BENSONAL JE Nector Some

1977 WASHINGTON DELEGATION

Ed Harte - Chairman of Military Facilities Committee Ron Maples - President of Corpus Christi Chamber of Commerce Dr. Hector Garcia Dennis Parrish Herbie Hernandez Frank Rodriguez - American GI Forum Jimmy Lyles

Congressman John Young
Jim Woodard - Aide to Congressman Young
Harry McAdams - Washington Aide to Governor Dolph Briscoe
Ed Knight and Gary Bushell - Aides to Senator Lloyd Bentsen
Will Ball - Aide to Senator John Tower

MILITARY FACILITIES COMMITTEE WASHINGTON TRIP NOV. 20-22

Those Attending: Ed Harte, Chairman; Ron Maples, President, Corpus Christi Chamber of Commerce; Dr. Hector Garcia; Jimmy Lyles; Dennis Parrish; Herbie Hernandez; Frank Rodriquez.

Sunday, Nov. 20, 1977

2:03 p.m. Depart From C.C. International

Arrive Washington D.C. (National Airport)

Hotel Reservations - Hyatt Regency

Monday,	NOV.	21,	19//
	a.m.		Meet with Congressman John Young and Aide, Jim Woodard.
10:30	a.m.		Bruce Kirchenbaum, Associate for Domestic Affairs.
			Meeting at White House. Also met with Stewart Eizenstat briefly at
			White House.
12:30	p.m.		Lunch with aides to Senator Bentsen (Ed Knight and Gary Bushell)
1:45	p.m.		Met with Will Ball, Harry McAdams of the Governor's office,
			Congressman Young, Jim Woodard Ed Knight.
2:00	p.m.		Van leaves for Pentagon.
2:30	p.m.		Alan Gibbs, Assistant Secretary of Army for Installations, Logistics
			and Financial Management.
3::30	p.m.		Dr. John White, Assistant Secretary of Defense for Manpower Reserve
			Affairs and Logistics.
4:30	p.m.		Bob Strauss, International Trade Negotiator.

1:05 p.m.

T	uesday, Nov.	22, 1977
	9:00 a.m.	John Young.
	10:00 a.m.	Van leaves for Pentagon.
	10:30 a.m.	James Woolsey, Under Secretary of the Navy.
į	11:05 a.m.	Van leaves for DARCOM.
	11:45 a.m.	Lt. Gen. E.J. D'Ambrosio. Deputy Commander for Material Readiness

Leave for Corpus Christi from National Airport.

Note: Dr. Garcia and Ed Harte talked with other people over the telephone.

Dr. Garcia met with Jose Aragon, Special Assistant to President Carter and Col. Jerry Stewart, Aide to Assistant Secretary of the Navy, Ed Hidalgo.

MONDAY - NOV. 21 9:00 A.M.

MEETING WITH CONGRESSMAN JOHN YOUNG (OFFICE)

Congressman Young informed the committee that he would accompany us on all of our appointments. He stated he took the liberty to set up a meeting with Bruce Kirchenbaum who is President Carter's associate for Domestic Affairs. Congressman Young stated the CCAD problems are not serious. Gov. Shapp's (Penn.) letter offering to build replica facilities in his state not feasible. The reason for Young's earlier concern with this letter was that VP Mondale's Staff had routed letter to Army. It was the Army's feeling that the VP was endorsing the letter. Young contacted Mondale and Mondale stated that his staff routed the letter to the Army and he had not seen it. Mondale called the Army and cleared the matter up stating he was not supporting the position.

Young stated that the Department of Defense has not changed their position on consolidation. See attached letter on studies and savings.

Young stated that the Navy can get along with two outlying fields, they don't need seven like they try to make everyone believe. Approximate cost for replacing a field is estimated to be about \$10 Million. Congressman Young feels this figure is high. He again reiterated his point made earlier, that if there is on encroachment problem in Corpus Christi we can get money to build outlying fields and lease them to the Navy.

