12,460	68,300,436	3,781,956	157,070
Philadelphia	11,192	73,631,771	3,999,570	150,974
Dallas	10,158	71,118,325	3,525,649	136,217
Miami	9,924	33,545,421	2,008,657	89,380
Boston	8,694	66,536,408	3,696,834	129,158
Houston	8,258	72,418,834	2,532,478	96,874
Atlanta	7,963	69,999,920	3,045,898	118,263
Detroit	8,122	60,503,696	2,863,442	104,734
St.Louis,MO	5,057	31,704,989	1,634,313	65,323

Economic Impact

Fire Department

FIRE DEPARTMENT ANNUAL OPERATING COSTS FOR FAA REQUIREMENTS

1. ANNUAL SALARIES \$ 480,000

- a. 1 Chief, 2 Asst Chiefs, and 9 Firefighters are required to man the airport 24 HRS/Day with 2 firefighters and 1 supervisor per shift.
COST:
12 FULL TIME EMPLOYEES AT \$40,000/YR = \$ 480,000

2. VEHICLE COSTS \$ 19,063

- a. Amortized vehicle acquisition costs
ONE P-19 @ \$ 165,000 AND ONE P-10 @ 30,155
\$ 195,155/12 YR LIFE = \$ 16,263
- b. Estimated vehicle maintenance costs: \$ 2,000/YR
- c. Estimated vehicle fuel: \$ 800/YR

3. SUPPLIES AND EQUIPMENT (2 YEAR AVG) \$ 35,000

- a. Cost estimate based on 1/3 of the Air Forces 2 year average cost


4. BUILDING COSTS \$ 71,845

- a. Amortized building cost
\$ 1,402,016/25 YRS = \$ 56,080
- b. Building Maintenance Costs = \$ 1,565
- c. Utilities:
 - Electric: \$ 11,500/YR
 - Gas \$ 2,700/YR

TOTAL ANNUAL OPERATING COSTS = \$ 605,908



ENVIRONMENTAL IMPACT



GO BEYOND ENVIRONMENTAL COMPLIANCE
EXPANDED RECOVERY AND RECYCLING PROGRAM
ENVIRONMENTAL RESTORATION/LOW RISK
CONTAMINATION

ENVIRONMENTAL IMPACT

- Environmental Restoration
 - Low Risk Contamination
 - Past practices did not generate risk to human health or the natural environment
- Operations involve environmental concerns
- Friendly working relationship with the State's Environmental Protection Agency
- Natural surrounding integrated within the mission's support infrastructure
- Protect resources with expanded recovery and recycling efforts
- Working towards a better future environment with today's planning
- Recognized for Basewide involvement in environmental protection
- Perspective is not only achieve environmental compliance, but go beyond compliance and enhance environmental quality

ENVIRONMENTAL IMPACT

INSTALLATION RESTORATION PROGRAM (IRP)

Preliminary Assessment and Site Investigation completed

Five sites on base; Two sites closed

SS01 - Drum Storage Area

DP03 - POL Lead Sludge Disposal Area. FY 95 DERA funding for Remedial Investigation/Site Monitoring. Contract service through Air Force Center for Environmental Excellence in the amount of \$305K is in progress.

ST05 POL Fuel Line Leak. Remedial Design/Remedial Action identified for FY 96 to remedial localized area of petroleum contaminate soil. Projected cost \$197K

Complete IRP Site closure scheduled for accomplishment by 1997

FORMERLY UTILIZED DEFENSE SITES (FOODS)

Five sites Off-base - Under Corp of Engineers responsibility

Fire Training Pit, Old Dump #1, Old Dump #2

Shortfield Runway construction by COE

Addressing site remediation

Old Fire Training Area & Old Drum Storage Area awaiting further site investigation by COE identified as Low Risk sites.

ENVIRONMENTAL COMPLIANCE

AIR EMISSIONS

Complete air emissions survey accomplished in accordance with Clean Air Act, Title V, regulatory requirements.

Installation identified as a minor emission source.

Potential emission levels below the Title V major source emissions designation

WASTE WATER DISCHARGE

Domestic and industrial wastewater discharge to county-operated wastewater treatment plant.

Operating under an industrial wastewater pre-treatment permit.

Developing additional pretreatment operations to maintain acceptable industrial wastewater concentration.

STORM WATER DISCHARGE

A stormwater pollution prevention program implemented for the industrial activities.

There are five stormwater discharge permit requirements in 1995.

There has been no impact to the receiving stream

UNDERGROUND STORAGE TANKS

Two regulated Underground Storage Tanks are in operation
They supply the Base Service Station with gasoline and diesel fuel
Replacement with aboveground storage tanks is scheduled for FY 96

HAZARDOUS WASTE MANAGEMENT

Designated as a small quantity generator
Utilize the Defense Reutilization and Marketing Office (Columbus OH) contract services for hazardous waste treatment and disposal.

ENVIRONMENTAL COMPLIANCE ASSESSMENT AND MANAGEMENT PROGRAM (ECAMP)

Base-wide committee utilized for internal ECAMP audits.
May 1995 Internal ECAMP Audit and report of findings in progress
External audit conducted May 1995
FINDINGS: 10 Major, 22 Minor, 19 Management practice issues and 8 Good Management Practices.
Installation designated PCB free
Base facilities surveyed for asbestos contained materials.
All buildings have been surveyed; 40% contain some type of asbestos contained material.

POLLUTION PREVENTION PROGRAM

The Base conducts responsible environmental management through the Pollution Prevention Program accomplishments and initiatives.
Material Recycling and Reclaiming Programs:
Cardboard, paper, cans, used oil, scrap metals, batteries, solvents, filters, anti-freeze, sawdust and CFC's
Purchasing at recycled paper products shop absorbent material processed under an energy recovery program
Paint spray can puncturing system
Hazardous Material Pharmacy operation
Tree Branches chipped into mulch
Attained the TREE CITY USA designation from the National Arbor Day Foundation for our management of trees and plants
Established a Base Environmental Awareness Committee to support continuous awareness training for Base personnel
Expanding recycling avenues to include plastic and glass
Utilize plastic-bead blasting equipment for paint stripping
Installed high-pressure parts cleaning units for degreasing operations
Continue Pollution Prevention Opportunity Assessments to find waste reduction opportunities.



APPENDICES





ERRONEOUS DATA

Tabs

- A. Ramp Space**
- B. Facilities Condition Codes**
- C. Financial Management**

Tab A

Ramp Space

1995 BRAC QUESTIONNAIRE UPDATES

RAMP SPACE

REF QUESTION:

II.2.G.1 - The total usable apron space for aircraft parking:

Total Reported

37,125 sq. yds

Actual (Apr 94)

77,905 sq. yds

Current (May 95)

88,763 sq. yds

Tab B

***Facilities Condition
Codes***

CONDITION CODE ERRORS

The 1995 Air Force Base Questionnaire had numerous errors concerning land and facility capacity and conditions (Questionnaire II.1.A and II.1.B). The following corrected answers to questions II.1.A and II.1.B are provided, along with a current copy of the Base Real Property Inventory Detail Listing (7115 Report).

Upon analysis of this data, the following capsulizes our building condition codes:

Condition Code 1	88.0% of our Buildings are Code 1 (397,603 SF out of 451,545 SF)
Condition Code 2	11.9% of our Buildings are Code 2 Buildings 208, 400, and 415, plus portions of 407 (Sq Ops, Base Ops, Cmd Post), 413, (Life Support), and Bldg 515 (Med Recruit and Refuel Vehicle Shop) (53,598 SF)
Condition Code 3	Less than 0.1% of our Bldgs are Code 3 (Only Building 522, which is 344 SF)

NOTE: The Asterisk (*) on the following charts indicate numbers that have changed from the initial 1995 BRAC Questionnaire. Also, in II.1.B.1., Columns "A" and "C" are divided into two columns, each representing 8PAA and 16PAA status.

ERRONEOUS CONDITION "Code 3" BUILDINGS

FACILITY CORRECT CTGRY CDE	CATEGORY CODE DESCRIPTION	ERRONEOUS CONDITION CODE 3 BLDGS	COND
<u>CODE</u>			
141-753.....	Squadron Operations.....	407/413.....	2/2
171-445.....	Reserve Forces Operational Trng ..	415	2
211-111.....	Hangar Maintenance	305	1
211-152.....	Shop Aircraft Gen Purpose	301/305.....	1/1
211-153.....	Shop Non-Destructive Insp.	413	1
211-154.....	Shop A/M Organizational.....	305	1
211-157.....	Shop Jet Engine I/Maint.....	301	1
211-159.....	Aircraft Corrosion Control.....	302	1
211-179.....	Maint Dock, Fuel Systems.....	302	1
214-425.....	Vehicle Maint Shop.....	517	1
214-467.....	Shop, Refuel Vehicle	515	2
442-257.....	Hazardous Storage Base.....	205/303/1417.....	1/1/1
442-258.....	Storage Liquid Oxygen.....	420/2005	1
442-758.....	Warehouse Supply & Equip Base..	208/503.....	2/1
722-351.....	Dining Hall, Airmen.....	113	1

CONDITION CODE SUMMARY

Condition "Code 1" Buildings:	88.0%	397,603 SF
Condition "Code 2" Buildings:	11.9%	53,598 SF
Condition "Code 3" Buildings:	0.1%	344 SF
<u>TOTALS</u>	<u>100.0 %</u>	<u>451,545 SF</u>

SECTION II

1. Installation Capacity & Condition

A. Land

II.1.A.1.

Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
Youngstown ARS, Ohio	Main Base (Owned)	230	*140	*89
	Main Base (Leased)	*89	*89	*0
	Drop Zones (Permitted)	*338	*338	*0
	TOTAL	*657	*567	*89

B. Facilities

II.1.B.1. From Real Property Records:

Facility Category Code	Category Description	Units of Measure	A1	A2	B	Percentag (%) Cond Code 1	Percentag (%) Cond Code 2	Percentag (%) Cond Code 3	C1	C2
			Required Capacity 8 PAA	Required Capacity 16 PAA	Current Capacity				Excess Capacity 8PAA	Excess Capacity 16PAA
II.1.B.1.a.i.	121-122 Hydrant Fueling Systems Pits	EA	0	0			0.0	0.0	0	0
II.1.B.1.a.ii.	121-122a Consolidated A/C Support System	EA	0	0			0.0	0.0	0	0
II.1.B.1.b.	131 Communications - Buildings	SF	N/A	N/A	*4,743	100.0	0.0	0.0	N/A	N/A
II.1.B.1.c.	141 Operations - Buildings	SF	N/A	N/A	18,222	3.0	97.0	0.0	N/A	N/A
II.1.B.1.c.i.	141-232 Aerial Delivery Facility	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.c.ii.	141-753 Squadron Operations	SF	*21,370	*33,000	15,539	0.0	*100.0	*0.0	*0	0
II.1.B.1.c.iii.	141-782 Air Freight Terminal	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.c.iv.	141-784 Air Passenger Terminal	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.c.v.	141-785 Fleet Service Terminal	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.d.	171 Training Buildings	SF	N/A	N/A	*72,937	*85.0	*15.0	*0.0	N/A	N/A
II.1.B.1.d.i.	171-211 Flight Training	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.d.ii.	171-211a Combat Crew Trng Squadron Fac.	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.d.iii.	171-212 Flight Simulator Training (High Bay)	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.d.iv.	171-212a Companion Training Program	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.d.v.	171-618 Field Training Facility	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.e.	211 Maintenance Aircraft	SF	N/A	N/A	*98,361	*95.0	*5.0	0.0	N/A	N/A
II.1.B.1.e.i.	211-111 Maintenance Hangar	SF	*42,448	*42,448	42,448	*100.0	0.0	0.0	0	0
II.1.B.1.e.ii.	211-152 General Purpose Aircraft Maint.	SF	*19,700	*19,700	*17,843	*100.0	0.0	0.0	0	0
II.1.B.1.e.iii.	211-152a DASH 21	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.e.iv.	211-153 Non-Destructive Insp. (NDI) Lab	SF	*2,000	*2,000	2,627	*100.0	0.0	0.0	*627	*627
II.1.B.1.e.v.	211-154 Aircraft Maintenance unit	SF	*9,135	*9,135	3,258	*100.0	0.0	0.0	0	0

Facility Category Code	Category Description	Units of Measure	A1	A2	B	Percentag (%) Cond Code 1	Percentag (%) Cond Code 2	Percentag (%) Cond Code 3	C1	C2	
			Required Capacity 8 PAA	Required Capacity 16 PAA	Current Capacity				Excess Capacity 8PAA	Excess Capacity 16PAA	
II.1.B.1.e.vi.	211-157	Jet Engine Inspection & Maintenance	SF	*8,533	*17,067	9,930	*100.0	0.0	0.0	0	0
II.1.B.1.e.vii.	211-157a	Contractor Operated Main Base Sply	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.e.viii.	211-159	Acft Corr Cntrl Hngr *(See 211-152)	SF								
II.1.B.1.e.ix.	211-173	Large Aircraft Maintenance Dock	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.e.x.	211-175	Medium Aircraft Maintenance Dock	SF	0	*24,340	*24,340	*100.0	0.0	0.0	*24,340	0
II.1.B.1.e.xi.	211-177	Small Aircraft Maintenance Dock	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.e.xii.	211-179	Fuel System Maintenance Dock	SF	*22,255	*22,255	22,255	*100.0	0.0	0.0	0	0
II.1.B.1.e.xiii.	211-183	Test Cell	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.f.	212	Maint-Guided Missiles	SF	N/A	N/A	0		0.0	0.0	0	0
II.1.B.1.f.i.	212-212	Missile Assembly (Build-Up) Shop	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.f.ii.	212-212a	Integrated Maint Fac (Cruise Missle)	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.f.iii.	212-213	Tactical Missile Maintenance Shop	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.f.iv.	212-220	Integrated Maintenance Facility	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.g.	214	Maintenance - Automotive	SF	N/A	N/A	12,199	91.0	9.0	0.0	N	N/A
II.1.B.1.g.i.	214-425	Trailer/Equipment Maint Facility	SF	*11,199	*11,199	11,199	*100.0	0.0	0.0		0
II.1.B.1.g.ii.	214-467	Refueling Vehicle Shop	SF	*1,500	*1,500	1,000	0.0	*100.0	0.0		0
II.1.B.1.h.	215-552	Weapons & Release Sys (Arm. Shp)	SF	0	0	0		0.0	0.0		0
II.1.B.1.i.	216-642	Conventional Munitions Shop	SF	0	0	0		0.0	0.0		0
II.1.B.1.j.	217	Maint-Electronics & Comm Equip	SF	N/A	N/A	7,443	100.0	0.0	0.0	N/A	N/A
II.1.B.1.j.i.	217-712	Avionics Shop	SF	*6,800	*7,500	*7,443	*100.	0.0	0.0	*643	0
II.1.B.1.j.ii.	217-712a	LANTIRN	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.j.iii.	217-713	ECM Pod Shop and Storage	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.k.i.	218-712	Acft Spt Equip Shp/Storage Facility	SF	*23,276	*23,276	*20,774	*100.0	*0.0	0.0	0	0
II.1.B.1.k.ii.	218-852	Survival Equipment Shp (Parachute)	SF	4,400	*5,000	*3,770	0	100.0	0.0	0	0
II.1.B.1.k.iii.	218-868	Precision Measurement Equip Lab	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.l.	219	Maintenance-Installation, Rpr, & Ops	SF	N/A	N/A	*25,871	100	0.0	0.0	N/A	N/A
II.1.B.1.m.	310	Science Labs	SF	N/A	N/A	0		0.0	0.0	N/A	N/A
II.1.B.1.n.	311	Aircraft RDT&E Facilities	SF	N/A	N/A	0		0.0	0.0	N/A	N/A
II.1.B.1.o.	312	Missile and Space RDT&E Facilities	SF	N/A	N/A	0		0.0	0.0	N/A	N/A
II.1.B.1.p.	315	Wpns & Wpn Sys RDT&E Fac	SF	N/A	N/A	0		0.0	0.0	N/A	N/A
II.1.B.1.q.	317	Elec Comm & Elec Eqp RDT&E Fac	SF	N/A	N/A	0		0.0	0.0	N/A	N/A
II.1.B.1.r.	318	Propulsion RDT&E Facilities	SF	N/A	N/A	0		0.0	0.0	N/A	N/A
II.1.B.1.s.i.	411-135	Jet Fuel Storage	BL	*15,012	*15,012	*15,012	*100.0	*0.0	0.0	0	0
II.1.B.1.t.	422	Ammn Strge Instltn & Ready Use	SF	N/A	N/A	*2,955	*100.0	0.0	0.0	N/A	N/A
II.1.B.1.t.i.	422-253	Multi-Cubicle Magazine Storage	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.t.ii.	422-258	Above Ground Magazine	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.t.iii.	422-264	Igloo Magazine	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.t.iv.	422-265	Spare Inert Strg (Alt Msn Equip)	SF	0	0	0		0.0	0.0	0	0

Facility Category Code	Category Description	Units of Measure	A1	A2	B	Percentag (%) Cond Code 1	Percentag (%) Cond Code 2	Percentag (%) Cond Code 3	C1	C2	
			Required Capacity 8 PAA	Required Capacity 16 PAA	Current Capacity				Excess Capacity 8PAA	Excess Capacity 16PAA	
II.1.B.1.t.v.	422-275	Ancillary Explosives Fac (Holding Pad	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.u.	441	Storage-Covered Depot & Arsenal	SF	N/A	N/A	0		0.0	0.0	N/A	N/A
II.1.B.1.v.	442	Storage-Covered-Installation & Orgn	SF	N/A	N/A	*34,423	54.0	46.0	0.0	N/A	N/A
II.1.B.1.v.i.	442-257a	Hydrazine Storage	SF	0	0	*0	0.0	0.0	*0	0	0
II.1.B.1.v.ii.	442-258	LOX Storage	GA	*974	*974	974	*100.0	0.0	*0	*0	0
II.1.B.1.v.iii.	442-758	Base Warehousing Supplies & Equip	SF	*32,847	*62,088	*28,585	*44.0	*56.0	*0	*0	0
II.1.B.1.v.iv.	442-758a	Base Warehousing Supplies & Equip (	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.v.v.	442-758b	Warehousing Supplies & Equip (AGS)	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.w.	510	Medical Center and/or Hospital	SF	N/A	N/A	0		0.0	0.0	0	0
II.1.B.1.x.	530	Medical Laboratories	SF	N/A	N/A	0		0.0	0.0	0	0
II.1.B.1.y.	540	Dental Clinics	SF	N/A	N/A	0		0.0	0.0	0	0
II.1.B.1.z.	550	Dispensaries and/or Clinics	SF	N/A	N/A	0		0.0	0.0	0	0
II.1.B.1.aa.	610	Administrative Buildings	SF	N/A	N/A	*33,862	*73.0	*26.0	*1.0	N/A	N/A
II.1.B.1.aa.i.	610-144	Munitions Maintenance Administration	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.aa.ii.	610-144a	Munitions Line Delivery/Storage Sectn	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.bb.	721	Unaccompanied Enlisted (UEPH & VA	SF	N/A	N/A	76	100.0	0.0	0.0	N/A	N/A
II.1.B.1.bb.i.	721-312	Unaccompanied Enlisted Dorm	SF	0	0	0		0.0	0.0	0	0
II.1.B.1.cc.	722	Dining Hall	SF	N/A	N/A	*14,369	100.0	0.0	0.0	N/A	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	*14,369	*14,369	*14,369	*100.0	0.0	*0	*0	0
II.1.B.1.dd.	724	Unaccompanied Officer Housing (OQ	SF	N/A	N/A	71	100.0	0.0	0.0	N/A	N/A
II.1.B.1.ee.	730	Personnel Support and Services Fac's	SF	N/A	N/A	*18,238	100.0	0.0	0.0	N/A	N/A
II.1.B.1.ff.	740	Morale, Welfare, and Rec (MWR)-Intr	SF	N/A	N/A	*24,765	100.0	0.0	0.0	N/A	N/A
II.1.B.1.gg.	852-273	Acft Support Equipment Storage	SF	0	0	0		0.0	0.0	0	0

