

Taylor, Bob (Thune)

From: Taylor, Bob (Thune)
Sent: Thursday, August 18, 2005 6:30 PM
To: 'Beauchamp, Arthur, CIV, WSO-BRAC'
Subject: RE: Ellsworth Savings/Cost Analysis
Follow Up Flag: Follow up
Flag Status: Red

Art,

Here is how the \$290 M crew training cost difference is calculated:

$\$20,000$ (per hr flying cost) x 0.7 hr difference in flying time = $\$14,000$ additional cost per sortie x $1,000$ sorties x 20 years = $\$280$ million in added cost to send 24 planes to Dyess.

The 1,000 sorties into Powder River is an approximation of the scheduled 2005 sorties of 979; we also had a reported figure of 686 for June 2004 – June 2005 (but that was during a deployment period when Ellsworth B-1s were deployed to Diego Garcia, so the true number would have again been closer to 1,000)

The 0.7 was given to us by AF sources who extracted it from Aircraft Utilization or Average Sortie Duration (ASD) reports submitted by both Dyess & Ellsworth.

It is not just derived from only the difference in respective flying time from Dyess to Lancer and from Ellsworth to Powder River, but also includes additional flying time that Dyess aircrews must expend to meet their required training within the MOA or route – e.g. low level, which cannot be done in Lancer, but can in Powder River. It includes all extra time reported by Dyess needed to perform the same crew training functions.

But the mileage is what we talked about this morning, 69 mi to Lancer from Dyess; and 58 miles to Powder River from Ellsworth.

The crew training mission as I mentioned before and as explained to me by a B-1 rated officer – in a B-1 unit now – are those skill qualification training exercises/missions conducted to maintain their crew proficiency and it excludes live bombing missions, test flights, air shows and air support exercises for other services.

On the Bombing sortie cost figure:

Distances from Dyess to UTTR (Hill) is 768. Distance from Ellsworth to UTTR is 433. These numbers were provided by AF to us.

That formula is much like the other:

$\$20,000$ (per hr flying cost) x 1.16 hr. difference in flying time = $\$23,200$ additional cost per sortie x 359 sorties x 20 years = $\$166$ million (I think we actually miscalculated this one by using 1.1 giving us only $\$158$ million on the draft we sent you.)

The 1.16 was rather simple to find in this case, because it represents the straight-out flying time difference to the range based upon each distance and normal flying speed (given to us by AF).

Art, I encourage you to call someone at Ellsworth to explain what causes the crew training time differences far better than I can.

Bob

From: Beauchamp, Arthur, CIV, WSO-BRAC [mailto:Arthur.Beauchamp@wso.whs.mil]

7/20/2006

Sent: Thursday, August 18, 2005 4:41 PM
To: Taylor, Bob (Thune)
Subject: RE: Ellsworth Savings/Cost Analysis

Bob,

Why didn't the analysis assume no MILPER cost savings -- if you go with the assumption that DOD isn't reducing military personnel end-strength?

To confirm. This analysis assumes no live weapon drops occur w/in 300 NW circle from Dyess? And therefore, Dyess crews have to obtain the wpns drop training at UTTR?

How was the 0.7 determined? I assume this is the difference between the Powder and Lancer MOA? Is so, what distance was used for Powder? For Lancer? (i.e. the ASD used for Dyess and Ellsworth).

Define standard crew training mission?

What were the miles from Dyess to UTTR used? What were the miles from Ellsworth to UTTR used?

How was the \$280M derived?

Tks.

Art

From: Taylor, Bob (Thune) [mailto:Bob_Taylor@thune.senate.gov]
Sent: Thursday, August 18, 2005 2:21 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: Ellsworth Savings/Cost Analysis

Art, here is a draft copy of our savings/ cost analysis. We are waiting on some range usage info we requested of the AF through their liaison office here, so the flying hour estimate may change somewhat depending on Dyess's usage of the lesser bombing ranges. As I mentioned this morning, we would subtract-out whatever percentage of live bombing sorties flown to the ranges other than UTTR from Dyess. Our figure includes only calculations of cost to UTTR, and does not include additional costs of scheduled sorties to Nellis which could also be added and may offset any non-UTTR sorties flown from Dyess. In any case, we use the factor of \$20,000 per hour (though this may be higher now) ; the difference in flying time of 1.16 hours and; the figure of 359 scheduled sorties from Ellsworth to UTTR in 2005. This adds an additional \$158 million in cost from live bombing missions to UTTR, to the \$280 million difference already calculated in localized CT.