Young pointed out that we should impress on everyone we meet the importance of having CCNAS funds put into Navy's budget. Last year it was left out. CCNAS should be funded until consolidation question is ironed out.

MONDAY - NOV. 21 10:30 A.M.

BRUCE KIRCHENBAUM - ASSOCIATE FOR DOMESTIC AFFAIRS, CARTER ADMINISTRATION. MEETING TOOK PLACE AT WHITE HOUSE.

Congressman Young led off thanking Mr. Kirchenbaum for meeting with us and also thanking the Carter Administration for funding CCNAS for 1978. Congressman Young presented Kirchenbaum with a copy of his letter and explained that D.O.D. and G.S.A. were supporting consolidation because of the money that would be saved.

Dr. Garcia then spoke on how the Mexican Americans supported Carter (97% for him) and that they were now asking for Carter's help. He presented Kirchenbaum with some figures on the # of jobs Corpus Christi has lost in the past 5 years with special emphasis on the PPG closing.

Harry McAdams of the Governor's Office pointed out that Gov. Briscoe was a strong supporter of Carter and was totally committed to the Corpus Christi effort to keep our Army and Navy in Texas.

Ron Maples, President of the Chamber of Commerce, pointed out that the citizens of Corpus Christi have a deep concern about the base and are totally supportive of it.

Ed Harte, Chairman of the Military Facilities Committee, asked that studies be carefully examined so as to eliminate bias position taken by Navy to retain Whiting Field in Pensacola.

Mr. Kirchenbaum stated that President Carter was familiar with CCNAS situation and favored keeping the Navy here. Kirchenbaum stated that Secretary Brown had visited both CCNAS and Whiting Field and realized that it would be less of a loss to close Whiting than CCNAS. He asked that this statement not be released because of the possible harmful effect such a statement would have.

Congressman Young impressed on Mr. Kirchenbuam the need to have CCNAS funded in the initial budget. He urged him to impress on President Carter this need.

(The Corpus Christi delegation felt that this was a very productive meeting and that the White House was very familiar with our case.)

MONDAY - NOV. 21 2:30 P.M.

ALAN J. GIBBS - ASSISTANT SECRETARY OF THE ARMY FOR INSTALLATIONS, LOGISTICS, AND FINANCIAL MANAGEMENT

Format for this meeting was basically the same as other meetings. Congressman Young led off, then Dr. Hector Garcia, Harry McAdams of the Governor's office, Ed Knight of Senator Bentsen's office, Will Ball of Senator Tower's office, Ron Maples and Ed Harte.

The main point of this meeting was to cover the letter that the Governor of Pennsylvania wrote offering to build replica facilities of CCAD in his state. It was pointed out by Congressman Young on a fact sheet that this would be too expensive and that if anything the New Cumberland facility should be moved to Corpus Christi.

The major emphasis of this meeting was that the Army would review all material before any moves would take place. The Army is pleased with the Depot at Corpus Christi.

Overall, I think that this was one of our weaker meetings.

MONDAY - NOV. 21 3:30 P.M.

DR. JOHN P. WHITE - ASSISTANT SECRETARY OF DEFENSE FOR MANPOWER RESERVE AFFAIRS AND LOGISTICS.

Format of meeting basically the same. Emphasis placed on Navy's independence and lack of cooperation.

Congressman Young's letter was presented. Emphasis placed on savings.

Ed Knight of Senator's Bentsen's office pointed out that Navy had signed contract with Beech Aircraft to maintain T34C fixed wings at Whiting Field. He stated that the Senator was very concerned because this was placing Corpus Christi at a disadvantage and the Navy did not have authority to do this.

Dr. White stated he was not familiar with this and would look into it. He promised the delegation that Corpus Christi would receive a fair evaluation of both the Navy and Army facility and that the D.O.D. was very familiar with the studies that both the Army and the Navy were conducting.