II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentge (%) Cond Code 1	Percentage (%) Cond Code 2	Percentge (%) Cond Code 3
II.1.B.1.a.	111	Acft Pavement - Runway(s) (Shortfield	SY	*23,333	*100.0	
II.1.B.1.b.	112	Airfield Pavements - Taxiways	SY	*11,376	*100.0	*0.0 0.0
II.1.B.1.c.	113	Airfield Pavements - Apron(s)	SY	*101,790	100.0	0.0 0.0.
II.1.B.1.d.	116-662	Dangeroud Cargo Pad	SY	0		
II.1.B.1.e.	812	Elec Power - Trans & Distr Lines	LF	*40,493	100.0	0.0 0.0
II.1.B.1.f.	822	Heat - Trans & Distr Lines	LF	*15,807	97.0	3.0 0.0
II.1.B.1.g.	832	Sewage and Indust Waste Collection	LF	*24,329	75.0	25.0 0.0
II.1.B.1.h	842	Water - Distr Sys - Potable	LF	*33,227	50.0	50.0 0.0

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percntge (%) Cond Code 1	Percntge (%) Cond Code 2	Percntge (%) Cond Code 3
II.1.B.1.i.	843	Water - Fire Protection (Mains)	LF	0			
II.1.B.1.j.	851	Roads	SY	*81,237	90.0	10.0	0.0
II.1.B.1.k.	852	Vehicle/Equipment Parking	SY	*62,542	90.0	10.0	0.0

EXISTING BASE PLAN

1. Facility Assets as of April 1994:	\$ 43,384,330
2. Facility Improvements from April 1994 to May 1995:.....	7,253,003
a. Projects Included:	
Air Conditioning Upgrades B-126 & B-305	217,274
Jet Fuel Complex Upgrades (\$311,000-P-341).....	909,661
Various Utility Projects.....	474,804
Paving (Roads).....	136,555
Alteration Base Communications.....	54,880
Gymnasium Addition	292,754
Sidewalks and Concrete Pads	34,513
Clinic Upgrade.....	68,391
Vehicle Maintenance Shop Parts Room	18,918
Energy Lighting Changes	53,390
Oil/Water Separators.....	57,050
Radiant Heating System, Aerial Port	187,066
Aerial Port Alterations.....	149,999
Widen Aircraft Parking Apron (MILCON).....	1,116,005
C.A.T. Building Addition.....	383,190
New Taxiway	66,378
Aerial Spray Maintenance Facility (MILCON)	2,056,205
Pneudraulics Shop Addition, B-301 (P-341)	226,980
Corrosion Control Addition, B-302 (P-341).....	393,900
Aircraft Parking Apron Replacement.....	<u>355,090</u>
	TOTALS: .....\$7,253,003
3. Facilities Currently Under Construction and will be completed by April 1996 or Sooner:.....	\$11,649,000
4. Facility Assets by April 1996:	\$62,290,333
5. Navy/Marine Facility Assets	<u>3,800,000</u>
TOTAL BASE FACILITY ASSETS:..... \$66,090,333	

MILCON FACILITIES
UNDER CONSTRUCTION:

<u>FACILITY</u>	<u>SCOPE</u>	<u>CURRENT (\$000)</u>	<u>PERCENT COMPLETE</u>
All Purpose Aircraft Maint. Hangar	24,340 SF	5,400	40
Small Arm Munitions Storage	2,955 SF	549	85
Shortfield Runway	23,333 SY	<u>5,700</u>	35
	Total Under Const:	\$11,649	

ALL PURPOSE HANGAR: This hangar is currently under construction, and support maintenance requirements for 16 PAA. However, this hangar will greatly enhance the mission capability of the current 12 PAA. The hangar can be used for Fuel Cell repairs, wash down of Aircraft, engine cleaning, or periodic maintenance and repair of aircraft. This hangar will give the 910th AW two hangars in which wash down of aircraft can be performed, which is very important to our Aerial Spray Mission if a plane should come back contaminated with pesticide and need an immediate wash.

SMALL ARMS MUNITIONS STORAGE: The new facility, which should be ready for occupancy by 30 Jun 96, will have the bays needed for storage of Small Arms, Small Arms Munitions, Flares for the Aircraft Defensive System, and separate area for CATM weapons storage and dispensing. Being located next to the Rifle Range, on Base, makes this CATM storage area very functional and time saving.

SHORTFIELD RUNWAY: Project is for a paved shortfield runway 3,500 ft long and 60 ft wide, with 400 ft overruns on each end. Runway is parallel to Runway 14-32, and has access taxiways at each end. Runway is to be used by the 910th AW and many other Reserve and National Guard C-130 Units for training.

MILCON FACILITY REQUIREMENTS

GENERAL (ON-BUDGET/NON-APPROPRIATED)

FY	FACILITY (ON-BUDGET/NON-APPROP.)	SCOPE (SF)	<u>COST X</u> 1000
95	Refuel Vehicle Shop.....	1,700	393
95	Industrial Wastewater Pre-Treatment	LS	500
96	Electrical Substation & Distribution	LS	4,230
96	Upgrade Base Water Distribution	LS	<u>1,000</u>
	.....	TOTAL	\$6,123
97	Fire Fighter Training Facility.....	LS	1,500

FOR 16 C-130 Aircraft (ON-BUDGET/NON-APPROPRIATED)

FY	FACILITY	SCOPE (SF)	<u>COST X</u> 1000
95	Addition to Flightline Facility	5,000	750
95	Addition/Alter Vehicle Maintenance.....	4,800	750
96	Apron.....	27,000 SY	3,350
96*	Wing Headquarters	40,000.....	5,200
96*	Engine/Avionics/Survival Equipment.....	26,500.....	3,600
96*	Alter Squadron Operations	33,000.....	1,300
96*	Addition/Alter Base Supply	14,000.....	2,800
96"	Alter Miscellaneous Maintenance Facilities.....	20,000.....	<u>1,000</u>
	.....	TOTAL..	\$18,750

* = Congressional Adds

REFUEL VEHICLE SHOP: Existing Refueler Maintenance Bay, on end of Roads & Grounds Facility 515, is too narrow and too short to perform maintenance on R-11 Refueler Trucks. New, larger bay shop is designed and ready for contract award.

INDUSTRIAL WASTEWATER PRETREATMENT: This facility is currently being studied by the Consulting Firm of Mason & Hanger. We are occasionally not meeting discharge parameters of the Trumbull County Treatment Facility from our industrial buildings. Oxygen demand, Solids, and Heavy Metal are sometimes a problem from aircraft washes, engine cleaning, and any similar activities. This facility will pretreat industrial discharges before going to the County-owned treatment plant.

ELECTRICAL SUBSTATION & DISTRIBUTION SYSTEM: The existing 1500KV substation is nearing capacity in summer months. With continued Base growth, the main substation needs increased in capacity. The distribution system has an antiquated voltage of 4,800 Volts and is a three-wire system, very susceptible to lightning strikes. 4,800 Volt transformers and hardware are becoming increasingly hard to get from suppliers. Ohio Edison Electric Company has recommended the Base upgrade our total electrical distribution system to today's standards. Ohio Edison has offered to design/construct/maintain and keep ownership of a new system for the Base, plus install fiber optic communication cable to all facilities. This would be done at a greatly reduced cost from that accomplished through the Corps of Engineers and normal MILCON channels.

UPGRADE BASE WATER DISTRIBUTION SYSTEM: Cast iron water mains and fire hydrants and valves installed in 1952 time frame are rusting, causing discoloration of drinking water. Also, many mains are breaking when any excavation is done adjacent to them. The old lines are rusting and becoming brittle. Existing system is causing the Base to flush and waste water to keep down discoloration and to keep chlorination levels up. This project will replace older water lines, building services, valves, hydrants and deteriorating valve/meter pits. It will also give us a post-chlorination station for our water tower when needed.

FIRE FIGHTING TRAINING FACILITY: This facility consists of a fire burn pit, with an aircraft and aircraft engine mock-up. This pit is surrounded by a 400 ft diameter paved area for fire trucks to maneuver on. A fire is set at the mock-up using propane gas, which gives off almost negligible air pollution. The trucks knock down the fire with their turret guns and run hose lines to the aircraft. This gives firefighter needed FAA certification in experiencing fighting of a hot fire. Drainage from the pit goes to a clarification pond and on to the sanitary sewer. A three-story smoke house, in which fireman practice taking hose lines through a smoke-filled building, is also a part of this facility.

ADDITION TO FLIGHTLINE FACILITY: A 5,000 SF addition is currently under design for Corrosion Hanger 302. This is a P-341 project, which is intended to beddown the flightline maintenance function, which is now very cramped in Hangar 305. The flighting manning will double in order to support 16 PAA. Locker space, showers, offices and training areas are housed in this facility.

ADDITION/ALTER VEHICLE MAINTENANCE: A large maintenance bay addition is needed to work on such vehicles a buses, heavy construction equipment, fire trucks and K-loaders. This will leave the existing maintenance bay with more usable stalls to do maintenance on the increased number of smaller vehicles for 16 PAA. Administrative space is also lacking for the increased mission, and an addition of office space is part of this project. The existing facility will also be altered to blend the new additions into the existing facility.

APRON: The existing apron area parks 12 C-130 aircraft comfortably. However, for a 16 PAA mission the North and South ramps are to be connected by this project. This will allow parking of all 16 C-130 aircraft, and provide a better functioning traffic flow on the ramp. This project is currently 35% designed, and scheduled for FY 96 construction. Dirt has been excavated from the Apron site to be used as fill on the Shortfield Runway, currently 40% constructed. This will reduce the Apron construction costs from \$3,350,000 to approximately below \$3,000,000.

WING HEADQUARTERS: This project will construct a two-story building, along with all support items, such as parking lot and drives, utility services, and site improvements. It will demolish all of Security Police Building 123, and a portion of the Communications Bldg 126, as currently planned. Security Police and Communications functions are planned to be incorporated with the other Wing Headquarters functions into the new building. Wing Headquarters functions are moving from existing Building 407, to allow the Operations functions to grow to two full squadrons and take over total square footage of that flight line sited facility.

ENGINE/AVIONICS/SURVIVAL EQUIPMENT: Constructs a multi-purpose aircraft maintenance facility to support the 16 PAA mission and relieves space in existing maintenance Bldgs 301 and 305 for additional space needed by other shops. The Engine/Avionics and Survival Equipment shops can function better than other aircraft maintenance shops away from the flight line. Project provided for parking lots, drives and all utility connections and site improvements.

ALTER SQUADRON OPERATIONS: Existing Headquarters Squadron operations building is to be altered as needed to beddown 2 complete flying squadrons, Base Operations, Aerial Spray Operations, Command Post, and Life Support Shop.

ADDITION/ALTER BASE SUPPLY: Additional storage space is needed to support the 8 additional aircraft. Currently, Base Supply is spread across the Base in three major buildings (208/503/504). This project will also consolidate Base Supply in one location, providing better communications, coordination, and functioning. It will also put Supply closer to its main customer. The Survival Equipment Shop, in the end of Bldg 208, will be moved to the new Multi-Purpose Aircraft Maintenance Shop.

ALTER MISCELLANEOUS MAINTENANCE FACILITIES: This project will backfill areas vacated by the Engine Shop in Bldg 301, and by the Flightline Shop and Avionics Shop in Bldg 305. The AGE Shop will expand into Bldg 301, as well as the Electric Shop. Parking will also be provided for 2 De-Icing Trucks in Bldg 301. Docks area offices will be relocated from the hangar floor of Bldg 305, along with supply cages and chemical warfare gear, into shop wing space vacated.

INSTALLATION 2020

FY	FACILITY (OFF-BUDGET)	SCOPE (SF)	COST X 1000
96	Addition to Civil Engineering.....	2,900	598
98	Apron Runoff/Storm Water Collection/Deice RcvryLS.....	1,200	1,200
00	Security Police Squadron Facility	8,000	<u>1,500</u>
		TOTAL	\$3,298

LONG RANGE PROJECTION (OFF-BUDGET)

Trim Pad	1 Each.....	750
Firing Range Expansion	LS	1,100
Vehicle Operation Parking Shed.....	LS	1,300
Consolidated Engineering Complex.....	LS	5,700
Consolidated Services Center	132,000.....	<u>18,300</u>
	TOTAL	\$

27,150

ADDITION TO CIVIL ENGINEERING: An addition is needed to Civil Engineering Administration, Building 510, to beddown additional environmental personnel, to increase storage capacity, and to provide for a Civil Engineering Library area.

SECURITY POLICE SQUADRON FACILITY: The squadron is currently hosed in a 1952 wooden structure, Bldg 400. The building is still usable and fits the space needs of the squadron, but is quickly approaching its useful life. Either a major upgrade or a complete replacement is needed, using MILCON dollars.

TRIM PAD: A concrete apron extension is needed to provide a engine run-up area for Aircraft Maintenance. Ideally the pads will be positioned to allow C-130's to exhaust away from facilities.

FIRING RANGE EXPANSION: Our existing reservist-built range was built for use of M-16's, using rim-fire adapters. 5.56MM rounds cannot fire on the range. Neither do we have the capability to fire M-60 Machine Guns on Base. With the mission expansion, there is also a need for more firing points. This project will lengthen the range for 5.56MM firing, provide for 29 firing positions in lieu of 21, and provide for 2 M-60 machine gun firing points. It will also provide for a means of lead containment and recycling.

VEHICLE OPERATIONS PARKING SHED: A shed of undetermined square footage or siting is required to park snow plows, de-icing vehicles, and other mission essential vehicles in winter months.

CONSOLIDATED ENGINEERING COMPLEX: This project will consolidate all of Base Civil Engineering into one location to better communicate, coordinate, and function. It will replace several 1952 vintage wooden facilities, all of which are currently in excellent condition.

CONSOLIDATED SERVICES CENTER: This long-range project would consolidate the following functions into one facility:

Lodging (expanded to 300 rooms) - Bldg's 111 & 112

Base Exchange - Bldg 120

Credit Union - Bldg 219

Dining Hall - Bldg 113

Chapel - Bldg 113

Lounge (Club) - Bldg 201

A Small Exercise Room

Conference Rooms

This would allow for the gradual replacement of older facilities, and provide a central core area for personal services.

Tab C

Financial Management

FINANCIAL MANAGEMENT

PEC CODE ACCOUNT ERRORS

● FY 94 BOC (NON-PAYROLL)

Base operating costs on the five Program Element Codes show BRAC figures over YARS obligation reports.

Figures reflected in the YARS column are funding figures gathered from the MICRO-BASS report as of May 95.

MICRO-BASS report reflects the 910th's actual funding obligations. The BRAC figures are as reflected on the report.

Combined figures of the five program element codes shows \$297,400 over YARS actual MICRO-BASS report.

● FY 94 AVERAGE OPERATING COSTS

Average base operating costs again are figures drawn from the MICRO-BASS report for the YARS portion and the BRAC figures from the BRAC report.

Formula: FY93/94 average and the difference between the BRAC report and actual figures, is adding the two fiscal years, dividing by two and subtracting the BRAC average figures.

BRAC report shows \$334,900 over YARS reports. Does not include Program Element code 55356 Environmental Compliance.

Overall BRAC report shows an average cost of \$341,400 over the YARS report.

● COBRA CALCULATIONS

Program Element Codes (except 55356 Environmental Compliance) are figured using the previous average chart times 5.8% Two-Year inflation factor which was used in the BRAC report.

BRAC report reflects \$354,000, without the Environmental Compliance, over the YARS report.

BRAC

YOUNGSTOWN ARS FY 94 BASE OPERATING COSTS				
NON-PAYROLL				
BRAC QUESTIONS				
IV.1.A				
ENVIRO COMP		YARS	BRAC	DIFF
PEC: 55356		FY94	FY94	
	DIRECT TOTAL	1261.9		
	LESS CIV PAY	-62.7		
	NET	1199.2	1210	10.8
	REIMB	4.6		
IV.1.B				
MINOR CONSTRUCTION				
PEC: 55376				
	DIRECT TOTAL	780.4		
	LESS CIV PAY	0		
	NET	780.4	789	8.6
	REIMB	0		
IV.1.C				
REAL PROPERTY MAINT				
PEC: 55378				
	DIRECT TOTAL	2494.7		
	LESS CIV PAY	-1568.7		
	NET	926	1048	122
	REIMB	0		
IV.1.E				
COMMUNICATION				
PEC: 55395				
	DIRECT TOTAL	492.6		
	LESS CIV PAY	-298.8		
	NET	193.8	195	1.2
	REIMB	0.2		

BRAC

IV.1.F								
BASE OPERATING SUPPORT								
PEC: 55396								
	DIRECT TOTAL	7391.2						
	LESS CIV PAY	-5754						
	NET	1637.2		1792		154.8		
	REIMB	160.8						
	TOTALS	4736.6		5034		297.4		
** Derived from MICRO-BASS Reports May 95								

YOUNGSTOWN ARS FY93 - FY94 BASE OPERATING COSTS AVERAGE								
		NON PAYROLL						
				YARS	BRAC			
PEC:	FY 93	FY94	TOTAL	AVG	AVG RP	DIFF	REMARKS	
							BRAC RPT	
55356	205.8	1199.2	1405	702.5	709	6.5	*Over Y Rpt	
55376	758.2	780.4	1538.6	769.3	791.5	22.2	*Over Y Rpt	
55378	1405.7	926	2331.7	1165.9	1389.5	223.6	*Over Y Rpt	
55395	221.3	193.8	415.1	207.6	204.5	3.1	*Less Y Rpt	
55396	1973.6	1637.2	3610.8	1805.4	1897.6	92.2	*Over Y Rpt	
TOTAL								
55376, 78, 95 & 96	4358.8	3537.4	7896.2	3948.2	4283.1	334.9	*Over Y Rpt	
ALL								
PEC's	4564.6	4736.6	9301.2	4650.7	4992.1	341.4	*Over Y Rpt	
Data from MICRO-BASS and Brac Report.								
Formula FY 93 + FY 94/2 = Avg.								

YOUNGSTOWN COBRA CALCULATIONS					
RPMA & MINOR	YARS		BRAC	DIFF	
CONSTRUCTIO					
PEC's					
55376 &					
55378	2047	VS	2307	260	
COMMUNICATION					
PEC 55395	220	VS	216	-4	
BASE OPERATING					
SUPPORT					
PEC 55396	1910	VS	2008	98	
			TOTAL	354 DIFF	
**Calculated by using FY93/94 Avg with 5.8% Two-Year inflation factor.					
Formula is from the Brac report.					



*Youngstown-Warren
Regional Airport
Summary*

YOUNGSTOWN-WARREN REGIONAL AIRPORT FACILITY SUMMARY

- | | | | |
|--------------------------|---|----------------------------------|-----------------------------------|
| OWNED/OPERATED BY | the Western Reserve Port Authority, created jointly by the Trumbull and Mahoning County Commissioners | | |
| SIZE | 1,303 acres total including Air Force Reserve | | |
| MAIN RUNWAY | 7,492' x 150' | | |
| SECONDARY RUNWAY | 4,986' x 150' | | |
| RUNWAY STRENGTH | <u>single wheel</u>
140,000 lbs | <u>dual wheel</u>
167,000 lbs | <u>dual-tandem</u>
278,000 lbs |
| NAVAIDS | High-Intensity Runway Lighting
Visual Approach Slope Indicator
Approach Lighting System-Flashing Localizer
Wind Sock | | |

- | | | |
|---|---|---------------------------------|
| Scheduled Passenger Service | United Express (Chicago) | 4 flights/day |
| | U.S. Air Express (Pittsburgh) | 9 flights/day |
| | Northwest Airlinck (Detroit) | 6 flights/day |
| BASED AIRCRAFT | 41 | |
| ANNUAL FLIGHT SERVICE VOLUME CAPACITY | <u>1992 Actual</u>
45% | Projected
<u>2001</u>
54% |
| | | <u>2011</u>
62% |
| CIVILIAN FACILITIES | Terminal (43,200 s.f.)
Hangers (106,100 s.f.)
Apron (43,688 s.y.) | |
| MASTER PLAN AND FAR PART 150 NOISE COMPATIBILITY STUDY COMPLETED | July 1994 | |

INTERNATIONAL AIR CARGO COMPLEX YOUNGSTOWN-WARREN REGIONAL AIRPORT

- CONCEPT -- (1) attract international air cargo carrier hub operations to the Youngstown-Warren Regional Airport to support area manufacturers and distributors who must produce/deliver just-in-time on a global basis; (2) provide direct air-side access to manufacturers and distributors to eliminate trans-shipment by truck

- FACILITY EXPANSION -- initially expand main runway to 10,000 ft [phased expansion of main runway to 12,500 +/- ft] expand secondary runway to 7,500 +/- ft improve navigational aids acquire 2,000 -to- 3,000 acres for development construct Conrail rail spur to airport interchange at King Graves Road to State Route 11 expand water/sewer service east and north of Airport

- STATUS -- early planning stages

- ESTIMATED TIMING --

complete project planning by -	June 1997
regulatory/funding approvals -	December 1998
construction	December 1999

- ESTIMATED COST -- \$15 million -to- \$30 million

- STATE SUPPORT -- The Ohio Department of Transportation has designated the Youngstown-Warren Regional Airport for development of an international air cargo complex through their "Access Ohio" multi-modal statewide transportation plan. According to the Access Ohio study, by the year 2000 the Youngstown-Warren Regional Airport is projected to handle more than 2.0 million tons of freight per year.

