

TRIBUTE TO ART LOTTES III

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. TOWNS. Mr. Speaker, one of the pleasures of being a Congressman is the ability to personally meet and publicly recognize individuals who have made positive contributions on behalf of their communities and business associates. One such individual with whom I have coordinated to better the lives of consumers and the automotive aftermarket is Art Lottes, III.

Mr. Lottes and I began coordinating on legislation in 2001 that we believe will help motorists of all financial backgrounds, and have worked to continue to improve the competitive spirit of America's business community. That legislation is the "Motor Vehicle Owners' Right to Repair Act."

Mr. Lottes, following years of working in his family's aftermarket business, A.E. Lottes Company, a Carquest distributor in St. Louis, Missouri, was named president of Carquest Corporation, headquartered in Raleigh, North Carolina, my birth State.

During Mr. Lottes's tenure with A.E. Lottes Company, he was one of the founding fathers of the "Coalition for Auto Repair Equality-Care," a national organization headquartered in Alexandria, Virginia, which represents companies in the automotive aftermarket and America's motoring consumers. He served as care's secretary-treasurer from CARE's founding in 1991 until 2002, when he was unanimously voted by the CARE Board of Directors to assume the position of CARE chairman.

Mr. Lottes kept a "hands-on-approach" to Carquest store owners' and employees' needs, whether with A.E. Lottes Company or Carquest Corporation. He worked with many aftermarket companies nationwide to help strengthen that industry's five million-plus employee base.

But, Mr. Lottes, always mindful that communities and business rely on the strengths of one another to improve the lives of all, worked for many years, and continues to, with the Juvenile Diabetes Association. He has been an active volunteer with the Triangle/Eastern North Carolina Chapter of the National Juvenile Diabetes Association. He has mobilized "Carquest Team" walks to help raise money for the Triangle/Eastern North Carolina Chapter, as well as raising money within Carquest Corporation for this worthy cause.

Mr. Lottes is now retiring from the Carquest Corporation and from the CARE Board of Directors after many years of distinguished service to the aftermarket. Although he is officially retiring, he will continue to stay involved with the many aftermarket causes which benefit America's small business community, and with CARE, where he will be missed for his wisdom and guiding hand.

I, too, will miss coordinating with Mr. Lottes, but I know that whatever he endeavors, he will do so with a pure spirit and the continued good wishes for his fellow aftermarket associates, Carquest Associates and his community.

Therefore, CARE, the aftermarket and I will not say goodbye to Mr. Lottes, just so long.

DISAPPROVING THE RECOMMENDATIONS OF THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SPEECH OF

HON. DAVID L. HOBSON

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 27, 2005

The House in Committee of the Whole House of the State the Union has under consideration of the joint resolution (H.J. Res. 65) disapproving the recommendation of the Defense Base Closure and Realignment Commission:

Mr. HOBSON. Mr. Chairman, I submit for the CONGRESSIONAL RECORD two items on the Base Realignment and Closure Commission's (BRAC) recommendations.

I am submitting pages 156–157 from the 2005 Defense Base Closure and Realignment Commission Report to the President that includes a summary of the flawed rationale used for the recommended realignment of the Springfield-Beckley Municipal Airport Air Guard Station.

Mr. Speaker, I also include a chart showing the strength and efficiency of the response time by members of the Air National Guard in response to the victims of Hurricane Katrina, especially relative to the active Air Force.

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT AIR GUARD STATION, OH

[Recommendation #107 (Air Force 40)]

One-Time Cost	\$30.8M
Annual Recurring Costs/(Savings)	(\$2.5M)
20-Year Net Present Value	(\$5.4M)
Payback Period	14 years

SECRETARY OF DEFENSE RECOMMENDATION

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute the 178th Fighter Wing's F-16 aircraft to the 132nd Fighter Wing, Des Moines International Airport Air Guard Station, IA (nine aircraft); the 140th Wing (ANG), Buckley Air Force Base, CO (three aircraft) and 149th Fighter Wing (ANG), Lackland Air Force Base, TX (six aircraft), but retain the wing's expeditionary combat support (ECS) elements, the 251st Combat Communications Group (ANG) and 269th Combat Communications Squadron (ANG) in place, and relocate the wing's firefighter positions, which will move to Rickenbacker Air Guard Station, OH.

SECRETARY OF DEFENSE JUSTIFICATION

The decision to realign Springfield-Beckley's F-16s and not replace force structure at Springfield-Beckley is based on considerations of military value and all other available information. Buckley (64) and Lackland (47) have higher military value than Springfield-Beckley (128), and Buckley has a role in the homeland defense mission. This recommendation optimizes the squadron size at Lackland, the only ANG F-16 Flying Training Unit. While not currently tasked with a homeland defense role, Des Moines (137) is located within the specified response timing criteria of a homeland security site of interest. The 132nd Fighter Wing, Des Moines International Airport Air Guard Station, will assume a role in the air sovereignty mission.

COMMUNITY CONCERNS

The Springfield-Beckley, OH, community criticized several Mission Compatibility Index (MCI) scores, claiming Air Force use of a one-size-fits-all approach is inherently biased in favor of large active-duty bases and the base's status as an F-16 formal training unit (FTU) should have exempted it from data calls pertaining to standard weapons storage requirements. DoD's military value scores reflected neither the base's mission nor mission requirements. According to the community's analysis, accurate data reflecting pavement quality, range space, training capacity, and maintenance and logistics capacity would have resulted in a significantly higher score. In addition, community representatives argued DoD failed to account for costs associated with replacing pilots and maintainers who would not move to the proposed location. They contended DoD completely ignored their proximity to Wright Patterson Air Force Base and the possibility of a community-basing program at Beckley. They felt that if quantitative military value analysis results did not satisfy the Air Force, "military judgment" was arbitrarily applied to justify the BRAC proposal. Last, the community expressed concerns about the 291 direct and 149 indirect jobs that could be lost, adding that they knew the F-16 would go away at some point but questioned if it was prudent to retire it so soon.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Springfield-Beckley Municipal Airport Air Guard Station should be supported even though the military value criteria were flawed and the realignment will be a cost instead of a savings to the Department. This unit is a training squadron for the F-16. There are currently two other Flying Training Units (FTUs) in the Total Force. The Commission agreed that with the total number of F-16s being reduced in the Air Force, the training requirements will be reduced commensurately. The Commission established an F-16 wing at Buckley AFB, Colorado and at Lackland AFB, Texas. This recommendation is consistent with the Commission's Air National Guard Laydown plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 2 and 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute