

WISCONSIN STATE  
LEGISLATURE  
COMMITTEE HEARING  
RECORDS

1995-96

(session year)

Assembly

(Assembly, Senate or Joint)

Committee on  
Veterans and  
Military Affairs  
(AC-VMA)

Sample:

Record of Comm. Proceedings ... RCP

- 05hr\_AC-Ed\_RCP\_pt01a
- 05hr\_AC-Ed\_RCP\_pt01b
- 05hr\_AC-Ed\_RCP\_pt02

➤ Appointments ... Appt

➤ \*\*

➤ Clearinghouse Rules ... CRule

➤ \*\*

➤ Committee Hearings ... CH

➤ \*\*

➤ Committee Reports ... CR

➤ \*\*

➤ Executive Sessions ... ES

➤ \*\*

➤ Hearing Records ... HR

➤ \*\*

➤ Miscellaneous ... Misc

➤ **95hr\_AC-VMA\_Misc\_pt03a**

➤ Record of Comm. Proceedings ... RCP

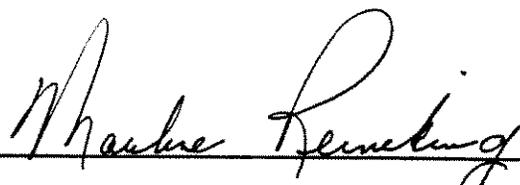
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## Committee Meeting Attendance Sheet

### Assembly Committee on Veterans and Military Affairs

February 7, 1996      Public Hearing      415 Northwest - State Capitol

COMMITTEE MEMBER	PRESENT	ABSENT	EXCUSED
1. MUSSER, TERRY	✓		
2. ZUKOWSKI, ROBERT	✓		
3. DOBYNS, JOHN	✓		
4. SKINDRUD, RICHARD	✓		
5. LORGE, WILLIAM	✓		
6. RYBA, JOHN	✓		
7. BOYLE, FRANK	✓		
8. BALDUS, AL	✓		
9. VANDER LOOP, WILLIAM	✓		
10.			
11.			
12.			
Totals	9	0	0

  
\_\_\_\_\_  
Marlene Reineking, Committee Clerk

Committee Meeting Attendance Sheet

Assembly Committee on Veterans and Military Affairs

February 19, 1996 Public Hearing

Clark County Courthouse - Neillsville, WI

COMMITTEE MEMBER	PRESENT	ABSENT	EXCUSED
1. MUSSER, TERRY	✓		
2. ZUKOWSKI, ROBERT	✓		
3. DOBYNS, JOHN			✓
4. SKINDRUD, RICHARD	✓		
5. LORGE, WILLIAM	✓		
6. RYBA, JOHN			✓
7. BOYLE, FRANK			✓
8. BALDUS, AL	✓		
9. VANDER LOOP, WILLIAM			✓
10.			
11.			
12.			
Totals	5		4

  
Marlene Reineking, Committee Clerk

# Committee Meeting Attendance Sheet

## Assembly Committee on Veterans and Military Affairs

February 21, 1996

Public Hearing

415 NW - State Capitol

COMMITTEE MEMBER	PRESENT	ABSENT	EXCUSED
1. MUSSER, TERRY	✓		
2. ZUKOWSKI, ROBERT	✓		
3. DOBYNS, JOHN	✓		
4. SKINDRUD, RICHARD	✓		
5. LORGE, WILLIAM	✓		
6. RYBA, JOHN	✓		
7. BOYLE, FRANK	✓		
8. BALDUS, AL	✓		
9. VANDER LOOP, WILLIAM	✓		
10.			
11.			
12.			
Totals	9	0	0

  
Marlene Reineking, Committee Clerk

## Committee Meeting Attendance Sheet

### Assembly Committee on Veterans and Military Affairs

February 28, 1996

Executive Session

225 NW - State Capitol

COMMITTEE MEMBER	PRESENT	ABSENT	EXCUSED
1. MUSSER, TERRY	✓		
2. ZUKOWSKI, ROBERT	✓		
3. DOBYNS, JOHN	✓		
4. SKINDRUD, RICHARD	✓		
5. LORGE, WILLIAM	✓		
6. RYBA, JOHN	✓		
7. BOYLE, FRANK			✓
8. BALDUS, AL	✓		
9. VANDER LOOP, WILLIAM	✓		
10.			
11.			
Totals	8		1