The delegation felt that Dr. White was sympathetic to our cause and would give us a fair judgement.

TUESDAY - NOV. 22 10:30 A.M.

JAMES WOOLSEY - UNDER SECRETARY OF THE NAVY.

Congressman Young began session stating he was disappointed with the way the Navy was ignoring D.O.D. and G.S.A. Young presented a copy of his letter to Woolsey. Woolsey disagreed with Young about being in violation of the law.

Young pointed out that the Navy did not need more than two outlying fields. Woolsey brought up the point that encroachment is one of the problems that Corpus Christi must overcome. Congressman Young pointed out that we cound overcome it if we knew for sure that the Navy intended to stay in Corpus Christi. He asked Secretary Woolsey to make sure that the Navy funded CCNAS at least at the present level until the consolidation problem can be resolved. Woolsey stated that Claytor supported Helicopter Consolidation. He assured the delegation that the Navy would carefully and objectively look at the studies now being conducted. He said the Navy was concerned about reductions that would hurt the economy of a given area and that compensations are needed.

Ed Harte reiterated the point that the people of Corpus Christi are willing to assist the Navy if encroachment is the problem.

Ed Knight brought up the point about the Navy signing the contract with Beech Aircraft to maintain the T34C at Whiting. Woolsey stated he would check into it.

The meeting with Woolsey began on a sour note and I believe that Woolsey was on the defensive. After Dr. Garcia talked, Woolsey's mood changed and seemed to be more receptive to our presentation.

Major points made by delegation were: 1) Ask for funding of CCNAS 2) Check all data pertaining to study to make sure it is not slanted toward Pensacola 3) If encroachment is a major issue allow us to work it out with the Navy.

Woolsey agreed to review the documentation that the aides to the Senators and the Congressman have gathered. Another point is that the Senators had been in contact with Woolsey before we arrived and had backed our position.

TUESDAY - NOV. 22 11:45 A.M.

LT. GENERAL E.J. D'AMBROSIO - DEPUTY COMMANDER FOR MATERIAL READINESS (ARMY)

Time was limited because of our flight out of Washington.

Congressman Young discussed the letter from Pennsylvania Governor.

Lt. General D'Ambrosio was for moving the New Cumberland facility to Corpus Christi but stated that politics have entered and this has caused a delay. He stated that there was no way that the Army or the State of Pennsylvania could handle the CCAD at one sight. He said the Army was very pleased with the CCAD and the work that they were doing. He stated that CCAD programs were used as model programs for other Army facilities. As far as consolidation is concerned he said this would take a long period of time before this would come about. He said the Army is now purchasing the artillery for all branches of the service and maybe sometime in the future one branch would be handling all repairs of a particular plane or helicopter. But before this would occur all branches of the service would have to be in agreement.

Lt. General D'Ambrosio stated that he was looking forward to coming to Corpus Christi for the commander's conference in early March.

OVERVIEW OF TRIP

- 1) Appointments that were set up by Congressman and Senators were outstanding. The delegation felt that these were the people we needed to talk with.
- 2) Timing of the trip was good. The Department of Defense and Presidential aides will start reviewing budgets in next 2-3 weeks.
- 3) Officials were better informed about the situation than they were last year.
- 4) Committee felt that our chances were pretty good in retaining the Navy for another year.
- 5) Follow up work in Washington may be needed in January.
- 6) Congressman and Senators are on top of situation and their aides are keeping close tabs on the situation.

Congress of the United States

House of Representatives

Washington, D.C. 20515

November 18, 1977

The President
The White House
1600 Pennsylvania Avenue
Washington, D. C.

Via: Mr. Stuart Eizenstat
Assistant to the President

Dear Mr. President:

Through your good offices, Dr. Hector P. Garcia and others from the Corpus Christi, Texas, area met with your Assistant, Mr. Stuart E. Eizenstat February 9, 1977, relative to the status of Corpus Christi Naval Air Training Station and the need for its continued operation.