The State has committed \$50,000 for initial market analysis and \$3 million for early-stage construction.



AIRPORT MASTER PLAN EXTRACTS

TAB A - Executive Summary

TAB B - Findings and Conclusions

TAB C - Air Cargo Hub Summary

Tab A

Executive Summary

1. EXECUTIVE SUMMARY

The Concept

The general concept is for a large international, multi-modal transportation facility to meet the special needs of modern manufacturing enterprises in the global economy. The development will include airfield, road and rail access integrated into an industrial/commercial development under the ownership, management or control of an Authority. The intent is to attract major new manufacturing investments with a package of transportation facilities and sophisticated support services.

Features of the project are

- Two, and eventually three, parallel runways, the longest of which is 14,000 ft. long.
- State-of-the-art cargo complex of 880,000 sq. ft. in the 20-year time frame.
- Direct taxiway access to many parcels of manufacturing land to provide cargo aircraft with direct access to the manufacturing plants.
- Multi-modal transportation connections.
- Foreign Trade Zone.
- Passenger facilities to accommodate air taxis, commuter aircraft and possible charter aircraft.
- Opportunities for a wide range of aviation related and non-aviation related developments, of varied size.
- International Trade Center.
- Research centers.

The potential full development is shown in Figure 1-1.

Activity Levels.

The primary sources of air freight and passenger aircraft operations are . . .

- cargo which is generated from the industrial complex on and adjacent to the airport;
- cargo which comes from elsewhere in the region, including that cargo which can be diverted from road and rail, to air;

- air cargo hubbing by an integrated current;
- air mail;
- air taxi, commuter passenger aircraft and possibly another aircraft operations; and
- general aviation activity.

These generators will create activity levels starting at approximately 52 operations per day when the airport opens, increasing to 500 operations per day in the 20-year time frame after opening.

Airport Development Program.

The construction of the airport facilities will be broken into four, 5-year phases.

- Phase 1 • includes the first, 14,000 foot runway, the principal highways, the passenger terminal building, fuel storage facility, the basic utility systems and all of the support facilities necessary for the operation of the airport. The costs of this phase are high, totalling \$ 218M, since they include the purchase of the land needed for full development of the airport and the up-front costs of the basic landside, airside and utility systems.
- Phase 2 • involves less capital construction. \$ 30M of the total \$ 44M for the phase is dedicated to construction of additional airside facilities, including taxiway extensions to Phase 2 land parcels to be opened up with direct airfield access.
- Phase 3 • sees the construction of the second parallel runway and heavy expenditures on site preparation and construction of airfield pavement. Additional cargo buildings and passenger terminal facilities will be constructed in this time frame. The total cost of Phase 3 facilities is estimated at \$ 192M.
- Phase 4 • includes more taxiway construction and continued up-grading of airside and landside facilities to meet growing demand. Phase 4 capital costs total \$ 88M.

The estimated total capital costs are \$ 541M over the 20-year period. All costs are in 1993 dollars.

Operational Costs.

The critical financial assumption underlying the feasibility analysis is that the capital costs described above will not burden the annual flow of costs and revenues, but will be financed separately. The operating costs include the O&M costs for the facilities which will be owned and operated by the Airport including:

airfield pavement	access roadways
aircraft ramps	fuel storage facility
cargo buildings	administration building
passenger terminal	fixed base operator buildings
fire station	airport maintenance buildings

The costs includes salaries/wages, administration, utilities, professional services, maintenance and security, equipment and insurance.

The costs are estimated at \$ 3.1M in Phase, increasing to \$ 3.9M in Phase 2, \$ 7.0M in Phase 3, and \$ 8.5M in Phase 4. All costs are in 1993 dollars.

Airport Revenues.

The primary sources of airport revenues are leases and rentals of the cargo facilities and other buildings, landing fees and fuel flowage fees. All rates and charges have been set at levels which are at or below the levels in place at the competing airports of Pittsburgh, Akron-Canton, Cleveland, Columbus, Dayton, Cincinnati and Rickenbacher.

The revenues are anticipated to total \$ 2.0M in Phase 1, \$ 4.1M in Phase 2, \$ 8.2M in Phase 3, and \$ 12.0 in Phase 4.

Preliminary Assessment of Feasibility.

Direct comparison of operating costs with revenues ^{\$ 1.2} indicates that in its early years, revenues will fall short of operating and maintenance costs by ~~\$ 4.1M~~ annually, that the airport will break even in Phase 2, and that in Phases 3 and 4, it will show an increasingly favorable surplus of revenues over operating expenses. In Phase 4 it is estimated that the surplus will be approximately ~~\$ 3.5M~~ ^{\$ 3.0} annually.

Caution is urged in the interpretation of these data. While they are favorable, the analysis is built upon a series of assumptions with respect to the rate at which manufacturing land will be sold, the potential for diverting freight from other modes, and other factors. Relatively small departures from these assumptions could result in shifts in these data.

Given these reservations, the conclusion is that the feasibility looks positive from this preliminary analysis, and it is our recommendation that the Council continue with the next level of detail in evaluation of the viability of the concept.

Tab B

***Findings and
Conclusions***

Airport Master Plan

Draft Final Report

Youngstown-Warren Regional Airport

C&S Engineers, Inc.

in association with

**Harris Miller Miller & Hanson
Woolpert Consultants
AU Associates**

April 1994

The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration as provided in the Airport and Airway Improvement Act of 1982, as amended. The contents of this report reflect the analysis and findings of C&S Engineers, Inc., who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable with applicable Public Laws.

CHAPTER 2 - FINDINGS AND CONCLUSIONS

2.01 General

This section of the report presents, in summary form, the findings and conclusions of this Master Plan. It is important to note that many development recommendations contained in this report are based upon projections of traffic levels (see Table 2-1) and attainment of these levels. It cannot be over-emphasized that where development is recommended based upon demand or traffic levels, it is *actual, not forecast, demand that dictates the timing of construction*. However, for planning purposes a schedule must be provided, and this schedule is based upon the forecasts of traffic presented in the master plan.

Also, it is important to point out that the schedule of improvements implied by these conclusions and further defined in later stages of this study is contingent upon the availability of local (port authority), state, and federal dollars. The implementation of projects will thus depend on the availability of funds, as well as attainment of certain activity levels.

2.02 Findings and Conclusions

Tables 2-1 to 2-5 show the forecast, demand/capacity, facility requirements, and planned capital improvement summaries for Youngstown-Warren Regional Airport to the year 2011. The detailed justification of these tables will be found in Chapters 4, 5, 6, and 10.

TABLE 2-1

AVIATION DEMAND FORECAST SUMMARY

Aviation Demand Element	Forecast Year			
	1992	1996	2001	2011
Annual Aircraft Enplanements				
• Total Airline	61,711	71,300	83,300	109,500
• Total General Aviation	45,480	53,000	58,000	68,000
Annual Aircraft Operations				
• Total	90,976	100,350	108,400	124,400
• Airline	8,440	9,100	9,900	11,400
• General Aviation	66,396	76,850	84,100	98,600
- Local	30,010	34,450	37,700	44,200
- Itinerant	54,400	36,386	42,400	46,400
• Military	14,541	14,400	14,400	14,400
Peaking Characteristics				
• Airline Peak Hour	6	6	7	8
• General Aviation Peak Hour	40	46	51	59
• Airport Total Peak Hour	46	52	58	67
Based Aircraft	46	53	58	68
Annual Instrument Approaches	3,169	3,640	3,930	4,520

SOURCE: AU Associates

TABLE 2-2

HOURLY CAPACITY SUMMARY

Year	Design Hour Operations	VFR Hourly Capacity ¹	IFR Hourly Capacity ¹	VFR/IFR Capacity Ratio
1992	46	101	58	46/79%
1996	52	101	58	51/90%
2001	58	101	58	57/100%
2011	67	101	58	66/116%

¹ - Ohio Aviation System Plan and FAA AC 150/5060-5

SOURCE: C&S Engineers, Inc.

TABLE 2-3

ANNUAL SERVICE VOLUME SUMMARY

Year	Annual Operations	Annual Service Volume ¹	Capacity Ratio
1992	90,976	200,000	45%
1996	100,350	200,000	50%
2001	108,400	200,000	54%
2011	124,400	200,000	62%

1 - FAA Advisory Circular 150/5060-5

SOURCE: C&S Engineers, Inc.

TABLE 2-4

AIRSIDE FACILITIES SUMMARY

Item	Facilities (1992)	Phase 1 (To 1996)	Phase 2 (1997-2001)	Phase 3 (2002-2011)
Runways:				
14-32	7,492' x 150'	7,492' x 150'	7,492' x 150'	7,492' x 150'
5-23	4,986' x 150'	6,000' x 150'	6,000' x 150'	6,000' x 150'
1-19	3,742' x 100'	3,742' x 100'	3,742' x 100'	3,742' x 100'
Taxiways:				
14-32	Full Parallel	Full Parallel	Full Parallel	Full Parallel
5-23	Access	Full Parallel	Full Parallel	Full Parallel
1-19	Access	Full Parallel	Full Parallel	Full Parallel
Lighting:				
14-32	HIRL, MITL	HIRL, MITL	HIRL, MITL	HIRL, MITL
5-23	MIRL, MITL	MIRL, MITL	MIRL, MITL	MIRL, MITL
1-19	MIRL, MITL	MIRL, MITL	MIRL, MITL	MIRL, MITL
Navigation Aids:	See Table 3-2	See Table 6-2	See Table 6-2	See Table 6-2

SOURCE: C&S Engineers, Inc.

TABLE 2-5

LANDSIDE FACILITIES SUMMARY

ITEM	EXISTING 1992	PHASE 1 (to 1996)	PHASE 2 (1997-2001)	PHASE 3 (2002-2011)
Terminal:				
Commercial Service		25,000 SF	29,500 SF	39,000 SF
GA		<u>2,300 SF</u>	<u>2,550 SF</u>	<u>2,950 SF</u>
TOTAL	43,200 ¹	27,300 SF	32,050 SF	41,950 SF
Hangars:				
Conventional	40,850 SF	33,960 SF	37,920 SF	44,760 SF
T-Hangar	13,000 SF	32,760 SF	35,560 SF	39,760 SF
FBO	<u>52,250 SF</u>	<u>6,700 SF</u>	<u>7,400 SF</u>	<u>8,500 SF</u>
TOTAL	106,100 SF	73,420 SF	80,880 SF	93,020 SF
Apron:				
Commercial Service	14,000 SY	6,000 SY	7,500 SY	7,500 SY
GA Itinerant	8,500 SY	8,000 SY	9,000 SY	10,500 SY
Based	10,888 SY	2,320 SY	2,480 SY	2,720 SY
Hangar Related	4,500 SY	3,800 SY	4,200 SY	5,000 SY
FBO	<u>5,800 SY</u>	<u>750 SY</u>	<u>825 SY</u>	<u>950 SY</u>
TOTAL	43,688 SY	20,870 SY	24,005 SY	26,670 SY
Auto Parking:				
Commercial Service	— SY	3,675 SY	4,340 SY	5,495 SY
General Aviation	— SY	<u>2,065 SY</u>	<u>2,275 SY</u>	<u>2,625 SY</u>
Total	15,000 SY	5,740 SY	6,615 SY	8,120 SY
Fuel Demand				
(2-week):100LL	4,675 Gal.	5,170 Gal.	5,610 Gal.	6,380 Gal.
Jet A	32,450 Gal.	35,750 Gal.	38,500 Gal.	44,000 Gal.

¹ - Includes Air Cargo Areas

SOURCE: C&S Engineers, Inc.

Table 2-6 Summarizes the planned capital improvements at the airport up to the year 2010.

**TABLE 2-6
PLANNED CAPITAL IMPROVEMENTS**

	TOTAL COST	FEDERAL	STATE	SPONSOR (WRPA)	PRIVATE
Phase 1 CIP Subtotal (20 projects, 1994-1999)	\$3,415,000	\$2,505,500	\$8,750	\$380,750	\$520,000
Phase 2 CIP Subtotal (16 projects, 2000-2004)	\$9,149,500	\$7,707,300	\$175,000	\$747,200	\$520,000
Phase 3 CIP Subtotal (14 projects, 2005-2011)	\$8,457,500	\$7,143,750	\$225,000	\$568,750	\$520,000
TOTAL	\$21,022,000	\$17,356,550	\$408,750	\$1,696,700	\$1,560,000

SOURCE: Woolpert (and C&S)

Tab C

***Air Cargo Hub
Summary***

Airport Master Plan

Draft Final Report

Youngstown-Warren Regional Airport

C&S Engineers, Inc.

in association with

**Harris Miller Miller & Hanson
Woolpert Consultants
AU Associates**

April 1994

The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration as provided in the Airport and Airway Improvement Act of 1982, as amended. The contents of this report reflect the analysis and findings of C&S Engineers, Inc., who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable with applicable Public Laws.

APPENDIX G
AIR CARGO HUB SUMMARY

Air Cargo Hub Summary

I. Introduction

This Appendix has been added as a supplement to the Master Plan to document previous studies that have identified Youngstown-Warren Regional Airport (YWRA) as a likely (and attractive) site for a potential Air Cargo Hub serving local, regional, and (possibly) national air cargo and industrial needs. Considering recent regional developments, previous independent studies, and the airport's preliminary air cargo potential, the Western Reserve Port Authority (WRPA) has decided that it can no longer wait to address the potential of such a facility. Instead, the WRPA will begin to study the air cargo potential of the airport.

This master plan appendix will simply bring the master plan up-to-date by introducing and reviewing past studies (independent of the Western Reserve Port Authority) identifying Youngstown-Warren Regional Airport as a potential site for an Air Cargo Hub. This appendix does not validate the need for such a facility, but only documents that numerous other independent studies have identified YWRA as a potential site for such a facility.

The supplement will summarize air cargo discussions and results from three studies, including:

- **Access Ohio - Macro Phase: July 1993** (Prepared for the Ohio Department of Transportation by Woolpert et al.)
- **An Evaluation Of The State Of Ohio As A Location For Aerospace Related Activities: July 1993** (Prepared for the Ohio Department of Development by the Aviation Safety Institute).
- **Preliminary Feasibility Study For A New Industrial Airport In Northeast Ohio: March 1993** (Prepared for the Western Reserve Economic Development Council by HNTB and Pacific Atlantic Consultants).
- **Preliminary Cargo Alternative 1, And Airside Development Costs** (by C&S Engineers, Inc.)

Please note that this appendix is included in the master plan for discussion purposes only. No decisions have been made on the siting, magnitude, or future locations of such a facility at Youngstown-Warren Regional Airport. Future consideration is being given to such a facility, but the concept is still being studied.

II. Access Ohio - Air Initiatives (Excerpts taken from Ohio Department of Transportation *Access Ohio Multi-Modal State Transportation Plan to the Year 2020*, July 1993)

"To an even greater extent than with rail, major air service in Ohio is controlled by the private sector. The state assists county and local airports, but the major airlines and the major urban areas are the lead players in developing national and international air routes and air facilities..."

Another possible air initiatives (of three) may involve the expansion of cargo shipments from the Youngstown Municipal Airport (now Youngstown-Warren Regional Airport). This scenario was described by several participants who said the expansion of Pittsburgh's passenger service left a shortage of cargo facilities at that airport. With Youngstown relatively close, it could serve as a natural adjunct providing cargo shipments..."

III. Excerpts Taken from An *Evaluation of the State of Ohio as a Location for Aerospace Related Activities*, July 1993, The Ohio Department of Development

A. Overview

"The Ohio Aerospace Industries Development Program (OAIDP) is an initiative by the State of Ohio designed to strengthen and expand aerospace activities through the attraction of new companies, facilitating the growth of existing businesses, and the creation of new firms, by marshalling and focusing the State's substantial aerospace resource base as a world-class center for aerospace activities.

B. Objectives

There are five major objectives associated with this program:

- The identification and description of Ohio resources that are most important for aerospace firms.
- The prioritization of aerospace activities where Ohio is best suited and highly competitive.
- The preparation of materials that concisely articulate Ohio's aerospace strengths and show "why" it makes sense to operate in the State.
- The preparation of suggestions for a strategy for Ohio to facilitate the expansion of aerospace employment.
- The creation of an Ohio aerospace network, consisting of individuals committed to this industry.

Background/Resource Reports (Supporting information and guidelines prepared as part of the overall aerospace development and implementation program):

- **Overall and Initial Prioritization: The Aerospace Development Potential of Ohio's Airports**
- **Resource Report I: Overview of Ohio's Key Airports and Aerospace Anchors**
- **Resource Report II: Overview of Aerospace Definitions, Industry Trends, Ohio Trends and Firms, and Location Factors**
- **Resource Report III: Overview of Regional Factors: Market Potential, Comparative Costs, Economic Trends, and Metropolitan Comparisons**
- **Final Report: Conclusions and Strategy Recommendations.**

C. Aerospace Anchor Areas And Clusters Of Services

The Anchors. There are a number of locations in Ohio that offer the resources and supporting services of greatest importance to aerospace firms. In most cases, the "anchors" of these settings are high quality airports with closely related air-industrial parks located either on the airport property or nearby. Examples of these aerospace-aviation anchor airports, which are described in detail in the separate report "Profiles of Ohio's Aerospace Anchor Airports and Communities", include:

- Airborne (Wilmington)
- Akron-Fulton
- Cleveland-Hopkins
- Dayton International
- Mansfield-Lahm
- Springfield
- Youngstown
- Akron-Canton
- Cincinnati-Lunken
- Port Columbus
- Findlay
- Rickenbacker (Columbus)
- Toledo

D. Potential Labor Force (1992)

Youngstown - 225,000 +

E. Potential Aerospace Work Force Available In Major Ohio Metropolitan Areas

Youngstown - 35,000

F. Basic Airport Attributes

	Runway Length	Instrument Approaches	Business Orientation
Youngstown-Warren	7492'	4	Excellent

G. Development Potential

	Available Sites or Facilities at the Airport	Available Sites or Facilities near the Airport	Regional Transport Access	Educational, R&D and Aerotechnical Support
Youngstown-Warren	Yes	Yes	Very Good	Very Good



Aerial Spray Data



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



OFFICE OF THE ASSISTANT SECRETARY

NOV 17 1992

SAF/MIQ
Pentagon RM 4C916
Washington DC 20330-1000

MEMORANDUM FOR AF/CVA

SUBJECT: Requirement for Aerial Spray - ACTION MEMORANDUM

Since December 18, 1990, I have repeatedly asked the Air Staff to develop a wartime Designated Operational Capability (DOC) statement in response to a December 17, 1990, DASD(E) memorandum (see Attachment 1). As you can see by the numerous attachments, AF/SG, AF/XO and AF/RE have been unable to resolve this issue and provide a wartime DOC as requested by DASD(E).