  
 Marlene Reineking, Committee Clerk

**Committee Meeting Attendance Sheet**

**Assembly Committee on Veterans and Military Affairs**

**APRIL 17, 1996**

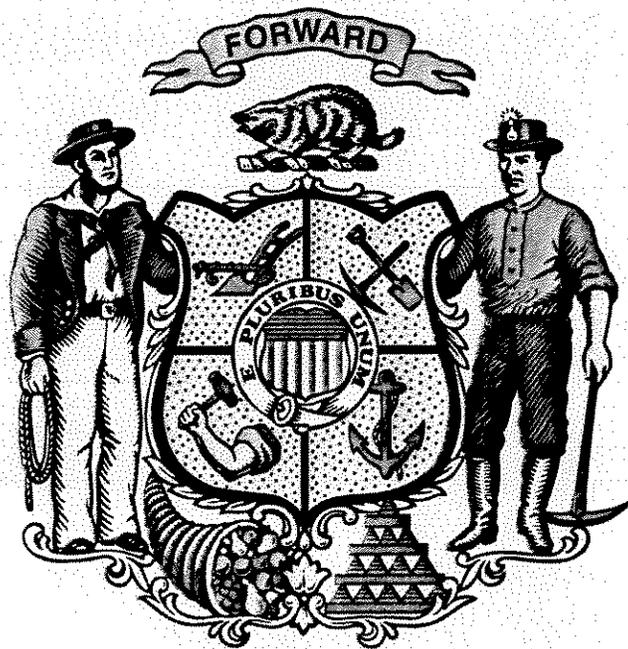
**BRIEFING**

**WI MILITARY AFFAIRS**

COMMITTEE MEMBER	PRESENT	ABSENT	EXCUSED
1. MUSSER, TERRY	✓		
2. ZUKOWSKI, ROBERT	✓		
3. DOBYNS, JOHN	✓		
4. SKINDRUD, RICHARD	✓		
5. LORGE, WILLIAM			✓
6. RYBA, JOHN	✓		
7. BOYLE, FRANK			✓
8. BALDUS, AL	✓		
9. VANDER LOOP, WILLIAM	✓		
10.			
11.			
12.			
Totals	7		2



Marlene Reineking, Committee Clerk



*sent  
1/9/97*

**January 9, 1996**

**Alan Boothby  
PO Box 107  
Camp Douglas, WI 54618**

**Dear Alan,**

**Thank you for contacting me in support of the proposed Hardwood Range expansion. I appreciate your interest and input on this issue.**

**I agree with you that we need to continue to provide adequate training facilities for National Guard pilots. I will continue to support the expansion proposal.**

**Thanks again for contacting me. Please continue to contact me with your views and input on state issues.**

**Sincerely,**

**Terry Musser  
State Representative  
92nd Assembly District**

31 December 1996

Dear Representative Musser

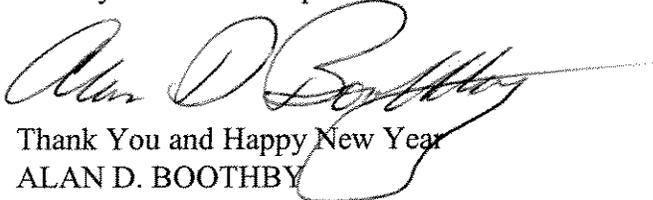
I couldn't get through 1996 without expressing my support for the Air National Guard and the proposed Hardwood Range expansion. I feel there is a strong majority of support for this expansion but for some reason the negative minority seem to speak out more which is exactly why I'm writing this letter.

The Air National Guard currently makes up over one third of the Air Force. In addition, the Air National Guard has never been busier. In fact, the Air National Guard today makes up over 35% of total Air Force capabilities. I want these men and women to serve this country and come back home to their families, homes, and civilian jobs. To do this, they need our support and training opportunities that prepare them to perform at their best.

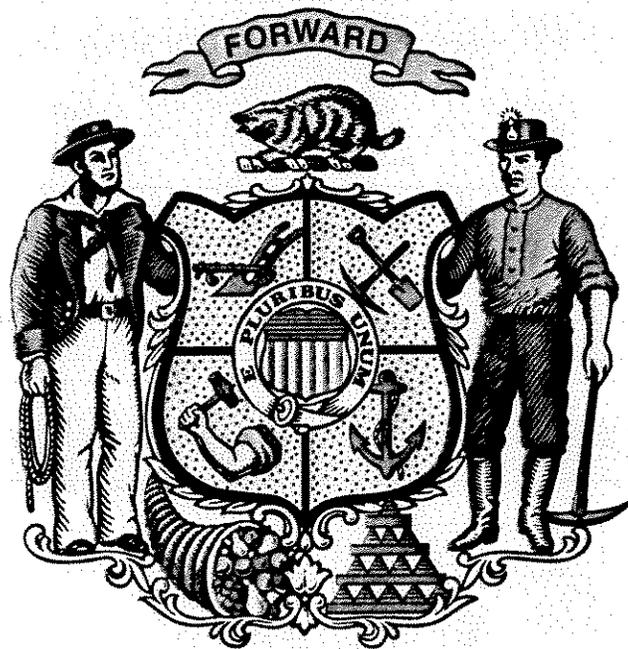
I am a tax payer and Wisconsin resident since 1983. I want our government to operate as cost efficiently as possible. I also believe we need a strong military for the occasions when our interests are challenged. The Air National Guard does both. They perform 35% of the missions with 18% of the people, and only 6% of the Air Force budget. They are training more intensely then ever with the most technically advanced equipment available. They are citizens who work and live in our communities as full time employees, and are members of the armed forces in their spare time. This is an enormous commitment that all of us need to support.