Subsequent to this meeting, the "Report of The Department of Defense Study of Undergraduate Helicopter Pilot Training (UHPT)
Consolidation" (April, 1977) and the Comptroller General of the United States' letter of May 5, 1977, stated that many millions of dollars (\$23 millions) annually can be saved the Defense effort by consolidating Naval undergraduate helicopter pilot training at Ft. Rucker, Alabama, as per D.O.D. Program Budget Decision (PBD-371, December, 1975). The Department of Defense study further stated that many additional millions can be saved by retention of Corpus Christi Naval Air Training Station concomitant with the release of Whiting Field, Florida.

In addition to the great savings effectuated by retention of Corpus Christi Naval Air Training Station, the Department of Defense stated: "Whiting is not a multi-mission base, and its release by realignment of Navy's UPT loads would have negligible impact on remaining tenants, contrary to the situation at Corpus Christi." -- See DOD Memorandum Assistant Secretary of DOD (I&L) to Assistant Secretaries of Army, Navy and Air Force (I&Ls), March 9, 1977, directing favorable priority consideration to multi-mission installations.

Despite the interest of the White House and the strong position taken by the Department of Defense and the Comptroller General, Navy simply omitted requesting any funds for the operation and maintenance of Corpus Christi Naval Air Training Station for this year (Fiscal 1978) but to the contrary requested \$3.5 millions to close the training facility contrary to requirements of law. Actually, Naval aviation has defied D.O.D. in this and the previous Administration despite the thorough studies by both Administrations and the impressive savings indicated by D.O.D. and the Comptroller General.

Congress appropriated funds in the amount of \$12.9 millions to fund the Corpus Christi Naval Air Training Station operations for this year pending a final decision by D.O.D., which has not yet been made.

The Senate concurred in the Corpus Christi funding and added a provision to the appropriation bill that no realignment could be made this fiscal year, including helicopter undergraduate training. These provisions were retained in conference and became law, the effect being that the whole decision matter is now put off until fiscal 1979.

Given the great savings that could and should be effectuated by the consolidation and realignments set out by D.O.D. and the Comptroller General, you are most urgently and respectfully requested to order the funding of Corpus Christi Naval Air Training Station at the current level until a final decision can be made on the alignment matter. Another effort could then be made to effectuate these savings in considering the 1979 budget. The House concurred with the D.O.D.-Comptroller position, but the Senate prohibited any realignment this year.

It is felt that the multi-million dollar savings involved in this matter would be in good keeping with the sound economies espoused by your Administration, and it is hoped that you would extend your good offices to this end.

With warm regards and best wishes, I remain,

espectfully

ohn You

hit with in the last year, our decline in sales and profits becomes more understandable," observes Chairman and Chief Executive Daniel F. McKeithan Jr., who is now the family's representative in management but whose background in oil hardly qualifies him to oversee the operations of a brewer.

Marketing support. Although Sellinger does not have the marketing expertise that Schlitz needs to do that, most competing brewers agree that Schlitz made a wise choice in tapping him. Sellinger's experience ranges from master brewer at a small brewery to supervisor of a massive plant expansion at Anheuser that took its capacity to the current 42 million bbl. a year from 12 million bbl. in the mid-1960s. Sellinger has even put in a stint as a beer wholesaler, which some believe might aid Schlitz in further repairing its oncetattered relationships with distributors.

But he will also be getting some hefty marketing support. As a result of a new advertising campaign started last month, the company is now estimated to be outspending all other brewers on advertising. And while General Foods, R. J. Reynolds, and others have reportedly looked into acquiring Schlitz, the Uihlein family at the moment shows no signs of wanting to sell out. In fact, even critics within the family seem willing to stand behind the comeback attempt. Says David Uihlein: "Mr. Sellinger won't get any interference from me because when I told the board we needed an outsider to help straighten things out, he's the type of man I was thinking of."