I believe this aerial spray capability is essential for the health and safety of our deployed troops, whether responding to wartime contingencies or peacetime emergencies. The post Cold War era still has many uncertainties, as demonstrated by our recent activities in support of DESERT SHIELD/STORM. The recently reported mysterious afflictions of many of our DESERT SHIELD/STORM veterans may have been caused by vector-borne organisms. Although the 907 Airlift Group (AG), AFRES, Rickenbacker ANGB, Ohio, did not deploy their aerial spray capability, they were alerted and prepared to do so.

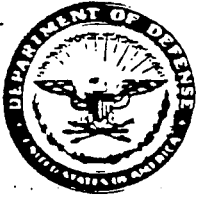
In support of recent natural disasters, AFRES deployed one aerial spray-equipped aircraft to assist in relief efforts after Hurricanes Hugo and Andrew. A 910 AG C-130 sprayed over 280,000 acres in Florida during four sorties.

I would appreciate resolution so I can respond to DASD(E).

GARY D. VEST

Deputy Assistant Secretary of the Air Force
(Environment, Safety and Occupational Health)

- 5 Atch
- 1 DASD Memo, 17Dec90, w/Form 13 & 18Dec90 Tasker
- 2 E mail 12Dec90
- 3 AF/SG Memo, 20Mar91
- 4 AF/RE Ltr, 4Nov91 w/Atch
- 5 AF/RE Ltr, 18Sep91



THE OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301-8000

DEC 17 1990

PRODUCTION AND
LOGISTICS

MEMORANDUM FOR DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE,
ENVIRONMENT, SAFETY AND OCCUPATIONAL HEALTH, SAF/MIQ

SUBJECT: USAF Fixed Wing Aerial Spray Capability

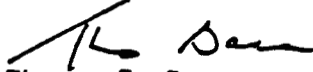
Operation Desert Shield may require deployment of the AFRES 356th Tactical Airlift Squadron from Rickenbacker ANGB, Ohio. The large area, fixed-wing aerial spray capability required by DoDD 4150.7, DoD Pest Management Program, currently resides in the 356th TAS.

The 356th TAS currently has two new \$2 million modular aerial spray systems (MASS), specially trained aircrews, and two aircraft modified for the MASS. However, a Designed Operational Capability (DOC) statement for the aerial spray mission has not been carried over from the previous C-123 to the current C-130 aircraft. Therefore, the aerial spray capability has been maintained only on a non-wartime basis. Wartime operational spray techniques, logistical considerations and maintenance/parts requirements have not been developed. Deployment of the 356th TAS at this time would be strictly for airlift purposes and would not include the MASS equipment. Such a deployment would eliminate a vital disease control capability both stateside and overseas for an unknown period of time.

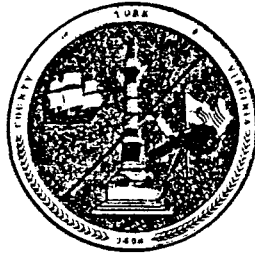
In Saudi Arabia, fly control is currently a problem which will become worse if fighting begins. Sandfly fever, diarrheal diseases, and malaria are problems in areas of potential combat. If Kuwait is liberated by force, the resultant fly problems are anticipated to be substantial. Aerial spray would greatly reduce potential disease problems in this scenario until ground control measures could be instituted. Additionally, in the event of chemical or biological warfare, aerial spray could conceivably be useful for wide area decontamination operations.

Due to the importance of this capability for wartime use, I request you consider the following actions: (1) Task the appropriate agency in Headquarters Air Force with reestablishing the aerial spray wartime DOC statement which was deleted during the C-130 conversion of the aerial spray mission. (2) Task Headquarters AFRES to upgrade their peacetime CONUS aerial spray organization to a combat-ready unit with two MASS spray systems, necessary qualified aircrews, modified C-130 aircraft and spare parts available to deploy as an aerial spray capability for Operation Desert Shield or other potential wartime requirements.

If you have questions, please contact Col Robert W. Clegern, USAF,
Executive Director of the Armed Forces Pest Management Board, at (301)
427-5191.



Thomas E. Baca
Deputy Assistant Secretary of Defense
(Environment)



COUNTY OF YORK, VIRGINIA
"Where Independence Was Won"

September 11, 1989

Colonel Walter T. Hatcher, Commander
907th Tactical Airlift Group
Rickenbacker Air National Guard Base, Ohio 43217-5008

Dear Colonel Hatcher:

This letter is being written to express York County's appreciation for the superb performance exhibited by your aerial spray team in the May and August, 1989 mosquito spraying flights that were conducted in conjunction with nearby Langley Air Force Base.

The spraying not only proved invaluable in reducing the mosquito population but it also reduced the risk of Eastern Equine Encephalitis disease in York County. Again, thank you and your flight crew for a job well done!

Sincerely,

Martin C. Fisher, P.E.
Director

MCF:cbg

Copy to: Tom Gallagher



DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20250

August 27 1985

Honorable Casper W. Weiberger
Secretary of Defense
Washington, DC 20301

Dear Mr. Secretary:

This is to express our appreciation for the assistance provided by the 907 Aerial Spray Branch (ASB), U.S. Air Force Reserve (USAFR), in controlling grasshoppers in Idaho this year.

After my declaration of emergency and due to the unprecedented outbreak experienced this year, private contractors were unable to meet our need for application aircraft. The 907 ASB responded to our request for assistance without hesitation and reported to Pocatello, Idaho, on June 20. Treatments began on June 23. They treated 460,656 acres and completed the block on July 5.

At that time, we requested that they treat another block which was comprised primarily of the U.S. Air Force's Saylor Creek bombing range, and they willingly did so.

Treatments began on July 8 and were completed on July 17 with 247,040 acres treated.

Personnel from the Animal and Plant Health Inspection Service (APHIS) in Idaho are extremely impressed with the professionalism and thoroughness exhibited by the 907 ASB. APHIS criteria for aerial application were followed without incident, and the unit functioned without the constant surveillance required of most private applicators.

Please express the U.S. Department of Agriculture's appreciation and thanks to General Sloane Gill, Commander, USAFR, and the entire 907 ASB unit for a job well done.

Sincerely,

John R. Block
Secretary

cc:

T. Biery, 907/TAG ASB, Rickenbacker ANGB, OH



COMMANDER IN CHIEF PACIFIC REPRESENTATIVE
GUAM AND THE TRUST TERRITORY OF THE PACIFIC ISLANDS
FPO SAN FRANCISCO 96630

IN REPLY REFER TO:

00
1650
Ser 1210

1 JUL 1975

From: Commander in Chief, Pacific Representative Guam and
the Trust Territory of the Pacific Islands
To: SGT Robert G. JAMISON, USAF
Via: Commander, 355th Tactical Airlift Squadron Rickenbacker
AFB, Ohio 43217

Subj: Letter of Commendation

1. During the period 23 April to 1 July 1975, the U. S. Government engaged in an urgent program to position, support and process on Guam approximately 110,000 refugees as they evacuated from Southeast Asia. Known as "Operation Newlife," this joint program was the largest of its kind in United States history and involved the immediate daily arrival on Guam by sea and air of thousands of refugees and the immediate requirement to restrict, house, feed, treat medically, process for American citizenship and transport them ultimately to the United States. In a situation in which the island military personnel and material capabilities were pushed to their limits it was mandatory that some individuals involved bear a greater than normal burden of work, time and personal effort.

2. I take this opportunity to commend you on your superior performance and devotion to duty which contributed significantly to the overall success of the operation and upheld the highest traditions of the U. S. Navy. My heartiest congratulations on a job very well done.

Copy to:
BUPERS
Service Record

G. S. MORRISON
Rear Admiral, U. S. Navy
Commander in Chief Pacific Representative
Guam and the Trust Territory of the Pacific Islands

United States Air Force

OFFICE OF PUBLIC AFFAIRS, 910 AIRLIFT WING
U.S. AIR FORCE RESERVE, VIENNA, OHIO 44473-0910

AERIAL SPRAY MISSION

MISSION

The Department of Defense tasks the 910th Airlift Wing of the U.S. Air Force Reserve to maintain an aerial dispersal capability. This is the Department of Defense's sole source of fixed-wing aerial spray capability.

UNITS AND AIRCRAFT

The 757 Airlift Squadron of the 910 AW at Youngstown Air Reserve Station, Vienna OH conducts the aerial spray missions. C-130H "Hercules", equipped with the Modular Aerial Spray System (MASS), are used for the missions.

PERSONNEL

Col Bernard J Pieczynski commands the 910 AW. Pilots, navigators, flight engineers, spray operators, entomologists and maintenance support personnel are assigned to the spray mission.

COMMAND RELATIONSHIP

The 910 Airlift Wing is part of the U.S. Air Force Reserve. When activated, the unit is gained Combat Command.

HISTORY

The aerial spray mission, transferred to AFRES from the 4500th Aerial Spray Flight, Langley Air Force Base VA on April 1, 1973. The 355th Tactical Airlift Squadron (AFRES) gained the mission using UC-123K spray aircraft and an active-duty Air Force entomologist. The unit's first spray mission took place at Langley Air Force Base on May 22, 1973 to control mosquitoes.

During the first year, two research missions were conducted in conjunction with the U.S. Army at Camp Drum, NY to test the efficacy of black fly control by aerial spray.

The Panamanian government requested assistance from the United States in July 1973 to combat an outbreak of Eastern Equine Encephalitis in the Canal Zone. Later that month the unit sprayed the Canal Zone for control of the migratory salt-marsh and adult freshwater mosquitoes with excellent results.

In mid-May 1975, aerial spray UC-123K's went to the Pacific Island of Guam to spray for mosquito control at a large Southeast Asian refugee camp. Four applications were sprayed covering more than 160,000 acres. A feared outbreak of dengue fever never materialized. The Governor of Guam recognized the work of the crews by presenting the unit a flag of Guam.

During 1977 and 1978, the unit conducted five missions for Japanese beetle control at Lajes Air Force Base, Azores. The beetles are an international quarantine pest and had become firmly established in the Lajes local area.

In 1981, the spray planes flew missions for gypsy moth control at West Point NY and Fort Dix/McGuire Air Force Base NJ. They also flew additional missions at various locations for Japanese beetle and mosquito control.

In 1982, the Air Force scheduled its C-123K's for deactivation except four retained at Rickenbacker ANGB to support the aerial spray mission. With the deactivation of the 355th TAS the aerial spray mission transferred to the 907th TAG Headquarters.

In April 1983 at Parris Island SC, aerial spraying achieved the first successful area control of sand flies (biting midges) in the United States with better than 95 percent reduction in the sand fly population. Later that year, a successful vegetation control program was developed at the Utah Test and Training Range. It annually saves the U.S. Government \$1.5 million over previously used techniques.

In 1983, the planes sprayed 217 communities and 525,024 acres in Minnesota in response to a public health emergency for Western Equine Encephalitis.

In June and July 1985, the 907th TAG aerial spray unit assisted the Department of Agriculture in their emergency control effort for a -major grasshopper infestation in Idaho. Three UC-123K aircraft and support personnel spent 30 days in Pocatello and Boise Idaho, spraying more than 700,000 acres at the request of Idaho's governor.

The 907th TAG aerial spray mission converted to C-130A aircraft in the spring of 1986, with operational control of the spray mission assigned to the 356th Tactical Airlift Squadron. In April 1987, a joint test of the effectiveness of the new C-130A interim aerial spraying system was accomplished with the U.S. Department of Agriculture at Avon Park Air Force Range FL.

In March of 1988, the aerial spray mission converted to the C-130E aircraft and utilized the new Modular Aerial Spray System. This system was specifically built for C-130E and H model aircraft, and has ultra-high, high, low, and ultra-low-volume spray capabilities. Testing of this new system was performed in June and December of 1988 with the first operational mission utilizing the system occurring on April 6, 1989 at Parris Island SC with superb results.

In October 1989, the aerial spray mission deployed to South Carolina at the request of the Federal Emergency Management Agency (FEMA) to spray for potential disease-carrying mosquitoes in the wake of Hurricane Hugo. During that operation, which spanned 5 weeks, more than 855,000 acres were sprayed. The Governor was very appreciative of the protection from mosquito attacks provided by the 907th AG aerial spraying.

In January 1992, the aerial spray mission was transferred from the 907th TAG at Rickenbacker ANGB to the 910 AG at Youngstown Air Reserve Station located at Vienna OH. In conjunction with the functional transfer, the mission converted from C-130E to C130H aircraft. The combination of the MASS with the newer, more capable H-model aircraft has significantly enhanced the capabilities of the aerial spray mission.

Aerial spray operations were conducted in south Florida throughout September and into October 1992 following Hurricane Andrew, again at the request of FEMA. The devastation had damaged or destroyed hundreds of homes and left thousands of people without shelter. In the first two spray applications, carefully monitored studies revealed that spray operations had achieved an incredible 99 percent effectiveness rate. In total, more than 288,000 acres were covered during the first four missions.

From November 1992 through most of 1994, the 910 AG conducted extensive testing in cooperation with an international contingent of oil dispersant experts to determine the feasibility of modifying the MASS for applying dispersant to oil slicks. Testing was initiated by a U.S. Coast Guard request to develop a Memorandum of Agreement (MOA) with the USAF for using Air Force Reserve personnel and equipment to apply dispersant during catastrophic oil spills. Testing has been completed showing that the Aerial Spray Branch can effectively apply oil dispersant. A draft MOA is being coordinated for official signing in 1995.

The Aerial Spray Branch was awarded the first Legacy Program grant ever given to the United States Air Force Reserve to develop a computerized Expert System for passing on the knowledge of application experts to the next generation of scientists. This is a 3-5 year project being accomplished in cooperation with the US Department of Agriculture.

The Aerial Spray Branch is one of only four EPA-approved Training Centers for DoD Pesticide Applicator Certification. Each year the course attracts more than 50 DoD, USDA, and other students from around the world.

Working cooperatively with the USDA Forest Service and private industry, the Aerial Spray Branch has conducted two major characterization studies during 1994 to apply biological pesticides to control gypsy moths and mosquito larvae.

757 AS AERIAL SPRAY MISSION

1. MISSION:

The 757 AS Aerial Spray mission is conducted under authority of DoD Directive 4150.7, DoD Pest Management Program, which requires the Secretary of the Air Force to:

- a.** Maintain a large-area, fixed-wing aerial application capability to control disease vectors in combat areas and on DoD installations in the United States.
- b.** Maintain a large-area aerial application capability to control vegetation and-pests of vegetation on DoD installations.
- c.** Provide sufficient training for aerial spray aircrews and ground support personnel.

2. ADDITIONAL TASKING:

Under pending Air Force Joint Instruction 32-1074 (Revision of AFR 91-22, Aerial Dispersal of Pesticides) the 757 AS is further tasked to:

- a.** Serve as the DoD Training Center for EPA's Aerial Application Pest Control certification Course.
- b.** Conduct operational services concerning aerial dispersal to all DOD organizations for routine, emergency, and contingency projects.
- c.** Provide consultation services concerning aerial dispersal to all DoD organizations for routine, emergency, and contingency projects.
- d.** Maintain DoD's Aerial Dispersal Literature Repository and computer deposition modeling capability.

HISTORY

1. HISTORY:

- a. Active Duty Mission From 1940'S To 1973
- b. USAF Reserve Mission From 1973 To Date
- c. Moved 1992 From Rickenbacker ANGB To YARS OH

2. EMERGENCY AERIAL SPRAY OPERATIONS SINCE 1973:

- a. 1973 Panama EEE Emergency Spray (37,600 AC)
- b. 1975 Guam, Dencjue Emergency Spray (157,530 AC)
- c. 1978 Azores Japanese Beetle Emergency Spray (8,700 AC)
- d. 1983 Minnesota WEE Emergency Spray (525,024 AC)
- e. 1985 Idaho Grasshopper Emergency Spray (718,112 AC)
- f. 1987 San Juan PR Dengue Emergency Spray (177,009 AC)
- g. 1989 Hurricane Hugo SC Emergency Spray (855,552 AC)
- h. 1992 Hurricane Andrew FL Emergency Spray (279,168 AC)

3. PESTS/VECTORS USAFR HAS AERIALY SPRAYED:

- a. Biting Midges
- b. Black Flies
- c. Eye Gnats
- d. Filth Flies
- e. Grasshoppers
- f. Gypsy Moths
- g. Japanese Beetles

- h. Mosquitoes
- i. Pine Loopers
- j. Spruce Budworms
- k. Weeds

AERIAL APPLICATION PARAMETERS FOR C-130 MASS

1. STANDARD FLIGHT PARAMETERS:

- a. **Ground Speed:** 200K
- b. **Spray Altitude:** 100-150' AGL

2. PARAMETERS UNIQUE TO MISSION TYPE:

a. **Ultra-Low-Volume for Mosquito/Sandflies/Filth Plies Missions:**

- (1) Application Rates: 1/4 Oz to 1/2 Gallon/Acre
- (2) Acres/Minute: 233-1163 (7500 Contingency Only)
- (3) Swath Widths: 500-2,500 Feet (3 Miles for Contingency only)
- (4) Droplet Sizes: 5-35 Microns
- (5) MASS Configuration:
 - (a) Modules 1 & 2 Only (1,000 Gallons Total)
 - (b) outer Stainless Steel Wing Booms

b. **Low-Volume for Forest Pests Missions:**

- (1) Application Rates: 1/2-3 Gallons/Acre
- (2) Acres/Minute: 140-465
- (3) Swath Widths: 300-1,000 Feet .
- (4) Droplet Sizes: 100-300 Microns
- (5) MASS Configuration:
 - (a) Complete 2000 Gallon System (Modules 1,2 & 3)
 - (b) Wing and Fuselage Booms

c. **High-Volume for Oil Dispersant missions:**

- (1) Application Rates: 3-10 Gallons/Acre
- (2) Acres/Minute: 47-69
- (3) Swath Widths: 90-150 feet
- (4) Droplet Sizes: 350-750 Microns
- (5) MASS Configuration:
 - (a) Complete 2000 Gallon System (Modules 1,2 & 3) This gives the capability of spraying up to 40,000 gallons of crude oil spill per load.
 - (b) Fuselage Booms with Multiple Nozzles

d. Ultra-High-Volume for Weed/Decontamination Missions:

- (1) Application Rate: More than 10 Gallons/Acre
- (2) Acres/Minute: 14
- (3) Swath Width: 35 Feet
- (4) Droplet Sizes: More than 1000 Microns
- (5) MASS Configuration:
 - (a) Complete 2000 Gallon System (Modules 1,2 & 3)
 - (b) Two Fuselage Booms Ending with a 3" Nozzles

910 AW OIL DISPERSANT APPLICATION CAPABILITY

1. Over the last two years, the US Air Force Reserve, in cooperation with the US Coast Guard, the Texas General Land Office, Marine Spill Response Corporation and other public and private organizations has developed the capability to aerially apply dispersants for crude oil spills. An agreement to employ such a capability was requested by the Coast Guard's Chief of Marine Safety, Security and Environmental Protection in a July 1990 letter to the Deputy Assistant Secretary of Defense for Environment. However, it was the massive crude oil contamination of the Persian Gulf during Operation Desert Storm that made development of dispersant capability a military necessity.
2. The 910 Airlift Wing located on the Youngstown-Warren Regional Airport OH equipped with C-130 aircraft and Modular Aerial Spray Systems (MASS) was selected to develop this capability. With the assistance of its research partners, the 910th AW was able to adapt its extensive experience in pesticide applications technology to the application of oil dispersants. The chronology of the development process is as follows:
 - a. **Jul 90:** RADM Henn, USCG Chief, Office of Marine Safety, Security and Environmental Protection, requested Memorandum of Agreement (MOA) to apply oil dispersants with Air Force Reserve (AFRES) aircraft and crews.
 - b. **Jun 92:** HQ AFRES directed the 910 AG to conduct feasibility testing.
 - c. **Nov 92/Apr 93:** Feasibility tests were conducted at Crosbyton and Alpine TX to establish ability to safely apply dispersant within prescribed parameters for swath width, droplet size, deposition and application rate.
 - d. **Mar/Jun/Nov 93:** Overwater flights conducted over Lake Erie and the Gulf of Mexico to evaluate employment tactics and equipment requirements.
 - e. **Nov 93:** Feasibility Testing Phase closed.
 - f. **Mar 94:** Joint Spill Response Exercise conducted at Ellington Field TX in conjunction with coast Guard, Marine, Spill Response Corporation, Texas General Land office and Marine Industry Group to evaluate response and regeneration times.
 - g. **Aug 94:** Joint Spill Exercise was conducted with the British Coast Guard and Marine Spill Response corporation over a controlled crude oil spill in the North Sea.
 - h. **Dec 94-Jan 95:** A Memorandum of Agreement (MOA) with the US Coast Guard will be finalized to make the capability available to augment commercial applicators in the event of a major oil spill in US domestic coastal waters.