Units that train in Volk Field managed airspace are flying in some of the most sensitive areas in the world today. In March 1996, the 185th Fighter Wing, Sioux City, Iowa, spent a month enforcing the "No-Fly Zone" in northern Iraq. In October 1996, the 132nd Fighter Wing, Des Moines, Iowa was performing the same sensitive mission. In early 1997, Wisconsin's own 15th Fighter Wing, located in Madison will deploy to perform real world missions. These units are trained at Volk Field and Hardwood Range.

I urge you to support this important proposal. The men and women who serve this country with so much pride and dedication have earned that support.



Thank You and Happy New Year  
ALAN D. BOOTHBY  
P.O. BOX 107  
CAMP DOUGLAS, WI 54618





# VETERANS AFFAIRS

STATE OF WISCONSIN, DEPARTMENT OF VETERANS AFFAIRS  
30 West Mifflin Street, P.O. Box 7843, Madison, WI 53707-7843

Memorandum/Correspondence

March 19, 1996

TO: Representative Musser

FROM: Charles Hoslet, Executive Assistant *CH*

RE: Requested Information on GPR Funding for Department of Veterans Affairs

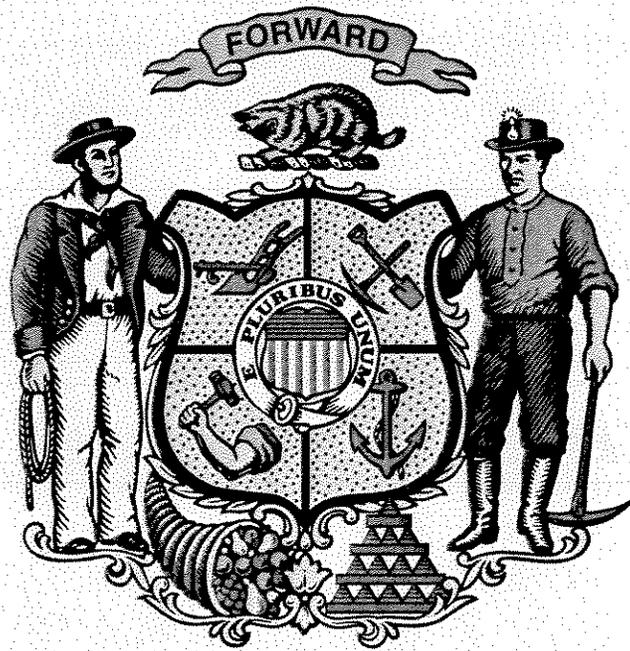
The 1995-1997 budget calls for WDVA to receive total GPR funds of approximately \$1.5 million in FY 96 and \$1.6 million in FY 97. However, those amounts include \$582,200 and \$551,500 respectively that the budget calls for us to send back to the General Fund at the end of each fiscal year. These "GPR lapses" are required because the General Fund "lends" us GPR at the beginning of the year to pay for interest on debt service for construction projects at the Veterans Home at King. The Medical Assistance (MA) program reimburses us for the cost of those interest payments over the course of the year and we simply repay the General Fund "loan" at the end of the year with those MA funds.