AVIATION

Deregulation arrives for cargo flights

Competition among air cargo haulers will be enhanced—and new cities will be served—as a result of a bill that President Carter signed this week. "I hope this is just a preview of what's to come in deregulation of other transportation industries," Carter said.

The two main beneficiaries will be Flying Tiger Line Inc., the world's biggest all-cargo airline, which is now restricted to serving only 10 U.S. cities, and Federal Express Corp., which now must use aircraft with maximum payloads of 7,500 lb. Flying Tiger will be able to go anywhere it wants under the new law (except within Alaska and Hawaii, which are excluded from the bill), and Federal Express will be able to use aircraft of any size.

In effect, this means the deregulation

Commentary

By James Canan

Carter moves in on Pentagon budgeting

Nobody questions a President's prerogative to exert budgetary control over government. So there is little direct opposition to Jimmy Carter's move to get a firmer grip on the Pentagon's \$117 billion—and rising—annual budget. But there is danger in the decision if engineer Carter gets too involved in the nuts and bolts of budgeting.

Carter's intent became apparent earlier this month when Defense Secretary Harold Brown announced a drastic revision of the timetable and procedures for the annual drafting of the Pentagon budget. Devised by Brown at Carter's request, the new plan will permit the President to become involved in the drafting process far earlier and more pervasively than his predecessors deemed necessary or desirable. Rather than waiting, as they have, until the end of each year to review and amend the budget that the military services and the Defense Secretary have thrashed out, Carter will begin directing the drafting in February.

Critics of the new plan fear its switch of emphasis to building the defense budget from the top down rather than from the bottom up will rob Pentagon officials—civilian and military alike—of the flexibility inherent in their monthslong, fiercely competitive dialogues over military priorities. And they see it as evidence of Carter's tendency to get bogged down in nitty-gritty that should be left to subordinates—in this case, the Secretary of Defense and the chiefs of staff.

Fiscal guidelines. The quarrel is not so much with Carter's concept of Presidential control as it is with the degree that he plans to exercise it and the confusion that is certain to result. Many uniformed and civilian chiefs of the services worry that the guidelines will turn into clamps. Several sources say that Navy Secretary W. Graham Claytor Jr., former chairman of Southern Ry. Co., was particularly strenuous in his opposition to an earlier plan that would have given Carter an even stronger hold over defense-budget drafting. The plan was modified, they say, largely because of Claytor's protestations. "Basically," says one official, "Claytor viewed the whole affair as contrary to the tried-and-true practice in the business world of letting the program people begin the budgetbuilding process and follow it through, subject to final review at the top."

The new plan adheres to this practice in a fashion but puts the services at a

disadvantage in doing so. In order to prepare their initial drafts for Carter's first review in February, they are forced to begin work now on their portions of the fiscal 1980 budget that Carter will send to Congress a year from January. Under the old system, they would have begun such work next March. The new timetable puts them to work on the fiscal 1980 budget even before the Pentagon has wrapped up the fiscal 1979 budget that Carter will review next month.

This compressed and duplicative timetable raises the risk that defense budgeting for fiscal 1980 will start off as a bootstrap operation that will defy attempts to shape it coherently throughout 1979, Carter's impending control of it notwithstanding. Asks one military spokesman: "How can we start thinking about the numbers of aircraft or missiles we will need two years from now—or their production rates—when we don't even know for sure how many we'll be asking for next year?"

Research. Another pitfall in the new scheme is its possible adverse impact on research and development programs as a result of rigid, prematurely imposed, Presidential budgeting guidelines. Managers of R&D programs especially need flexibility to juggle priorities and funding of programs in accordance with their perceptions of future weapons requirements. The new rules could compound the vulnerability of R&D to defense-budget trimming.