3. The 910th Airlift Wing is planning to further refine its dispersant capability by developing more efficient boom and nozzle designs, by obtaining Global Positioning System (GPS) receivers for tracking and swath alignment and by developing a night spraying capability. Response procedures and role delineations are being continually evaluated by means of periodic exercises with the Coast Guard and oil industry representatives. Potential employment sites are being preselected on the basis of dispersant locations, preapproved areas for dispersant use and ease of logistical and operational support. The experience being obtained is better preparing the 910 Airlift Wing to perform its military mission. In addition ' the procedures established in the forthcoming Memorandum of Agreement will ensure that AFRES assistance will be available to commercial spill responders in the event of a catastrophic oil spill in US coastal waters.

EQUIPMENT

1. AIRCRAFT MODIFICATIONS. Four C-130H aircraft have been converted to accept the Modular Aerial Spray System (MASS).

a. **Wing Lines.** Two separate chemical lines consisting of a Teflon-coated ultra-low-volume 3/4" line and a rubber 3" line are routed through each wing.

b. **Wing Boom Attachment Sites.** The standard aileron inspection panels on the underside of the wings have been replaced with special reinforced panels to accept wing boom attachment brackets.

c. **Paratroop Door Modifications.** Holes have been cut in the paratroop doors through which the fuselage booms are extended.

d. **Electrical Hook-Up.** An electrical junction box has been added to provide AC power for the MASS pumps and DC power for emergency shutdown and cockpit indication of MASS operation.

e. **Radar Altimeter/Driftmeter.** A special mounting bracket has been installed in front of pilots for the radar altimeter and doppler drift and groundspeed indicators.

2. MODULAR AERIAL SPRAY SYSTEMS (MASS).

a. Number of Systems. 6

b. Three Modules:

(1) Module 1. Contains Spray operator station, a 225 gallon flush tank and five pumps.

(2) Module 2. Contains 2 stainless steel tanks, each having a capacity of 500 gallons.

(3) Module 3- Contains 2 aluminum tanks, each having a capacity of 500 gallons.

C. Booms.

(1) Stainless Steel. Two stainless steel booms which are used for ultra-low-volume applications are mounted near the wing tips.

(2) Aluminum. Two aluminum booms which are mounted inboard of and joined to the stainless steel booms are used for low-volume sprays

(3) Fuselage

(a) High-volume Fuselage Booms. Two six-foot fuselage booms pass through holes in the paratroop doors. They have nozzles mounted 6" apart and are used for high-volume spray operations such as the oil dispersant mission

(b) Ultra-high-volume Booms. Two three-foot fuselage booms each ending with a 3" special nozzle, pass through holes in the paratroop doors. These booms are used for ultrahigh-volume decontamination and weed control missions.



*Community
Involvement*

910 AW - RECENT PARTICIPATION

- **PROVIDE PROMISE** - Conducted from Apr 1993 thru Apr 1994. Unit aircraft flew approximately 1,000 hours and hundreds of missions in support of the multi-national, peace-keeping forces in Bosnia-Herzegovina. These missions included night all weather aerial deliveries and air-land missions into Sarajevo, Bosnia-Herzegovina and Split, Croatia.
- **CIVIC LEADERS FLIGHT** - Conducted in Feb 1994 and involved the 910th transporting and escorting 38 local civic, business and political leaders to Robbins AFB for a 2 day educational seminar of the Air Force Reserve. The group made the trip at the invitation of Maj. Gen. James E. Sherrard, Vice Commander of AFRES.
- **BLACK HISTORY PROGRAM** - Conducted in 1994. We hosted, along with unit member participation, this program that had speakers from the local chapter of the Tuskegee Airmen and General Harvey, Deputy Chief of Staff, AFRES.
- **COBRA GOLD** - Conducted in Apr 1994. Three aircraft and 102 personnel deployed to Ubon, Thailand for the joint U.S. and Thailand Forces exercise. It was the most extensive deployed exercise undertaken by the 910th, having flown a total of 285 hours in 17 days. Enroute to Thailand, we combined a stop in Calcutta, India to deliver 15,000 pounds of medical supplies to the Sisters of Charity Mission that is run by Mother Theresa. These medical supplies were collected by people within the Youngstown and surrounding areas.
- **PATRIOT EXPRESS** - Conducted in Jul 1994. Youngstown acted as the host for the command and control center of this exercise that evaluated tactical and strategic airlift employment capabilities, along with the ability of aeromedical and aerial port to adapt to unfamiliar locations and other branches of the service. Operations were conducted from 5 bases in a 3 state area. Youngstown support was such that Gen. Stephens, 4th Air Force Vice Commander said "The support was superb. If you needed something, 30 minutes later you had it. I was so impressed with Youngstown, that I promise we'll be back."
- **PHOENIX SHARK** - Conducted in Sep 1994 and involved unit aircraft and personnel participating in support of the U.S. contingent of the multi-national force for possible Haitian operations.
- **PROVIDE COMFORT** - Conducted in Oct 1994 and involved over 100 hours of flying from Germany to numerous operating locations of U.S. Forces based in Turkey
- **HUMANITARIAN AIRLIFT** - Conducted in Dec 1994 and delivered 14,000 pounds of medical supplies to Tijuana, Mexico that were collected by a local Youngstown area relief organization.
- **PATRIOT SWORD** - Conducted in Mar 1995 and involved the deployment of 350 personnel and 8 aircraft to Volk Field, WS as a test of our ability to deploy and operate. This is a part of our preparation for an upcoming Operational Readiness Inspection.

- **ROTC LEADERSHIP CAMP** - Conducted in Mar 1995 and the 910th hosting an Air Force Junior ROTC Leadership Camp for 42 ROTC Cadets. The 910th "adopted" one of the high schools as part of its mentoring program as a way of encouraging leadership development of young students. During the four day program, cadets received first-hand orientation into the military.
- **CORONET OAK** - Conducted in Mar 1995 and involved 2 aircraft on station at Howard AFB, Panama for 1 month. Numerous resupply, diplomatic and tactical missions were flown in Central and South America in support of the Southern Command.
- **JOINT TRAINING ARGENTINA** - Conducted in Apr 1995 and involved 2 of our aircraft in joint training missions with the Argentinean Air Force C-130's at several operating locations.
- **BIG DROP II** - Conducted in May 1995 at Pope AF, NC and involved 2 unit aircraft participating in the largest airdrop exercises since World War II. One of the 910th aircraft was the lead aircraft for the 18 ship formation of Air Force and Air National Guard C-130's. A 910th senior officer was also the mission commander for the Air Force Reserve element participating in the exercise.

PUBLIC AFFAIRS IS DIVIDED INTO FIVE MAJOR AREAS: INTERNAL INFORMATION, MEDIA RELATIONS, COMMUNITY RELATIONS, PLANS AND PROGRAMS, AND ADMINISTRATION AND MANAGEMENT. FAR AND AWAY THE ONE WHICH HAS THE GREATEST IMPACT ON THE HOST COMMUNITY IF BY DEFINITION IS COMMUNITY RELATIONS.

SPEAKERS BUREAU - The 910th maintains an active Speakers Bureau, consisting of 18 regular members, which is also augmented by the commanders of Naval Reserve and Air Force Reserve units. They regularly provide speakers for civic groups, such as Rotary and Kiwanis, throughout the year. They also provide a strategic DoD presence for traditional holidays, such as: Memorial Day, Labor Day, Veterans Day, Flag Day, and Armed Forces Day.

OPEN HOUSE/AIR SHOWS - The 910th conducts their own "Air Show" every few years. More importantly, we assist numerous local communities with their air shows, and also provide support to the request for static displays, flyovers, etc.

BASE-COMMUNITY COUNCIL - Our Base-Community Council was formed in 1986 as a direct liaison to our host communities. Its military members from the Air Force Reserve, Naval Reserve, and Marine Corps Reserve, are appointed by virtue of the position they occupy (i.e. Commanders and key staff.) The civilian members are nominated by their peers, from a cross-section of the business, political, religious, social, and civic community from the Youngstown ARB "sphere of influence," extending throughout northeast Ohio and western Pennsylvania.

BASE FIRE DEPARTMENT - In addition to providing fire, crash, and rescue service to the civilian airport adjacent to the base, the Fire Department has numerous programs which reach out to our host communities. They conduct fire schools several times a year for volunteers fire departments in the area, and have mutual (reciprocal) aid agreements with all the surrounding communities. As part of that, our Fire Department is designated as a HazMat response force and also a HazMat training site.

YOUTH ORGANIZATIONS - Under the Commander's Youth Liaison Program, the 910th has an aggressive program for area young people. The base sponsors: Squadron 304 of Civil Air Patrol, the Western Reserve Division of Sea Cadets, and Explorer Scout Post #82. There are currently about 100 young people taking part in these organized programs on base regularly. The base is also home for the HQ of Group 3, Civil Air Patrol in Ohio, encompassing roughly one-third of the state. These organizations routinely work with base units in disaster response exercises. A source of pride to the 910th is our disproportionately high ratio of having our cadets selected for service academies. There are at present four of our young people attending service academies.

SPORTS - The 910th sponsors two each softball, basketball, and volleyball leagues. These leagues get to play against teams fielded from the base, comprised of civilian and military personnel from the Air Force, Naval, and Marine Corps Reserve. We also schedule use of the

basketball courts, gym, and baseball field by local teams and community groups. In addition, the base sponsors a local Little League team, the "Little Mets," who went undefeated last season.

SEARCH AND RESCUE - The 910th has been an active partner with the Civil Air Patrol and area Disaster Preparedness Offices in planning, supporting, and conducting Search and Rescue (SAR) exercises. Members of the base Fire Department also conduct short-wave radio links with CAP and Disaster Offices to exercise the system.

LAW ENFORCEMENT ACTIVITIES - The 910th has a long history of support to local, state, and federal law enforcement agencies. Our assistance includes use of our Firing Range and facilities for training, and direct assistance to the DEA and FBI in surveillance, airlift, and counter-drug operations. The ATF holds their anti-terrorism training course on base, as well.

HANDICAPPED JAMBOREE - One of the most gratifying programs hosted by the 910th is the annual Sports Jamboree for the Physically Challenged. Similar to the more widely known Special Olympics, the Jamboree focuses on crippled and sight-impaired children. Held at no cost to the government and supported by civilian and military personnel of the Air Force, Naval, and Marine Corps Reserve, the three-day weekend is packed with Olympic-type events, games, and shows. The Jamboree will be celebrated on base for the ninth year this July, for about 200 children.

CIVIC LEADER TOURS - Prior to the recently imposed limit of one tour every two years, the 910th averaged two Civic Leader Tours per year. These were supplemented by additional, one-day Civic Leader Flights. Special attention has always been placed on the composition of the groups, which averaged 40 carefully selected nominees which represented a cross-section of business, political, and civic leaders that reflected cultural diversity. The 910th has always been non-parochial on their Civic Leader Tour program, to include Navy and Marine Corps representation. The next Civic Leader Tour is scheduled for this October, to be conducted jointly with the Naval Reserve unit on base. It will feature one day at Charleston AFB to spotlight the C-17 mission and the interoperability of the active and reserve (associate) unit, together with a second day devoted to Norfolk Naval Station on the return leg. In 1994, the 910th conducted an all-star Civic Leader Tour to Robins AFB, Ga., spotlighting HQ Air Force Reserve.

NEWS MEDIA TOURS - The 910th conducts one traditional "media day" each year on base, with countless other media opportunities throughout the year. In 1994, when the 910th hosted the joint exercise Patriot Express 94, a special media Day was conducted featuring a day-long slate of activities. No less than 11 media flights were conducted in coverage of Patriot Express alone.

BASE TOURS - Youngstown Air Reserve base has, without question, the most active Community Relations program in the Air Force Reserve. In 1994, there were 61 completed base tours, taking approximately 3,000 people through the base. Tour groups ranged from

local school children, to target groups of political leaders, veterans organizations, and professionals.

COLOR GUARD - The 910th has operated its own Base Honor Guard, or Color Guard, for approximately 20 years. It is comprised entirely of volunteers, who perform on their own time as "ambassadors of good will" for the Department of Defense. Aside from the normal functions, such as flag honors and official ceremonies, the Honor Guard appears in numerous community events, such as parades. The 910th Honor Guard has the distinction of leading the annual Football Hall of Fame Parade each year, which is nationally televised. They also serve a solemn function as a burial detail for deceased military personnel or retirees throughout the area, regardless of branch of service.

BLOOD DRIVES - Youngstown Air Reserve Base has hosted a Blood Drive by the American Red Cross each month for the past 12 years. The Commander also has a permanent seat on the Board of Directors of the Trumbull County Chapter of the ARC.

USO - The 910th has been assisting the northeast Ohio chapter of the USO in a variety of projects. We have been working with the USO for two years to form our own USO satellite office on base, to meet the needs of base personnel, transient military, and dependents from the local area. The base branch of USO is expected this October.

HUMANITARIAN AIRLIFT PROGRAM (overseas) - The 910th has the most active humanitarian airlift program in the Air Force Reserve. Working in concert with various civic, religious, and charitable organizations, this month saw the completion of the 19th successful humanitarian airlift to Central and South America in two years. The program has been so successful locally, that it's been studied as a model by the State Department for other humanitarian airlift programs under provisions of the Denton Amendment. The donations are collected through a community network of organizations, which include: local chapters of Rotary International, the Mission of Love Foundation, and the Archdiocese of Youngstown.

HUMANITARIAN PROGRAM (CONUS) - The men and women of Youngstown Air Reserve Base mobilize as volunteers whenever and wherever disaster strikes. Base personnel were instrumental in organizing donation drives during Hurricane Hugo, Desert Storm, and Hurricane Andrew. No less than 29 pallets of food and clothing were collected and later airlifted to the residents of hurricane ravaged south Florida in the days following Andrew.

CIVIC ACTION PROJECTS - 910th personnel donate their time to a number of local community projects, such as building playgrounds and ball fields. Each year, the base chapter of NCOA conducts the NCOA Toy Drive, in conjunction with the Marines Corps Reserve Toys for Tots. The NCOA has grown to where it now provides for more than 200 families at Christmas, supplying toys. They not only provide toys for the children, but food and clothing for the parents, as well, in cooperation with Catholic Community Services. At New Years, the Community Relations committee conducts the Holiday Happening Food Drive, in cooperation with the Mahoning Valley Food Bank. They also actively participate as volunteers for local charity "telethons," such as the Muscular Dystrophy Association and the Children's

Miracle Network. Aircraft maintenance personnel from the 910th have their own, unique, contributions. Volunteers collect old bicycles throughout the year, which are completely rebuilt and given to charity. They are also an active patron of the Children's Rehabilitation Hospital, conducting a fund drive twice a year.

COMMUNITY OUTREACH - Members of the 910th represent the DoD throughout the area at Job Fairs and school Career Days. We also provide equipment and personnel for displays and demonstrations at area events, such as County Fairs and ethnic/cultural observances. The 910th also provides loan of equipment, such as tents, when requested by local governments. Other items may be provided with the caveat that we are not competing with commercially available resources. The base also sponsors "Camporees" for the Boy Scouts and the Royal Rangers youth group of the Assembly of God. Local churches are encouraged to use and tour the facilities, culminating in several area churches having held their annual Church Day on base.

CLERGY DAY - Every two years, the 910th conducts a Clergy Day, in which 80-120 local clergy leaders are invited to take part in a day-long orientation and training program. Youngstown Air Reserve Base was the "test balloon" several years ago for the Chaplain Mobilization/Clergy Augmentation Program. These clergy men and women represent all faith groups, and are selected both on the basis of research and nomination by unit personnel. The program is so successful, that we currently have 75 area clerics signed up for the augmentation program who have received training. Since the clergy enjoy the highest statistical credibility of any profession, this represents a "seed program" with tremendous contributions community/military relations benefits on behalf of the DoD.

TEAM OF THE YEAR PROGRAM - The 910th selects one area high school or college each year to be our official Team of the Year. The school teams are brought out to the base for a photo session in front of our C-130 aircraft, followed by a base tour. These photos are then used throughout the year in sports programs, team calendars, and publications. This has been noted as a terrific source of pride for the school, with our team posters prominently displayed in the community. It has proven so popular, there is now a waiting list four years long.

AVIATION HIGH SCHOOL MENTORING PROGRAM - Gen. Benjamin O. Davis Aviation High School in Cleveland, Ohio, was in inner-city vocational school in danger of closing two years ago. The leadership of the 910th adopted the school as a mentoring program, with great success. We established an AFJROTC detachment at the school, and helped reorganize their programs. Untold thousands of volunteer hours have been invested by 910th personnel, working with the Northcoast Chapter of the Tuskegee Airmen Association. Surplus office equipment and computers were donated to the school, along with uniforms and equipment for the ROTC. Volunteers helped renovate the interior of the school, and repair long-broken vocational equipment. Future plans include repaving the aircraft taxiway and ramp at the school (which is part of the Burke Lakefront Airport Aerodrome) and completely refurbishing their control tower.

AIR FORCE COMMUNITY INVOLVEMENT - The 910th regularly supports the Air Force Academy band on their concert tour schedule, has hosted shows by Air Force Tops in Blue, and provides logistical and DV support to the Air Force General Officer Speakers Program. In addition, whenever Air Force Bands are appearing at base functions, community relations activities are planned for them in the area, to include visits to local hospitals.

AIR FORCE SPECIAL EMPHASIS PROGRAMS - The 910th aggressively supports Special Emphasis Programs for Handicapped Employment, Hispanic Heritage, and Black History. The base acts as a "magnet program" for orphaned federal agencies and DoD personnel in the area, such as Social Security and Internal Revenue. This October, the 910th will feature Army SFC Dana Bowman, of the Golden Knights Parachute Team for our handicapped Employment Program. Sergeant Bowman was prominently featured in the May 1995 issue of Readers Digest, for being a double amputee as a result of a parachuting accident, but who was allowed to re-enlist on the basis of personal valor and his ability to overcome obstacles.

HEALTH SCREENINGS - Youngstown Air Reserve Base hosts the annual Health Screenings for Trumbull County school children. Sponsored by the Trumbull County Medical Society Auxiliary, every third grade student in Trumbull County visits the base in a week long program. Buses arrive approximately every fifteen minutes for the four hours sessions, that are conducted at the Naval Reserve Center. Besides the Air Force and Navy Reserve, many local organizations and agencies, such as the Ohio State patrol and the Red Cross, participate.

COOPERATIVE MEDICAL TRAINING - Members of the 910th Medical Squadron conduct joint training programs with Western Reserve Care Systems, the largest hospital group in northeast Ohio. Our medical specialist reservists train the personnel from their various member hospitals on a rotating basis. This results in enhanced professional skills for our reservists and a tangible education benefit to the hospitals.