A breakdown of the Department's expected net GPR budget is as follows:

<u>Appropriation</u>	<u>FY 96</u>	<u>FY 97</u>
King Cemetery Maintenance and Beautification	\$24,900	\$24,900
Debt Service Principal Repayment	\$618,900	\$506,900
Wisconsin Veterans Museum Space Rental	\$274,600	\$275,700
Operation of Veterans Museum	0	\$211,800
<b>TOTAL NET GPR FUNDS</b>	<b>\$918,400</b>	<b>\$1,019,300</b>

In addition, the 1995-1997 budget calls for the Veterans Home to lapse an additional \$440,000 to the General Fund at the end of FY 97. This is due to the passage of SB 183 earlier this session, which authorized the creation of a 16 bed hospital at the Veterans Home and allowed us to capture an additional \$1.1 million in MA funds which were necessary to avoid the need for a GPR supplement. Of this \$1.1 million, \$651,000 are federal funds and \$440,000 is GPR. However, unlike all the other MA funding we receive at the Home, the budget required us to lapse back to the General Fund the state's share of the increased MA funding. This \$440,000 will have to come from revenues that would normally go to cover the operating costs at the Veterans Home. If one makes the argument that this \$440,000 lapse has the same effect as deducting \$440,000 from the amount of GPR we receive in FY 97, we **would end up receiving only \$579,300 of GPR in FY 97.**

Even if the \$440,000 lapse is not considered, the total net GPR funding for the biennium represents less than one percent (1%) of the department's total biennial budget.





HEADQUARTERS WISCONSIN AIR NATIONAL GUARD  
P.O. BOX 8111 (2400 Wright Street)  
Madison, Wisconsin 53708-8111

March 20, 1996

Madison -- The National Guard Bureau announced today that a Draft Environmental Impact Statement (DEIS) on the proposed Hardwood Range expansion and associated airspace actions will not be available until late 1996 or early 1997.

"Ensuring that the appropriate analysis is accomplished, at the level of quality we feel is needed to address citizen concerns, is taking longer than we first anticipated," said Lt. Col. Kent Adams, project manager for the DEIS at the Air National Guard Readiness Center, Andrews Air Force Base, Maryland.

The proposals to expand the Hardwood Range and introduce new training airspace were publicly introduced on January 23, 1995. Initial planning estimated the citizen-participation process might take 12-18 months.

Five separate proposals are being studied. The first would expand the land area of the existing Hardwood Range, located near Finley, a small community located about 15 miles north of Necedah. Four other proposals involve either designating new areas for training or changing the amount airspace currently designated for training is used.

"In order to ensure that each of the five separate actions is appropriately addressed, we want to ensure that there is sufficient time to adequately address the public's concerns," said Adams. "We wish we could speed up the process, but the delay will allow us to make the best possible recommendations based on the best information available."

Major General Jerome Berard, Adjutant General of the Wisconsin National Guard said the additional time will be used to address citizen concerns.

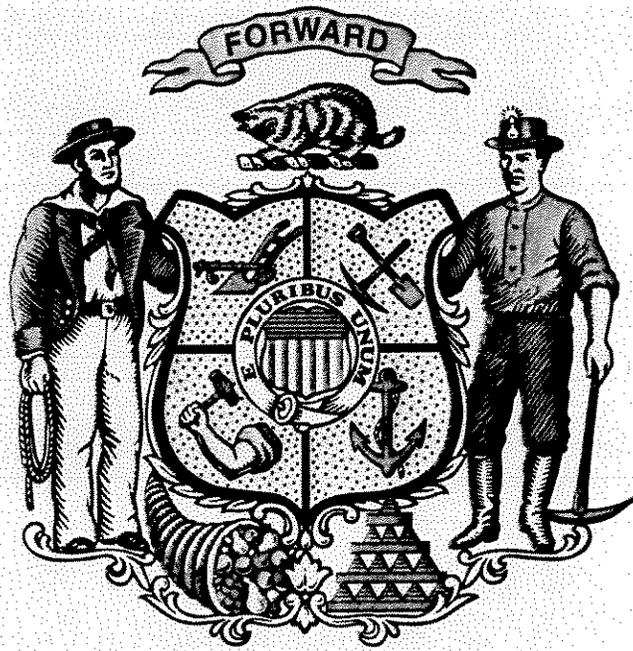
"I have directed my staff to work with the Air National Guard Readiness Center personnel responsible for the study to investigate possible modifications to the proposals that would address issues raised, while at the same time provide aircrews with quality training opportunities."

Berard continued, "I am committed to providing realistic training opportunities for our aircrews. Yet, as a third generation Wisconsinite, I will not support proposals that, based on the environmental analysis, will gamble with the health and safety of our state's citizens or our environment."

Questions about this release or attached project update, can be directed to Captain David Olson, Wisconsin Air National Guard at 608-242-3126, or Major Tim Leonard, Iowa Air National Guard at 515-256-9501.