In his directive to the services, Brown said that "the last thing I want to do is inhibit your initiative or innovation." But the choice may not be Brown's to make. Sources close to him say he feels that bringing Carter into the act will enhance the Secretary's clout in dealing with budgeting squabbles. Many Pentagon insiders feel, however, that the new plan will superimpose Carter so strongly on the Pentagon as to diminish its independence and power.

Time will tell about that. But one thing is already clear: The new plan moves defense budgeting and concomitant assignment of military priorities a long way toward the centralized civilian control that Robert S. McNamara exercised as Defense Secretary, to the dismay of the military, in the 1960s. This time, however, the civilian at the controls will be the President. And his move to become de facto Secretary of Defense could demand more time than he has.

JOBS LOST IN CORPUS CHRISTI, TEXAS IN LAST 5 YEARS

COMPANY	NUMBER OF JOBS
PPG Industries	400
Reynolds	400
Coastal States	800
Mobil Oil	100
ARCO	100
Vicinay Chain	150
Weatherby Engineering	50
South Texas Shipyard	100
Centex Cement	Major Cutback

FACT SHEET

SUBJECT: Aviation Depot Maintenance Overhaul - Corpus Christi Army Depot Versus New Cumberland Army Depot

- 1. On 1 April 1976, the Department of Army (DA) directed the Army Materiel Development and Readiness Command (DARCOM) to conduct a "Candidate Realignment Study" to determine the feasibility of conducting all aviation maintenance at Corpus Christi Army Depot (CCAD) or New Cumberland Army Depot (NCAD).
- 2. DARCOM evaluated four alternatives which were:
- a. Alternative 1 Disestablish the aircraft depot maintenance function at New Cumberland Army Depot (NCAD) and transfer the workload to Corpus Christi Army Depot (CCAD) (DA directed alternative).
- b. Alternative 2 Close CCAD and transfer all aircraft depot maintenance functions to NCAD (DA directed alternative).
- c. Alternative 3 Disestablish the aircraft depot maintenance function at NCAD, transfer the CH-47 workload to contract (Boeing-Vertol Co.) and all remaining workload to CCAD (DARCOM alternative).
- d. Alternative 4 Disestablish the aircraft depot maintenance function at NCAD, initiate an Interservice Support Agreement (ISSA) to accomplish the CH-47 workload at the Cherry Point Naval Air Repair Facility (NARF) and transfer the remaining workload to CCAD (DARCOM alternative).
- 3. On 27 September 1976, DARCOM completed their study and it recommended that:
- a. Alternatives 2 and 4 be rejected. NCAD had inadequate maintenance of facilities and it would cost approximately \$285M to duplicate facilities found at CCAD. Navy's Cherry Point facilities did not have enough plant capacity to accept the CH-47 workload.
- b. Alternatives 1 and 3 were not favorably considered because they did not offer sufficient economic advantages based upon the 20 June 1976 data base used by the study group.
- 4. During September 1976, DARCOM concluded that changes may develop in the out-year aircraft maintenance program that were not considered in the study, i.e., the probability of reduced aircraft maintenance workloads, AIF space reductions, and the introduction of new cost factors for comparing in-house versus contract cost. Such significant factors could lead to favorable conclusions concerning Alternatives 1 and 3. Based on these considerations, DARCOM decided to solidify the aircraft maintenance workload data base. Once that was complete, they made another review to determine the possibility of contracting out and also re-examine the validity of consolidating all aircraft maintenance at Corpus Christi.