YOUTH RELATIONS ACTIVITIES

1. The commander's youth relations representative for the base since 1981 has been involved in the following activities:
 - a. May 1982- boy scout camporall held on base for over 450 scouts. Scouts camped on base for weekend and we provided tours and demonstrations around the base. Scouts held a skills competition during the weekend also.
 - b. I was awarded the air force commander's youth relations representative of the year twice during the 1980's while the air force had the youth relations office.
 - c. The base has sponsored a boy scout aviation explorer post since the 1970's. Many of the youth involved have gone into military careers and sever have entered the military and coast guard academies.
 - d. We have provided a cost free place for many scouting units to camp as they cross the country to attend jamborees, co to high adventure camps or are on some other official tour. We have at least two a three a year come through.
 - e. At least once a year i run an orienteering weekend competition for boy scouts and girl scouts. I provide instructions for learning and using orienteering skills as well as run a competition.
 - f. The base has continuously sponsored a civil air patrol(cap) squadron and group headquarters.
 - g. This year, for the cap, i conducted classroom training and field training in emergency survival and land navigation utilizing a hand held compass and chart.
 - h. Four years during the 1980's the base went to the local boy scout camp to put on emergency survival lectures and demonstrations.
 - i. May 1994 the base went to a boy scout camporee to put on survival equipment demonstrations and provide merit badge counselors for the aviation merit badge. This was also done in 1987 at the canfield fairgrounds.
 - j. At least twice a year i give astronomy/star study classes to boy scouts, girl scouts, and adults at the local scout camps.
 - k. During the 1980's, the base provided career orientation for about 40 eagle scouts who had aviation or military as their career interest.
 - l. At least twice each year i go out to local schools to give career orientation talks on the military or aviation career fields.
 - m. I prepare recognition certificates for "eagle scouts" and girl scout "gold awards" each year and present them at a formal banquet to the scouts. This is done at least three times a year.
 - n. The base has hosted the ohio bell telephone pioneer's Handicap sports jamboree for the past five years.

o. The base has sponsored many youth group activities at our sports facilities and in the gym over the years.

p. Nov 1993 i ran a weekend orienteering campout for the royal rangers youth group which our chaplain is associated with.

q. Jan 1992 the base sponsored an "all night lock-in" in the base gym for explorer scouts in the local council.

r. May 1994 the base sponsored a two day boy scout adult leader training session.



*Letters of
Community Support*

LETTERS
OF
COMMUNITY SUPPORT

We have received a number of letters of support from local officials and organizations. Provided is a list of organizations and a representative sampling of some of the letters that have been written.

ORGANIZATION

Congressman James Traficant	Boardman Steel, Inc.
Congressman Sherrod Brown	Easco Aluminum
The United Veterans Council, Inc.	Youngstown Area Urban League
RMI Titanium Company	Cortland Banks
Thomas Steel Strip Corp.	Belcastro Computer Services, Inc.
James & Sons Financial Services, Inc.	Packer, Thomas S Co.
The Cafaro Company	Hynes Industries
Sports Master	McDonald Steel Corporation
Brookfield Township Development Committee	Reliable Source of Metalwork, Inc.
Mercer County Commissioner's Office (PA)	Roth Bros., Inc
Mahoning County Commissioner's Office	WKBN Broadcasting Corporation
Youngstown-Warren Chamber of Commerce	Kent State University - Warren
Utility Workers Union of America	Autumn Industries, Inc.
The Vindicator Newspaper	Sprint United Telephone
East Ohio Gas	Hanahan Strollo & Associates, Inc
Penn Northwest Development Corporation	Werner Co.
General Motors Corporation	Rotary Club of Niles
The Edward J. DeBartolo Corporation	Penn Power
Bank One	Seed Inc.
LTV Steel Tubular Products Company	CAMCAR Textron
Ameritech	St Elizabeth Hosp Medical Ctr
Delphi Packard Electric Systems	Home Savings & Loan Co.
Niles Building Products Company	Dinesol Plastics Inc.
Second National Bank of Niles	Niles Building Products Company
Rotary Club of Youngstown	Neola, Inc
Chieffo's Frozen Foods, Inc.	Trumbull Memorial Hospital
Ohio Edison	Wci Steel, Inc
Liberty Steel Products, Inc	Butler Wick & Co., Inc.
The Mahoning National Bank	Thomas and Kurtz, Atty
Sports Masters	City Maching Technologies, Inc.
Manchester, Bennett, Powers & Ullman	Falcon Copper & Bronze Castings
Cohen & Company	Stancorp, Inc.
The Alumni Assoc of Youngstown State University	Sovereign Circuits, Inc.
The Trumbull Savings and Loan Company	
Harrington, Huxley, Smith, Mitchell & Reed	

JAMES A. TRAFICANT, JR.
17th DISTRICT, OHIO

COMMITTEE:
TRANSPORTATION AND
INFRASTRUCTURE
SUBCOMMITTEES:
COAST GUARD AND MARITIME
TRANSPORTATION
RANKING DEMOCRAT
PUBLIC BUILDINGS AND ECONOMIC
DEVELOPMENT
COMMITTEE:
SCIENCE
SUBCOMMITTEES:
SPACE

Congress of the United States
House of Representatives
Washington, DC 20515-3517

2448 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20518
(202) 525-5261
128 MARKET STREET
YOUNGSTOWN, OH 44502
(216) 743-1914
8658 YOUNGSTOWN-WARREN ROAD
SUITE 103
NILES, OH 44448
(216) 682-8648
100 WEST 3rd STREET
EAST LIVERPOOL, OH 43820
(216) 386-8821

May 26, 1995

Mr. Reid Dulberger
Senior Vice President for Economic Development
Youngstown-Warren Regional Chamber of Commerce
1200 Stanbaugh Bldg.
Youngstown, OH 44503

Dear Mr. Dulberger:

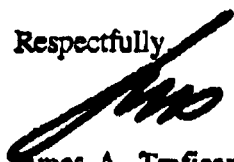
I am writing you to lend to you and the community my strong, unequivocal support for the 910th Air Wing based at the Youngstown-Warren Regional Airport in Vienna. You may be assured that I will do all I can as the United States Congressman for the 17th Congressional District of Ohio to ensure that the Base Closure and Realignment Commission is made aware of the 910th's contributions to this country and the surrounding communities.

Since coming to Congress in 1985, I have been an outspoken supporter of the 910th Air Wing, and in that vein I have worked legislatively to see that the 910th's need's are met to carry out its missions. To this end, I have worked to secure the funding requested by the 910th to improve its infrastructure and increase the number of C-130H aircraft to comprise a full wing. Given the 910th's various wartime, peacetime, and aerial spray missions, I will continue to highlight the 910th as part of my legislative agenda.

I have also worked closely with the Department of the Air Force and the White House to ensure the 910th's future viability. The President has included continued funding for the 910th in his fiscal year 1996 budget, and the Air Force has assured me that continued improvements to the 910th's infrastructure and mission, including development into a regional C-130 service center, will go forward. The 910th will also be the host of 16 aircraft in the near future.

I stand ready to defend the 910th Air Wing at all costs. Please do not hesitate to call on me for my support in this area.

Respectfully



James A. Traficant, Jr.
Member of Congress

JAT/drb

SHERROD BROWN
THIRTEENTH DISTRICT
OHIO

COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTEE ON OVERSIGHT
AND INVESTIGATIONS
(VICE CHAIRMAN)
SUBCOMMITTEE ON HEALTH AND
THE ENVIRONMENT

COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEE ON EUROPE AND THE MIDDLE EAST
SUBCOMMITTEE ON ASIA AND THE PACIFIC
COMMITTEE ON POST OFFICE AND CIVIL SERVICE

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE
1407 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3514
(202) 225-3401

LORAIN COUNTY DISTRICT OFFICE
5201 ASBE RD
ELYRIA, OH 44035-1451
(216) 365-8977—ELYRIA
(216) 934-5100—LORAIN

MEDINA COUNTY DISTRICT OFFICE
MEDINA COUNTY ADMINISTRATION BUILDING
144 NORTH BROADWAY
MEDINA, OH 44256-1902
(216) 722-9262

DEAUGA COUNTY DISTRICT OFFICE
15561 WEST HIGH STREET
MIDDLEFIELD, OH 44062-9292
(216) 632-5913

May 26, 1995

The Honorable Alan J. Dixon
Chairman
Base Realignment and Closure Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22208

Dear Chairman Dixon:

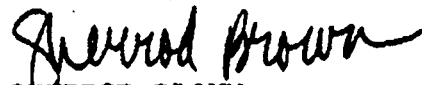
I am seeking your assistance in maintaining the U.S. Air Force Reserve Unit, 910th Tactical Airlift Wing located in Youngstown, Ohio. It is my understanding that the 910th has been selected by the Base Realignment and Closure Commission to be closed and I want to express my strong disagreement with this decision and my support for the 910th.

Since its inception the 910th has fulfilled a multitude of missions with distinction. Additionally, the Air Force expanded the unit to 16 C-130 aircraft and added aerial spraying to the new Wing's mission. This expansion was because of the additional capacity available at the Youngstown-Warren Regional Airport.

The 910th's peacetime missions include organizing, equipping and training of Air Force Reserve aircrews in tactical airlift tactics and techniques, and maintaining a state of readiness which will enable performance of wartime missions upon immediate mobilization. The 910th also assists in non-military humanitarian projects along with other local community functions.

The 910th is an exceptional unit which has been targeted for expansion by the Air Force because of its success. I strongly urge the Base Realignment and Closure Commission to reconsider its position and allow the 910th to continue its fine work.

Sincerely,


SHERROD BROWN
Member of Congress

05/25/95 10:41

P01



REID WILKINSON		LARRY KEUBERT	
Co./Dept		Co.	PNDC
Phone #	F.Y.I.	Phone #	
Fax #	216-746-0330	Fax #	

COMMISSIONERS' OFFICE

County Commissioners

OLIVIA M. LAZOR, CHAIR
JOSEPH F. FRAGLE
JOHN G. JOHNSON

County of Mercer
103 Courthouse
Mercer, PA 16137

Phone

(412) 662-2000
(412) 662-8711

May 24, 1995

The Honorable Alan J. Dixon, Chairman
Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22208

Dear Chairman Dixon:

We are writing you to oppose the proposed closing of the 910 Airlift Wing based at the Youngstown-Warren Reserve Station, Vienna, Ohio.

As Mercer County, Pennsylvania is situated on the boundary line between Ohio and Pennsylvania, many of the Reservists who come for duty on weekends and throughout the week in support of the flying mission, live and work in Mercer County. These people add greatly to our economy which is still in a depressed state. Your closing the 910 Airlift Wing will add to the many problems we are facing.

The Youngstown Air Reserve Station is an integral part of the future development of the adjacent Youngstown-Warren Regional Airport, and with plans to develop a "cargo hub" at the regional airport, it also will add greatly not only to Ohio's economy but Pennsylvania's. Because of recent expansion efforts and anticipated growth, the area has seen a number of local businesses planning expansion.

The local communities depend heavily on several key capabilities of the Reserve Station - the Reserve Station Fire Department; the full time fire/crash rescue capability for the Regional Airport; numerous mutual aid agreements with surrounding communities; response with assistance during tornado damage recovery, fuel fires, automobile accidents and local aircraft crashes; aerial spray mission as both a peacetime and wartime capability by spraying large areas for pest borne disease control in the aftermath of national disasters; and they have developed an oil spill dispersant response capability with the Coast Guard.

The Honorable Alan J. Dixon
May 24, 1995
Page No. 2

For these reasons and the 910 Airlift Wing being extremely active in humanitarian causes throughout the world, assisting in airlifting supplies and resources to Central and South America and air station personnel supporting a high visibility mission to India in support of Mother Teresa and her cause, we urge you to oppose the closing of the 910 Airlift Wing. The Mercer County Board of Commissioners believes that keeping this base open with its many services and jobs will benefit many of our people in both states.

Sincerely,

MERCER COUNTY BOARD OF COMMISSIONERS

Olivia M. Lazor, Chair

Joseph F. Fragle

John G. Johnson

MOC:fa

BROOKFIELD TOWNSHIP DEVELOPMENT COMMITTEE

P.O. Box 268

Brookfield, Ohio 44403-0268

May 24, 1995

The Honorable Michael G. Verich
State House
Columbus, OH 43215

Dear Mr. Verich:

I am writing to you in order to urge your support of the Youngstown Air Reserve Base. The installation has become an integral part of our community and its closing would have extreme detrimental effects on both our region and nation.

The base has become one of the largest employers in our area with an annual payroll of 24.6 million dollars. Over 1,500 people would lose their jobs if the base were to close. The Reserve Station Fire Department provides full time fire/crash rescue for the Youngstown Regional Airport. Additionally, the department assists our local communities by aiding local fire/rescue departments during emergencies and natural disasters.

On a national scale, the base provides C-130 Hercules aircraft for combat operations and humanitarian efforts. The Peacetime Mission also provides for short-response capability for aerial spraying.

The base has undergone considerable expansion and renovation during the last decade and the 1995 construction budget alone is 13.2 million dollars. Common sense would indicate that it would not be prudent to close a base that has undergone millions of dollars in renovations. Plans are underway to develop a "cargo hub" at the Youngstown Regional Airport. It is crucial that the base remains in operation to enhance the development of the proposed hub.



The United Veterans Council, Inc.

P.O. BOX 55 • YOUNGSTOWN, OHIO 44501

Please address reply to Sender's address

Commander
JAMES BEER
4044 Edenrock Ave.
Canfield, Ohio 44406
Phone: 793-3577

Sr. Vice Commander
DONALD KURTZ
4055 South Ave.
Youngstown, Ohio 44502
Phone: 782-3161

Jr. Vice Commander

Adjutant
CHARLES J. POPA
27 Colonial Dr.
Youngstown, Ohio 44505
Phone: 759-9390

Treasurer
DOUGLAS STAHL
388 Hood Drive
Canfield, Ohio 44406
Phone: 533-1086

Chaplain
PHILIP SHANK
757 Grover Ave.
Masury, Ohio 44438
Phone: 448-2094

PAST COMMANDERS

26 May 1995

RALPH R. PABST*
JOHN J. KENNEDY*
JAMES A. DALTON, JR*
ATTY. RALPH R. MILLER*
I. L. FEUER*
JOHN E. DOYLE*
ATTY. WM. L. POWERS*
LEO F. McCARTHY*
ATTY. WM. F. POWERS*
JOHN W. WALLACE*
CHESTER AMEDIA
FRANK POSEY*
EDWARD L. COOK
ATTY. THOMAS M. MOORE
MICHAEL J. WHALEN*
MARTIN COLE*
ROY "RUMMY" DePAUL*
DR. SEYMOUR FEUER
MICHAEL MISLEVY
FRED A. GIOGLIO*
STEPHEN L. RITZ*
GERALD G. HARTMAN
RICHARD E. KELLY*
ANTHONY DeANGELIS
FRANK J. COLLA
LYMOND J. KOBUS*
WM. R. STAMBAUGH
FRANK A. RUSSO, P.E.
ALBERT D. KENNEDY*
ROBERT BACHA, SR.*
JAMES E. MCGINNIS
MARY T. BURROWS
VINCENT J. DORIA
JOHN J. GIANNINI, JR.
ROBERT GREEN
WILLIAM E. BROWN
FRANK BELL*
PATRICK W. SCHIALDONE
CARMEL A. KRALL
JOHN P. BROWN III
JOHN W. HORM
ANTHONY L. VOLPINI
ROBERT W. STONE
DANIEL A. ZUPP, SR.*
DOMINIC J. ANZEVINO*
GARY J. C. WISER
STEPHEN A. MINER
DAVID MIZEN
KEN P. NAGEL
NICHOLAS BESOIU
ROBERT A. CHESNEY
ANDREW MEHLEY
CHARLES E. HAWES

The Honorable
Alan J. Dixon, Chairman.
Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22208

Dear Chairman Dixon:

I am writing you on behalf of 26,000 veterans located in Mahoning County, and urge you to support the Youngstown Air Reserve Station.

The local community depends heavily on several key capabilities of the Reserve Station. One in particular is the Reserve Station Fire Department. The station provides full-time fire/crash resue capability for the Regional Airport, and has numerous mutual aid agreements with surrounding communities. Over the past several years, the station has responded with assistance during tornado damage recovery, fuel fires, and numerous automobile accidents. In 1981 and 1995, the station responded to local aircraft crashes.

The local community views the Air Station as an extension of the larger local community. The 910 AW hosts well over a thousand visitors every year who take advantage of the facilities and capabilities of the base. Some examples are school group tours, civic leader flights, Employer Support of Guard and Reserve funtions, scouting events, Jr ROTC activies, handicapped sports jamborees, social events, and intramural sports.

In conclusion, I urge you to support the Youngstown Air Reserve Station as a vital part of this community and an asset to the United States Air Force.

Sincerely,


James F. Beer

AFFILIATED POSTS

AMERICAN EX-POW STEEL VALLEY CH. 13
AMERICAN LEGION POST NO. 247
AMERICAN LEGION POST NO. 504
AMVETS POST NO. 34, 35, 44
BOARDMAN VETERANS ASSOCIATION
CATHOLIC WAR VETERANS POST NO. 1222, 1292
D.A.V. CHAPTER NO. 2, 17
ITALIAN-AMERICAN VETERANS POST NO. 2, 3, 12

JEWISH WAR VETERANS NO. 59
MAHONING VALLEY BASHA-CBIVA
MILITARY ORDER OF COOTIES PUP TENT NO. 31
MILITARY ORDER PURPLE HEART NO. 186
PEARL HARBOR SURVIVORS ASSOCIATION
POLISH LEGION AMERICAN VETS NO. 87
RESERVE OFFICERS ASSOCIATION
ROMANIAN-AMERICAN VOLUNTEERS

SEABEE VETERANS, ISLAND X8
37th DIVISION VETERANS ASSOCIATION
UAW 1112 VETS ASSOCIATION
USMC TRI-STATE DET. 494
VETERANS OF W.W.I BARRACKS NO 694 (Honorary Unit)
VETERANS OF FOREIGN WARS POSTS
93, 1423, 2799, 3307, 3538, 4237 6488, 6730,
7538, 7600, 8841, 9054, 9947
VIETNAM VETERANS VVA 135

* Deceased



OFFICE OF THE
PLANT MANAGER

May 24, 1995

The Honorable Alan J. Dixon, Chairman
Base Realignment and Closure Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22208

Dear Chairman Dixon:

The United States Air Force has decided to expand the size and mission of the 910th Tactical Airlift Wing -- which is an important part of our community. The purpose of this letter is to urge the Base Realignment and Closure Commission (BRACC) not to disrupt that decision.

As a member of the Community Support Group for the past several years, I have seen the excellent work of the 910th up close. The 910th has fulfilled its mission with distinction. This, coupled with the additional capacity available at the Youngstown-Warren Regional Airport, led the Air Force to expand the Group to 16 aircraft and to add aerial spraying to the new Wing's mission.

The 910th contributes both to the Airport and to the community at large, by providing fire/crash rescue services and by hosting numerous tours and special events. Through payroll and purchases, the base contributes approximately \$30 million per annum to the local economy.

The community also supports the 910th. The proposed international air cargo complex at the Airport will provide the Air Force with longer runways and improved avionics.

In short, this exceptional unit has been targeted for expansion by the Air Force because of its success at the Youngstown-Warren Regional Airport. I urge the BRACC to allow the 910th to continue its record of success.

Sincerely,

A handwritten signature in black ink that reads "Mike Cubbin".

MIKE CUBBIN

GENERAL MOTORS CORPORATION

North American Operations • Lordstown Assembly • P. O. Box 1406 • Warren, Ohio 44452-1406

East Ohio Gas

A CNG COMPANY

1165 W. Rayen Avenue
Youngstown, OH 44502-1394

GARY G. EVANS
Division Manager
Warren-Youngstown

May 25, 1995

The Honorable Alan J. Dixon, Chairman
Base Realignment and Closure Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22208

RE: 910th Tactical Airlift Wing

Dear Chairman Dixon:

I am writing regarding the 910th Tactical Airlift Wing located near Youngstown, Ohio. The purpose of this letter is to urge the Base Realignment and Closure Commission to keep this C-130 base open.

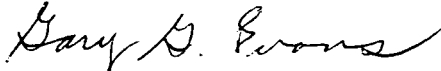
The 910th has become an important economic entity in the community and its subsequent revitalization. The Youngstown Warren Regional Airport and the Airbase are vitally important components in the securing of the international air cargo complex which is being proposed. When this cargo hub comes to fruition, it will not only benefit the community and Northeast Ohio, but also the Air Force because of longer runways and improved avionics.

East Ohio Gas is committed to Northeast Ohio. We cannot just pull up our pipelines and leave. We believe in strengthening the communities that we serve and that includes the Airbase and the surrounding townships. Over the last 2-1/2 years, we have invested over \$508,000 and installed 50,841 feet of natural gas pipeline because of actual and anticipated development. We have also been working with officials at the 910th regarding the installation of a natural gas fueling station. This fueling station would help the Airbase to meet the standards that have been established in the Clean-Air Act and the Energy Policy Act of 1992. Prior to the BRACC announcement that was made earlier this month, East Ohio committed \$60,000 to the project along with additional in-kind services and engineering support that would value an additional \$25,000 to \$30,000.

As you can see, we believe in the future of Northeast Ohio and the Mahoning Valley. We certainly hope that the BRAC Commission feels the same way and urge you to allow the 910th to remain to be an important part of the future of the Mahoning Valley.

Sincerely,

EAST OHIO GAS



Gary G. Evans
Division Manager
Warren-Youngstown

cc: T. C. Bishop ✓

PIPELINE INSTALLED SINCE JANUARY 1, 1992
Near the Youngstown Airport

<u>Street</u>	<u>Location</u>	<u>Year</u>	<u>Footage</u>
Cadwallader Road	W of Ridge Road	1992	3329
Ridge Road	Cadwallader to Milear	1992	6779
	King Graves to Cadwallader 1st Part	1992	1187
	South of SR 5 to end of lay	1993	7589
	King Graves to Cadwallader 2nd Part	1994	3287
King Graves	Airport Dormitories east to Ridge Road	1994	4826
Fowler Road	W of Ridge Road	1993	1244
Everett Hull Road	Ridge Road to SR 193	1995	4550
SR 193	Everett Hull Road to SR 305	1995	11250
SR 305	SR 193 to Sodom Hutchins	1995	6800
		TOTAL:	50841

Total EOG Investment Cost (@ \$10 per foot): **\$508,410**

TheVindicator

OFFICE OF THE PRESIDENT AND PUBLISHER

May 25, 1995

Re: 910th Tactical Airlift Wing

The Honorable Alan J. Dixon
Chairman
Base Realignment & Closure Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22208

Dear Mr. Dixon:

Please consider this letter my newspaper's expression of support for retention of the 910th Tactical Airlift Wing at Youngstown Municipal Airport, Vienna, Ohio.

The 910th is one entity that defies the common complaint that "nothing works." The 910th not only works, it works very well. My husband, who served his military duty there, remembers the 910th as a no-nonsense, skillful outfit with a strong sense of purpose and unity.

Recent expansion of the 910th's mission and physical facilities suggests that the 910th still occupies an important niche in the nation's defense. The Air Force would scarcely invest that kind of time, attention and money in an installation that wasn't worthy.

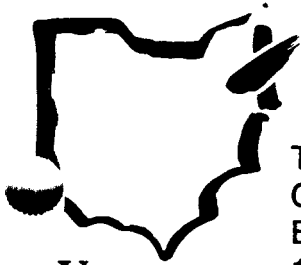
I needn't dwell on the secondary role the 910th has played since 1947 as an important and valued partner in our community. I'm sure you have all the facts, and more, at your fingertips.

Suffice it to say that we as a community are confident your commission recognizes the merit in continuing the 910th's presence in the Mahoning Valley well into the 21st century.

With every good wish, I am,

Very truly yours,

Betty J. Jagnow
President and Publisher



YOUNGSTOWN

WARREN

REGIONAL

CHAMBER

May 23, 1995

The Honorable Alan J. Dixon
Chairman
Base Realignment and Closure Commission
1700 North Moore Street
suite 1425
Arlington, VA 22208

Re: 910th Tactical Airlift Wing

Dear Mr. Dixon:

On behalf of the Chamber's 3,000 members I am writing to express our total support for the 910th Tactical Airlift Wing and to urge the Base Realignment and Closure Commission to maintain this valuable Air Force resource.

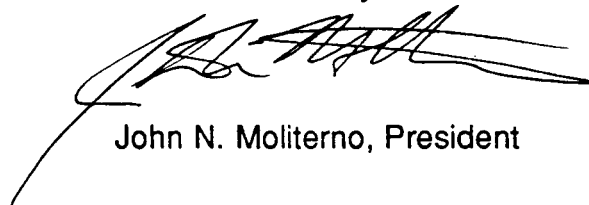
As you well aware, the Air Force chose to expand the 910th to 16 C-130H aircraft because of combination of locational advantages, including:

- the availability of runway capacity at the Youngstown-Warren Regional Airport to accommodate virtually any of the 910th's operational and training requirements, now and in the future;
- access to a variety of training facilities both at the base and at the nearby Revenna Arsenal site;
- substantial vacant, greenfield acreage adjacent to the base for future expansion;
- a total of some 6.9 million people living within a 75-mile radius of the base from which to draw personnel; and
- the close, cooperative relationship with the Western Reserve Port Authority, which owns/operates the Airport, and the Air Force.

As an entity closely involved in the creation of the Port Authority, the regionalization of the Airport and its expansion into an international air cargo center, we also recognize the importance of the 910th to this community.

For all these reasons, we urge the BRAC to allow the Air Force to continue with the development of the 910th Tactical Airlift Wing.

Sincerely,



John N. Moliterno, President

OFFICES:

1200 STAMBAUGH BLDG.
YOUNGSTOWN, OH 44503-1604

PHONE: 216-744-2131

FAX: 216-746-0330

160 E. MARKET STREET

SUITE 225

WARREN, OH 44481-1142

FAX: 216-392-6040

1 E. PARK AVENUE

WILSON, OH 44446-5017

PHONE: 216-652-1470

FAX: 216-652-0017

Youngstown Area Urban League

123 E RAYEN YOUNGSTOWN, OHIO 44503

MEMBERED WITH THE NATIONAL URBAN LEAGUE



Phone (216) 744-4111
Fax (216) 744-1140

May 23, 1995

The Honorable Alan J. Dixon
Chairman Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22208

Dear Mr. Dixon:

The Youngstown Area Urban League strongly urges you and the BRAC Commission to continue the operation of the Youngstown Air Reserve Station. The Urban League is deeply concerned about job opportunities and economic development in the Mahoning Valley and particularly as these factors impact on the Minority community of this area. The Youngstown Air Reserve Station is a major employer for this region and has a strong representation of African Americans and other Minorities among its work force, both as Air Force Reservists and as civilian workers. The loss of this base would have an adverse effect on the local economy and would be an additional setback for the Minority community which already suffers from a massive unemployment rate and lack of business activity.

In conclusion, we again urge you to maintain the Youngstown Air Reserve Station as an active military installation. The base is an asset to the Armed Forces of this nation as well as an integral and vital component of the economy of the Mahoning/Trumbull/Ashtabula County area.

Sincerely,

Wm. Ronald Miller
President/CEO
Youngstown Area Urban League

WRM/tb

Chairperson

Mrs. June Ewing

I Vice Chairperson

Mrs. Marcia Rose-Walker

II Vice Chairperson

Judge Patrick Kerrigan

Treasurer

Mr. Mark Brown

Secretary

Mr. Ode Aduma

Member-at-Large

Mr. James Washington

Member-at-Large

Mrs. Beverly A. Young

President/CEO

Atty. Wm. Ronald Miller

Board Members

Mrs. Germaine Bennett

Dr. William Binning

Dr. Virginia Dee Banks-Bright

Ms. Madonna Chism

Mr. Douglas Elliott

Mr. Frank Foster, Jr.

Mr. Lowell Gordon

Mr. Alvin Hopkins

Ms. Shawn Hunter-Little

Mr. Lewis W. Macklin II

Ms. Susan Moorer

Rev. Dr. L. J. Shipmon

Mr. Mel Stewart

Ms. Deloris L. Thompson

Mrs. Wandla Washington

A MEMBER OF



THE UNITED APPEAL



The Alumni Association of Youngstown State University
Partners for the Future, Promoting, Strengthening, Supporting our University Alumni
- Continuing the Tradition.

May 25, 1995

The Honorable
Alan J. Dixon, Chairman,
Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22208

Dear Chairman Dixon:

I am writing to express concern about the Base Realignment and Closure Commission's evaluation of the 910th Tactical Airlift Wing, whose 16 C-130 aircraft are stationed at the Youngstown-Warren Regional Airport.

I particularly advocate the Air Base's presence remaining in Youngstown because of the economic ramifications and employment of over 1,500 people.

As the guardian of YSU's database and executive director of the Alumni Association, I can only hope that those positions will continue, thereby keeping the best and brightest in the Mahoning Valley. Too many YSU graduates leave the Valley in search of quality employment. In addition, since the Air Reserve Station is an integral part of the future of the Youngstown Warren Regional Airport, our area can only prosper with the retention of the Base.

Your consideration in expressing the Valley's concerns about retaining the 910th Tactical Airlift Wing are much appreciated.

The 910th is an important part of the Mahoning Valley and, on behalf of the 8,000 members of the YSU Alumni Association and its Board of Directors, I urge you to keep this Base open.

Best regards,

A handwritten signature in cursive script that reads "Lori A. Factor".

Lori A. Factor
Executive Director



News Releases

■ HOW YOU SEE IT

Air Reserve base is asset worth preserving

EDITOR:

What impact could the closure of Youngstown Air Reserve Base have on the Youngstown-Warren area?

■ Loss of the crash-fire-rescue protection of the airport now provided by the 910th Air Group Fire Department 24 hours a day, seven days a week. Trickle-down effect: closure of Youngstown-Warren Regional Airport.

■ Reassignment of the military members to Pittsburgh, Mansfield, or Niagara Falls. Most likely many would retire, if eligible, or simply get out of the reserve program. That is just the Air Force members. Remember, YARB is host to a Navy and Marine detachment. Where will they be assigned?

■ Loss of base-sponsored social and recreational activities, including air shows and Special Olympics.

■ A complete and total waste of taxpayer money. Since 1980, YARB has had millions of defense dollars spent to upgrade the base. These include dormitory renovation, dining hall remodeling, ramp enlargement and reinforcement, new aircraft maintenance hangars, new support unit structures (vehicle operations, communications building, medical facility), eight brand new aircraft plus four more reassigned from



TheVindicator welcomes letters on topics of general interest. Letters must be signed, legible, brief and to the point.

Writers must include their addresses and daytime telephone numbers. *TheVindicator* reserves the right to reject, edit or condense all letters. Publication of a letter does not constitute an endorsement of the views, opinions and statements of fact expressed. Unused letters will not be acknowledged or returned. Poetry, open letters to third parties and photocopies will not be accepted. Mail to Letters to the editor, *TheVindicator*, P.O. Box 780, Youngstown, Ohio 44501-0780.

other bases, as well as civilian and military members to operate and maintain the base day to day.

■ What would happen to the Ravenna Army ammunition post that YARB maintains for Air Force training? Surely many have seen the C-130s flying low over the reservation and dropping practice loads to maintain crew readiness for any world-wide deployment.

Should this base be closed, the trickle-down economic effect would be the final act to make the Youngstown-Warren area a ghost town. Write your congressman and senators and urge them to not allow the Base Realignment and Closure Committee to close YARB. Time is important as the BRACC meets in early June.

FRED J. EICHHORN
Lake Milton

The Vindicator

Founded June 1869
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Past Publishers

William F. Maag Sr.
February 28, 1850-April 10, 1924

William F. Maag Jr.
July 26, 1883-February 29, 1968

William J. Brown
June 14, 1913-August 14, 1981

President/Publisher | Betty H. Brown Jagnow
General Manager | Mark A. Brown

Thursday, May 11, 1995



Save the base — Now

There's a lot of work to be done between now and June 12 to ensure that the Youngstown Air Reserve Base is saved.

Bombast won't do the job. Pleas on the basis of the Mahoning Valley's needs won't work. Local supporters of the 910th Airlift Wing are going to have to show in black-and-white, dollar-and-cents terms why the Youngstown Air Reserve Base is the Pentagon's best buy.

The lesson: Pittsburgh, home of the 911th Air Transport Wing, did just that, and that's why Youngstown and five other C-130 sites have been added to the list of possible base closures. The 911th was alone among C-130 sites on the Base Realignment and Closure Commission list until its supporters put together a presentation challenging Air Force calculations on cost of operations. Now it's an open competition.

Yesterday, the commission added Youngstown and four other bases to its closing consideration list. The other four are: O'Hare Air Reserve Station, Illinois; Niagara Falls Air Reserve Station, New York; Minneapolis-St. Paul Air Reserve Station, Minnesota, and Gen. Mitchell Air Reserve Station, Wisconsin.

Advantages: On the face of it, it's hard to imagine that the Air Force could operate a base in Pittsburgh or Chicago at less cost than in Youngstown. It's also obvious that Youngstown provides a superior environment for training flights than bases aligned to much busier commercial airports. The skies aren't as crowded over Youngstown.

But none of this can be taken for granted. Pittsburgh showed what can be done by a local delegation committed to saving its facility. The Western Reserve Port Authority, the Youngstown Warren Chamber of Commerce, elected officials — from U.S. senators and congressman, through county commissioners, mayors and township trustees — have to get together and devise a plan. The base has become one of the area's largest single employers and its loss would have serious consequences.

Base closing commissioners will visit the bases before hearings, which are scheduled for June 12 in Washington. The commission begins its final deliberations just 10 days later. There is no time to lose in building the local case.

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General Manager | Mark A. Brown

Friday, May 26, 1995

HOW WE SEE IT

Help yourself and your neighbors: Write a letter

We'd like to suggest that you drop Alan Dixon a line. It doesn't matter that you don't know him and he doesn't know you. Whether you know it or not, Mr. Dixon could be a very important person in your life right now.

Dixon is the chairman of the Base Closure and Realignment Commission. As such, he'll be overseeing the process deciding the fate of the Youngstown Air Reserve Station.

If you work at the air base, you already know all this. And if you don't work there, you might be wondering whether it's really that important to you. It is. Believe us, it is.

Importance: The air base is one of the Mahoning Valley's largest employers, with more than 1,500 civilian and military personnel. The loss of the base and its \$75 million annual payroll would have a devastating effect on the Valley.

But there is another factor. The air base is a bargain for the taxpayer. The Air Force Reserve provides an extra dimension to the nation's military capability at a fraction of the cost of full-time military units.

It's mission: In wartime, the base would provide 16 Lockheed C-130 Hercules aircraft for combat operations, including the delivery of personnel and materials by air drop. The planes and their crews can also deliver aerial sprays against pest-borne diseases and for oil-spill dispersion.

In peacetime, the 910th equips and trains Air Force Reserve crews in tactical airlift techniques and remains ready to fulfill its combat missions. It also assists in various nonmilitary humanitarian projects.

We're convinced that the base closure commission will see that keeping the base at the Youngstown-Warren Regional Airport makes good economic sense. But nothing can be taken for granted.

Suggestion: So we're joining with the "Save Our Base Committee" and the Youngstown Warren Regional Chamber of Commerce in suggesting that area residents let the base closure committee know how much the Mahoning Valley values the Youngstown Air Reserve Station.

Here are some facts provided by the chamber that letter writers might want to consider:

■ The Youngstown Air Reserve Station is an integral part of the future development of the adjacent Youngstown-Warren Regional Airport. Plans are underway to develop a cargo hub at the regional airport which would be an important economic development asset for the entire area.

■ The local community depends on several key capabilities of the Reserve Station. One in particular is the Reserve Station Fire Department. The station provides full-time fire/crash rescue capability for the regional airport and has numerous mutual aid agreements with surrounding communities. Over the past several years, the station has provided valuable assistance, especially during the devastating tornado of 1985.

■ Valley residents view the Air Reserve Station as an extension of the larger local community. The surrounding areas have been extremely active in humanitarian causes throughout the world. The personnel assigned to the station assisted in airlifting supplies and resources to Central and South America. Recently, air station personnel supported a high-visibility mission to India in support of Mother Teresa and her cause while en-route to Thailand to participate in an exercise.

■ The aerial spray mission is unique to the 910 Air Wing within the Department of Defense. The unit helped during the aftermath of national disasters (hurricanes Andrew and Hugo) by spraying large areas for pest borne disease control and has developed an oil spill dispersant response capability with the Coast Guard.

■ The 910 AW hosts well over a thousand visitors. Examples are school group tours, civic leader flights, functions recognizing employer support of the guard and reserve, scouting events, handicapped sport jamborees, social events and intramural sports.

■ The Navy and Marine Corps Reserve Center is a \$3.8 million facility and is a tenant at the air station. The Navy supports five separate units (cargo handling, hospital, military sealift, Marine medical support and Seabees. The Navy-Marine Corps Reserve Center benefits from being located at the Youngstown Air Reserve Station. It shares base facilities such as billeting, base exchange, gym and club, which are not normally available at a reserve center.

Where to send it: Those are just a few points. You may be able to think of others. Focus on those that interest you most, write your letter and send it to:

Mr. Alan J. Dixon
Chairman, Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA, 22208

We'd suggest that you keep it relatively short (certainly shorter than this editorial). Be cordial, yet businesslike. There's certainly no reason to be argumentative. Just let the commission know that the air station is important to the Valley and the community supports it. That's worth a few minutes of your time and a 32 cent stamp.

We thank you, and your neighbors will thank you.

Valley willing to go to war to save base

By MICHAEL SCOTT
Tribune Chronicle

VIENNA — The deployment of the troops has already begun.

Fighting to save the U.S. Air Force Reserve Station at the Youngstown-Warren Regional Airport — even if closure of the station by the Pentagon remains nothing more than a remote possibility — is fast becoming the number one initiative of Mahoning Valley political leaders.

"We're trying to put together a brainstorming session with as many of the key local politicians as we can, but we need more than political clout," said Alan Huff, chairman of the Western Reserve Port Authority. "Even more importantly, we need to come up with some methodology — facts and figures — that show the economics in Youngstown are better than competitive areas such as Pittsburgh.

"Cold, hard facts will tell everything we need the Pentagon to know about this air base and the port authority is going to be very involved in carrying the ball on this."

Huff said he has been told that Department of Defense inspectors will be on site at the air base by June 12 to study the airport and base operations.

The port authority oversees operations at the air-

■ See **Station Page 9A**

■ Air station vital to Valley./See **Page 3B**

FACTS AND FIGURES

■ **Wartime Mission:** For the 910th Airlift Wing to employ 16 Lockheed C-130 Hercules aircraft in combat operations, including low-level infiltration into combat environment, where crews can deliver personnel and materials by air drop and air to land techniques.

■ **Peacetime Mission:** To direct the organizing, equipping and training of Air Force Reserve crews in tactical airlift techniques while maintaining a state of readiness. Also to assist in non-military humanitarian projects.

■ The 910th Airlift Wing is under the command of the 10th Air Force in Bergstrom, Texas, but in the event of mobilization would be assigned to Air Combat Command in Langley, Va.

■ Air Force Reserve activities began in Vienna in 1947 with the stationing of a detachment of the 14th Night Fighter Squadron from the Greater Pittsburgh Airport.

■ The Youngstown Air Reserve Station sits on 236 acres on the north side of the Youngstown-Warren Regional Airport, from which it also leases 90 acres, to be developed into a short field, assault runway.

■ The Air Force counts more than 1,500 people on its total payroll at the base, about 1,100 of which are Air Force Reservists, who come for weekend duties.

■ There are 360 civilian and 125 full-time military personnel at the base.

■ Total annual payroll at the base is about \$24.6 million, but swells to \$75.6 million when more than 6,400 retirees are counted.

■ The base's 1995 construction budget is more than \$13.2 million, but records show it also spends about \$3 million in contracts for supplies and materials.

Station

From Page 1A

port in Vienna next to the Air Force reserve station. Huff is also a pilot for the DeBartolo Corp.

The base, officially referred to by the Pentagon now as a station, and the regional airport are not linked except in sharing runways and the firefighting department at the air base, Huff said.

"And to duplicate what they provide for us . . . you're talking \$1.5 million per year," Huff said.

Trumbull County Commissioners Arthur U. Magee, Joseph J., Angelo and Michael J. O'Brien said last week they would actively work to save the base.

Airport manager Larry L. Diemand said the galvanization of politicians is necessary to fight for the base.

"Politics are a powerful and very often an underestimated force, especially national politics," Diemand said. "We have to muster all of the forces we can and then realistically make the case. It's hard to believe it's happening, but we have to take this very seriously."

The military base closing commission decided Wednesday which bases to add to the list the Pentagon wants to close or cut back. Bases added will not necessarily be closed or shrunk, but will be put under the commission's microscope.

The Vienna base, home of the 910th Tactical Airlift Group, was among six air reserve stations the commission added to its list.