- 5. On 27 September 1976, DARCOM forwarded the Realignment Study to DA recommending that:
 - a. Alternatives 2 and 4 be rejected.
- b. That DA guidance concerning Alternatives 1 and 3 be held in abeyance until such time as DARCOM could complete a new analysis considering the factors discussed in paragraph 4 above.
- 6. On 17 February 1977, DA directed DARCOM to develop the following alternatives:
- a. Contracting out the CH-47 aircraft maintenance workload using the new in-house cost factors (OMB A-76 guidance) with the remaining aircraft maintenance workload to be transferred to CCAD.
- b. Transfer of aircraft maintenance functions presently performed at NCAD to CCAD.
- c. Any other alternatives that have developed since the submission of the concept study completed in September 1976. The study should be completed and forwarded to DA by 1 September 1977.
- 7. On 2 September 1977, DARCOM forwarded the directed study to DA with the following conclusions:
- a. Accomplishing all organic aircraft maintenance at CCAD is feasible. Sufficient dollar and personnel space savings would accrue to cause this potential action to be economically attractive (potential savings: 536 spaces, and \$12.9M at a one-time cost of about \$9.4M).
- b. Contractor cost would be approximately \$10M more annually than completing it at CCAD.
- c. Looking at other than pure economic factors, it was stated that the CH-47 and OH-58 programs constitute the major aircraft maintenance workload at NCAD. A product improvement program (PIP) is being initiated and Bell Helicopter will complete the work which will phase out organic work at NCAD in FY 79. A similar and more impact PIP will be initiated on the CH-47 in FY 81 and will be accomplished by Boeing-Vertol. (This is over 50% of the NCAD workload). Once this program starts, the total workload available to NCAD would be greatly diminished.
- d. Once these PIP's are initiated, the residual should be transferred to CCAD which was estimated to be the FY 81/82 time frame. This would minimize maintenance overhaul turbulence.
- 8. DARCOM strongly recommended that this approach be taken.
- 9. DARCOM in their same letter mentioned the fact that Governor Shapp had corresponded with DARCOM (presumably in June 1977) suggesting that NCAD

activities be expanded by using Capital City and Harrisburg International Airports. Such recommendations were not considered in the scope of the study, however. DARCOM asked for DA guidance regarding this matter.

- 10. On 12 September 1977, DA directed DARCOM to conduct another study to be completed by 15 December 1977. The directions were as follows:
- a. Study the feasibility of closing CCAD and relocating the aircraft maintenance mission to the New Cumberland area.
 - b. Direct coordination with state and local officials was authorized.
- c. Display cost/savings resulting from the following alternatives by relocating aircraft maintenance functions from CCAD to:
 - (1) Harrisburg International Airport.
 - (2) NCAD and Harrisburg International Airport.
 - (3) NCAD and Capital City Airport.
 - (4) NCAD, Capital City and Harrisburg International Airports.
- d. This concept study would be included as an addendum to the current Case Study and Justification Folder (CSJF) developed in September 1977.
- 11. Governor Shapp, being aware of the DARCOM position of 2 September 1977, wrote a letter on 16 September 1977 to General Eugene D'Ambrosio, Deputy Commanding General for Materiel Readiness at DARCOM. Key points outlined were:
 - a. Cut-backs in the defense work force in Pennsylvania.
 - b. Cut-backs in defense spending in Pennsylvania.
- c. He didn't feel DARCOM had adequately looked at the long-range advantages of using NCAD and surrounding facilities including renovation for Army purposes.
- d. He strongly urged the General and his staff visit the proposed facilities. (The General was directed by DA to make this visit.)
 - e. Discussed facilities available.
- f. He felt renovation cost would be modest compared to other alternatives.
- g. He stated that a move to CCAD would require considerable military construction. (If the CH-47 workload were transferred to CCAD <u>no</u> construction would be required short of the base to accommodate a portable whirl tower. The only construction required would be for mobilization requirements.)

- $\ensuremath{\text{h.}}$ He would try to get special appropriations for renovation from the state legislature.
- i. Such cost would be incorporated in a long-term, low-cost leasing arrangement with DOD. (This would require congressional approval.)
- j. He stated he had spoken directly with Vice President Mondale about this matter and furnished him appropriate data.
- 12. Congressman Young called the Vice President and discussed the matter. The Vice President was not aware of the situation and said he would check with his staff. Congressman Young reviewed the background of the situation at CCAD versus NCAD and asked the Vice President to withdraw any possible letters that might have been written to DOD regarding the subject.
- 13. Congressman Young was subsequently informed that the Vice President's staff had sent a letter to DOD and it was being withdrawn and that DOD was advised that the Vice President had no personal interest in this matter.

O: Corpus Christi Delegation

ITOM: ED

date: 21 Nov. 1977 MON.

SUDject: Biref Summary of Arguments for Corpus

Outlying Fields (OLF) -- There are 26 possible outlying fields within 60 nautical miles of Corpus Christi NAS that would be put into service if more OLFs are needed. However, it is quite possible that Corpus Christi NAS and the two OLF's plus other airports in the area currently being used would take care of all proptraining if conslidated.

Construction -- Considerable money would be required for military construction and rennovation at Whiting if fixed wing flight training is expanded. admits funds would be required for runway/ramps, admin areas, and new housing.)

Weather -- Weather conditions are some 5 percent to 10 percent better at Corpus Christi. This reduces training days required resulting in cost savings. Basic and primary training require good flying weather.

Multi-Mission -- Corpus Christi Naval Air Station has major tenants which share overhead cost for operating the installation. Such an arrangement should reduce the cost of training a student. Whiting Field has no tenants to share overhead cost, therefore, total operating cost would have to be applied to student output cost.

Investment -- The U. S. Government has invested over \$68m at Corpus Christi NAS vs. \$40.8m at Whiting Field. Such investments should be considered in the decision as to where training should be continued.

Support Facilities -- Total flight training support facilities for students, instructor personnel and dependents are much better at Corpus Christi NAS vs. Whiting Field.

Airspace -- Corpus Christi has more a ssigned airspace available to it than Whiting Field. There are very few FAA routes to impede traffic. The available airspace can be expanded to the South and Southwest of Corpus.

TO: Corpus Christi Delegation

from: ED

subject: Talking Points

date: 121 Nov. 1977 MON.

Talking points if they present the Navy Study of Airspace and Outlying Fields at Corpus.

1. The Study is riddled with Misstatements of Fact -- Example -- The study states (page 7) that Corpus Christi has approximately 1,000 square miles of airspace. This figure does not include most of the Corpus operating area and is virtually meaningless.

On the other hand, the discussion of the airspace at Whiting Field shows the Navy's prejudice in favor of that base. The study states (page 6) that Whiting Field has 3,900 square miles in available airspace. This figure represents the area used by all the bases in the Pensacola area. So this 3,900 square mile is used also by the following squadrons:

VT-4 -- intermediate and advanced jet training

VT-10 -- basic Naval Flight Officer Training

VI-86 -- Advanced Radar Intercept Officer and Advanced Jet Navigation Training.

HC-16 -- Search and rescue combat crew training.

Example -- The study states (page 20) that because of the planned Mustang Is land state park the available airpsace would be restricted, if the Navy wanted to use the Mustang Beach Field as an outlying field.

This statement ignores the fact that aircraft in a landing pattern are exempt from the 3,000/1 mile restriction. Otherwise,

Naval Air Station Pensacola would have to shirt down, not to mention JFK and L.A. International Airports.

2. The Study Contains Many Internal Inconsistencies, Designed To Bolster

The Weak Case Against Corpus Christi -- Example -- The study lists (page 5)
as a drawback to the airspace availability at Corpus the fact FAA airways
pass directly over two outlying fields at Corpus. However, when discussing
Whiting Field (page 6) the study lists the same airspace characteristic
as an advantage.

<u>Example</u> -- The airspace at Corpus is computed in nautical miles, instead of shorter statute miles. The airspace at Whiting is computed in statute miles.

CONCLUSION

The study is basically worthless. Any decision based on the study would be unsound.

The study does not represent an independent objective analysis of the two bases. Instead the study was written solely to support the Navy's prejudice in favor of the bases in the Pensacola area.