Two air reserve bases, including Pittsburgh's, were on the list of 146 facilities that the Pentagon recommended last year for closing or realigning to save about \$18 billion over the next 20 years.

The independent base closing commission must submit its recommendations to President Clinton by July 1. Congress is then required to approve the list or reject it in its entirety.

Chester Amedia, a retired Air Force colonel and former chairman of the port authority, said the base provides more than fire protection at no cost to the airport.

"They are there around the clock if we need them and they have been rated as one of the best air base firefighting crews in the nation. Just that one factor alone necessitates our support," Amedia said. "But when our snow removal equipment has broken down, they helped us out, too."

Amedia said he is recommending committees to gather the "nuts and bolts" of the air base itself, one to put together information on the economic impact it has on the Valley.

"I can't talk officially, I'm just a retired member, but the sooner we get committees together and the harder we work, the better our chances in this thing," Amedia said.

Both Huff and Amedia said they would be calling on the Youngstown Warren Regional Chamber and other marketing groups for help on the promotion of the air base.

Diemand said the airport and base have a contractual agreement where the airport provides free landing time in exchange for the fire protection, estimated at a value of more than \$1 million annually.

"The air force reserve is a tenant and a very valuable tenant," Diemand said. "The amount we save in fire protection is twice what my entire budget is."

Diemand said the airport also gets a lump-sum payment of \$67,500 a year from the Air Force Reserve to supplement the airport's operations budget.

Col. Bernard J. Pieczynski, commander of the 910th Tactical Airlift Wing, said he has received assurances from U.S. Rep. James A. Traficant Jr., D-Poland, that the inclusion of the base on a list for further review was not being supported by the Air Force.

"I have conferred with (Traficant), who had spoken with senior defense officials," Pieczynski said. "They confirmed the decision was not an Air Force initiative and that the Pentagon and Department of Defense are in full support of the 910th Airlift Wing."

Traficant has said the commission's consideration of the base at Vienna flies in the face of Air Force plans to expand the station.

The 910th's fleet of 12 C-130H transport planes is scheduled to be finally increased to a full wing of 16 aircraft by the end of this summer. The base has recently been designated a regional air reserve headquarters and the Pentagon is paying for runway improvements now under construction, said Traficant spokesman Paul Marcone.

"Obviously, my goal is to ensure that the Vienna base is not on (the commission's) final list," Traficant said in a written statement.

Traficant said he has spoken with Rudy DeLeon, undersecretary of the Air Force, who said there is no legitimate reason to close the Vienna facility.

Traficant said the president's fiscal 1996 budget request includes money for the expansion of the base.

Here are the addresses to write to U.S. Reps. James A. Traficant Jr. and Sherrod Brown.

■ *House Office Building, Washington, D.C., 20515. Call 202-224-3121.*

■ *Traficant's Ohio offices:*

■ *Federal Building and U.S. Courthouse, 125 Market St., Youngstown 44505. Call 743-1914.*

■ *Trumbull County office: Eastwood Mall, 5555 Youngstown-Warren Road, Niles 44446. Call 652-5649.*

■ *Brown's Ohio office: 1626 W. 38th St., Lorain 44053. Call 282-5100.*

VIENNA

Plan includes regional airport as cargo hub

■ A state ODOT official says there was little that could be done about the scarcity of funding for local highway projects.

By **MARK NIQUETTE**
VINDICATOR POLITICS WRITER

The state has formally identified the expansion of Youngstown-Warren Regional Airport into an air cargo hub as a long-term priority, recommending that runways be lengthened and other improvements be made.

The Ohio Department of Transportation was to release details today in the second phase of its long-range planning document called Access Ohio, which charts state transportation needs through 2020.

The first phase of Access Ohio, released in 1993, determined that an air cargo hub was needed in northeast Ohio, and that the Vienna airport was the best potential site.

Recommendations: The second phase makes specific recommendations regarding what improvements local officials should be pursuing to expand the Vienna airport, such as longer runways, but it stresses that funding sources are scarce.

John R. Platt, assistant ODOT director for Modes Transportation, said the cargo hub is needed here because "some of the most highly industrialized manufacturing facilities in the nation" are within a 75-mile radius of the airport.

Those facilities have the potential to ship four million pounds of air freight a year, and they need good access to the airport for freight operations, the Access Ohio study con-

cluded.

"Those needs have not been met at all," Platt said. "We see great potential here."

Funds for planning: Gov. George V. Voinovich's administration provided \$50,000 to the Western Reserve Port Authority last year to begin planning.

Local officials are reapplying for a \$168,000 grant from the Federal Aviation Administration that was rejected last year. The grant would pay for a feasibility study to help justify the project to prospective tenants.

The port authority, in conjunction with the Akron-Canton Regional Port Authority, also plans to file an application with the U.S. Department of Commerce by June 1 asking that the foreign free trade zone around Akron be extended by September 1996. The new configuration, which is supported by eight northeast Ohio counties, would be extended to the water port of Ashtabula, the Youngstown-Warren Regional Airport, the water port of East Liverpool and a highway location near Massillon.

Road projects: Platt, meanwhile, said the Access Ohio plan doesn't address short-range highway projects. Local officials reacted angrily Thursday after learning ODOT's six-year construction schedule doesn't include funding for major Mahoning Valley projects such

■ HUB/State formalizes plans

CONTINUED FROM PAGE B1

as the Hubbard Expressway.

Of the \$961 million planned for the state over six years, Mahoning and Trumbull counties are slated to receive only \$4.1 million, according to state Rep. Robert F. Hagan of Youngstown, D-64th.

Platt said there isn't much that can be done in the short term, but

the local projects outlined in Eastgate Development and Transportation Agency's plan for the region are incorporated in Access Ohio and stand a better chance of getting funded later.

He said ODOT wants to develop a procedure to rank the importance of state projects, which could help speed up projects here as well.

ACCESS OHIO



Here are the five steps the Ohio Department of Transportation says are necessary to address the large disparity between requested

transportation investments and available funds, as outlined in ODOT's Access Ohio, a long-range planning document released today:

■ **DEVELOP** by October a selection process to rank all of the proposed transportation projects in the state. Form an advisory council, have public hearings on the draft process and propose a final project selection process by Oct. 31.

■ **CONTINUE** efforts to streamline

ODOT to free up dollars for construction. ODOT has already reorganized from 16 divisions to 10 and reduced its 42 bureaus to 27.

■ **SEEK** innovative public/private partnerships that will leverage more funds for transportation combining private, state and federal resources.

■ **URGE CONGRESS** to return a larger portion of federal fuel taxes paid in Ohio to the state. Many projects would be possible if federal fuel taxes were not used to pay off accumulated federal budget deficits.

■ **COMMUNICATE** with the Ohio General Assembly about infrastructure needs and how they can be funded.

Source: ODOT

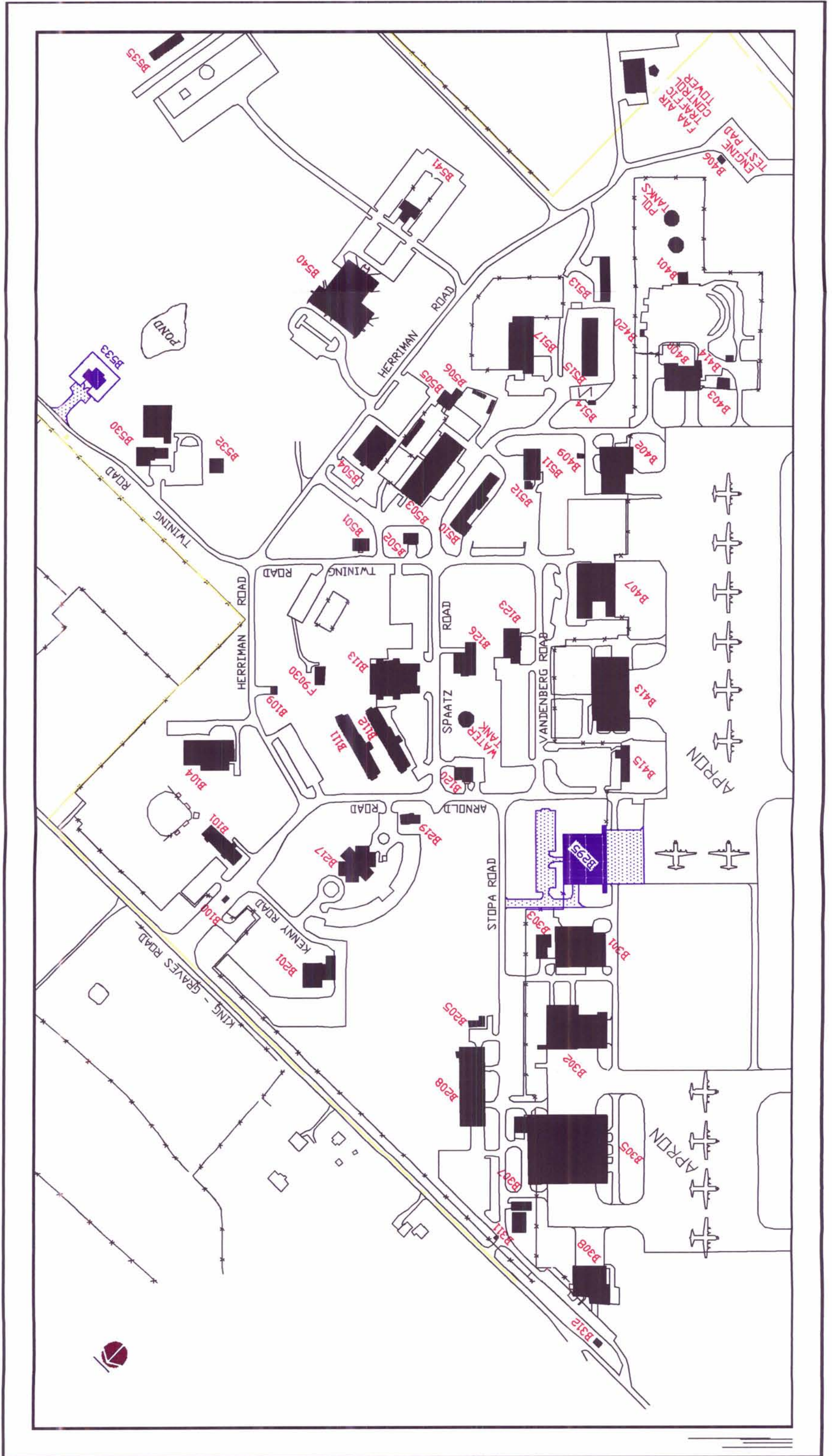


Maps

Tab A

Existing Base Plan

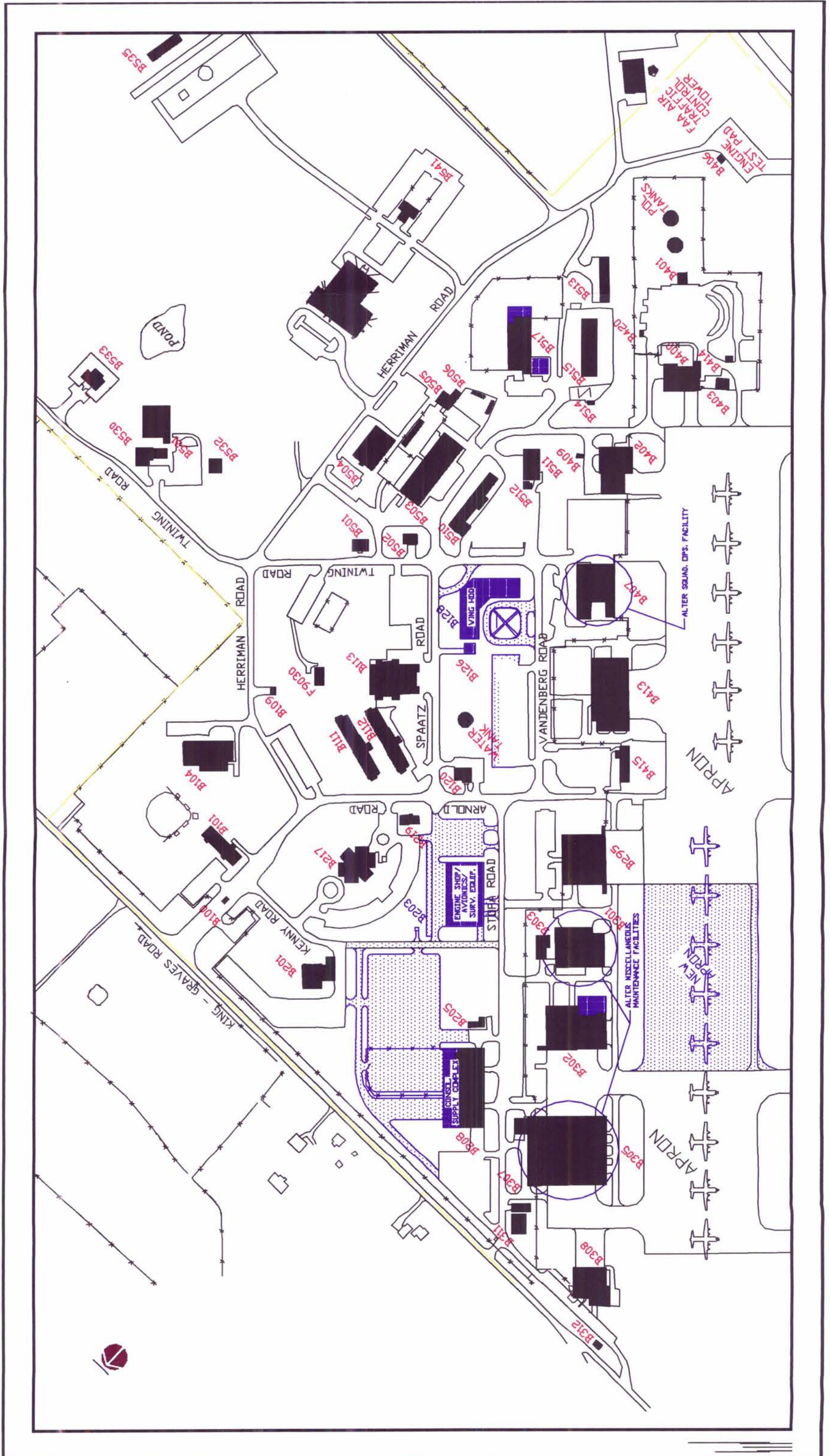
EXISTING BASE PLAN



Tab B

16 PAA Facilities Plan

16 PAA FACILITIES PLAN





**Welcome
to the 910
Medical
Squadron**

**Train,
Develop,
Support**

Missions: The wartime mission of the 910 Medical Squadron is to provide personnel augmentation for Second Echelon (2E) medical support of Air Force activities at a location with a population up to 1500. Medical support includes triage and all emergency measures to save life or limb, stabilize patients for movement to a Third Echelon (3E), or return them to duty.

The 910 Medical Squadron also maintains an Air Transportable Clinic (ATC Equipment Package) for deployment with the 757 AS SME personnel.

The 910 Medical Squadron is tasked to support the following UTCs: FFGK1 (43 person package)
FFGK5 (23 person package)
FFGLB (19 person package)

The peacetime mission of the 910 Medical Squadron is to train personnel in preparation for the wartime mission and to maintain a high state of medical readiness. The medical squadron provides physical examination and immunization support for the 1073 reserve personnel assigned to the 910 Airlift Wing. Limited diagnostic services are also provided.

History: 1988 - 910 Tactical Clinic official designation changed to 910 Tactical Hospital.

1990 - 910 Tactical Hospital personnel volunteer to support Operation Desert Shield (various CONUS locations).

1990 - 910 Tactical Hospital official designation changed to 910 Medical Squadron.

1991 - 910 Medical Squadron activated for Operation Desert Storm (various locations world-wide including Saudi Arabia).

1991 - 910 Medical Squadron moves into new training facility.

Professional Services: Listed below are the services provided by the 910 Medical Squadron during CY 1994.

AF Flying/Nonflying Physicals -----	136/125
Other Flying/Nonflying Physicals (Non AF) -	0/2
Dental Examinations (Type II/Type III) -----	173/44
Preventive Dental Counseling -----	217
X-Rays (Medical/Dental) -----	21/176
Immunizations -----	1911
Laboratory Procedures -----	821
HTLV III -----	294
Audiograms -----	270
EKGs -----	105
Tonometries -----	172
Environmental Surveys -----	31
Food Service Inspections -----	32
Line of Duty Determinations -----	5
AF Form 422 -----	56
Annual Certifications -----	812

Volunteer Efforts: The 910 Medical Squadron has always been one of the first units to respond with volunteers for various projects. Listed below are a few examples.

1990 - Operation Desert Shield (various AFSCs at various locations)

1992 - Operation Restore Hope (MSgt Johnston)

1992 - Continuing Medical Readiness Training Instructors (TSgt Kobilis/TSgt Skero/TSgt Durso)

1993 - Operation Patriot Warrior (SMSgt Beckman/SSgt Jamieson)

1993 - Continuing Medical Readiness Training Instructors (TSgt Kobilis/TSgt Latta)

1994 - Operation Sea Signal (SSgt Reynolds)

1994 - Operation Cobra Gold - (Maj Michaelson/MSgt Johnston)

1994 - Continuing Medical Readiness Training Instructors (TSgt Kobilis)

1995 - Continuing Medical Readiness Training Instructors (TSgt Kobilis)

Support: In addition to fulfilling wartime and peacetime training missions, supporting medical needs of the 910 Airlift Wing, the 910 Medical Squadron also supports the local Navy and Marine Reserve units by providing audiogram, EKG, and laboratory procedure support for their reserve members assigned to this base.

Navy and Marine personnel are further supported by the 910 Medical Squadron with the use of the medical training facility on Mission UTAs.

Personnel/

Mission Requirements: The 910 Medical Squadron currently has 85 authorized positions with 79 assigned personnel.

The 910 Airlift Wing has gained the 773 Airlift Squadron which has approximately 200 authorized positions.

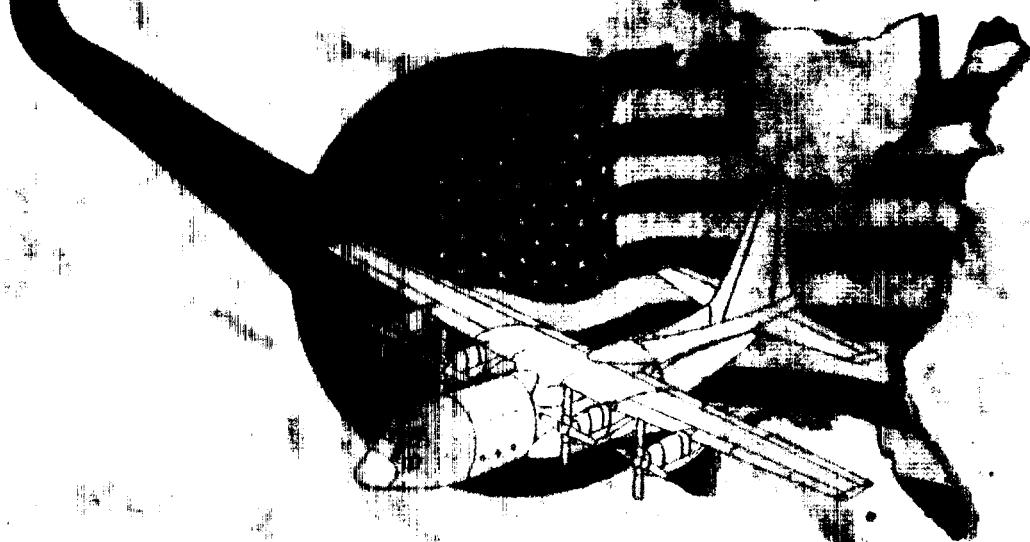
Limiting Factors (adding 200 physicals and immunizations to support): None

The 910 Medical Squadron can adequately accomplish physical and immunization support for the additional authorized positions in a quality manner.

**The FUTURE is NOW at the
YOUNGSTOWN AIR RESERVE STATION**

Home of the

910th AIRLIFT WING



"Serving its country, state, and the world with PRIDE, ATTITUDE, AND INTEGRITY!"

Tab C

*Long Range Facilities
Plan*

LONG RANGE FACILITIES PLAN