###

END OF RELEASE





# VETERANS AFFAIRS

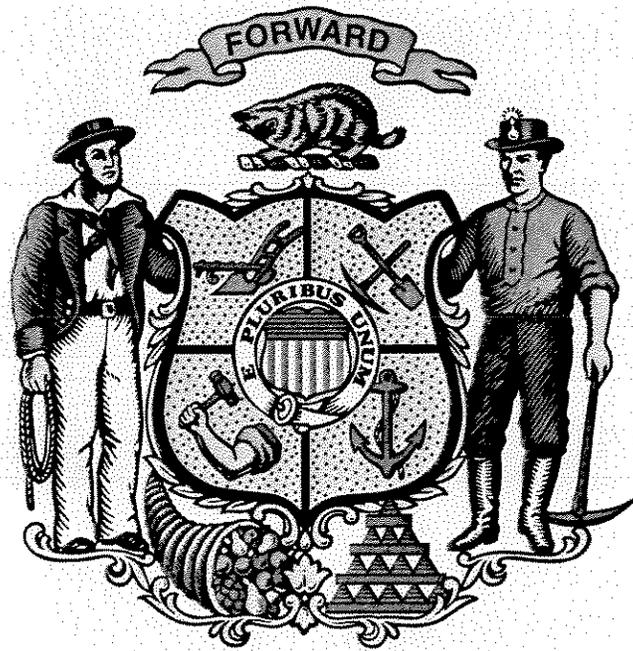
STATE OF WISCONSIN, DEPARTMENT OF VETERANS AFFAIRS  
30 West Mifflin Street, P.O. Box 7843, Madison, WI 53707-7843

Memorandum/Correspondence

March 25, 1996

TO: Representative Musser  
FROM: Charles Hoslet, Executive Assistant *CH*  
RE: GPR Funding for Department of Veterans Affairs

	<u>FY 96</u>	<u>FY 97</u>
Estimated Total GPR To Department	\$1,500,600	\$1,690,700
Funding "Lapsed" to General Fund at end of Fiscal Year	<u>(\$582,200)</u>	<u>(\$551,500)</u>
Total GPR Funds Department Will Actually Receive	\$918,400	\$1,139,200
Percentage of Annual Department Budget	0.84%	1.00%



# HARDWOOD RANGE

## and Related Airspace Proposal

AIR NATIONAL GUARD READINESS CENTER, ENVIRONMENTAL DIVISION • ANDREWS AIR FORCE BASE, MARYLAND

# Recap of the ANG Proposals

After months of preparation and communication with citizens of Wisconsin and Iowa, independent environmental contractors are studying the potential effects of five separate Air National Guard proposals to establish or modify training airspace.

The comments received to date from our Wisconsin and Iowa neighbors have been very helpful in laying the groundwork for the environmental studies. The Guard considers these inputs to be an important part of the environmental study process, and will be soliciting additional feedback when a Draft Environmental Impact Statement (EIS) is completed.

Five separate proposals are being studied. The first would expand the land area of the Hardwood Range by 7,137 acres. The second would modify the existing restricted airspace over the proposed expansion area, and at the same time raise the top altitude. The third component would increase the use of an existing Military Operations Area (MOA) called the Volk South MOA.

The fourth proposal creates a new low altitude training corridor (called a military training route or MTR) from northeast Iowa, terminating at the Hardwood Range. A fifth also creates a new MTR originating in southwest Wisconsin, overlapping the first corridor, and would also terminate at the Hardwood Range. The Air National Guard estimates a maximum of 2,151 flights would be flown annually along portions of these proposed corridors, averaging less than 10 flights a day at varying altitudes (500 ft above ground level to 5,000 ft above

sea level) in a corridor ranging from 10-18 miles wide.

Each of the proposals requires individual environmental studies. Although all of the analysis will be incorporated into one EIS, each proposal will be considered as a stand alone action. This means that not all five proposals need be approved at the same time.

The Air National Guard places great emphasis on the fact that these proposals are just that — *proposals*.

The proposals are by no means "done deals" and many appropriate steps must be taken prior to final approval and implementation. Ultimately, the Federal Aviation Administration (FAA) must evaluate the aeronautical effects of the proposals and must validate all environmental determinations made during this Environmental Impact Statement process before the proposed airspace can be formally approved and charted on FAA maps.

If approved, these proposals would provide Defense Department aircraft a wide variety of realistic, cost efficient training.

## Why Make These Proposals?

As active Air Force units draw down, Air National Guard personnel make up a growing percentage of the Total Air Force and are being tasked for increasingly prominent responses to both peacetime and wartime situations. Reserve forces currently make up 32.5% of the Total Air Force as compared to 12.7% in 1970. Air National Guard units maintain and fly one third of the Air

Force fighter aircraft. All peacetime continental United States air defense missions are flown by Air National Guard units.

For example, active forces assigned to Air Combat Command (ACC), are 40 percent smaller than the forces in existence in 1991. However, these units are being asked to support a fourfold increase in contingency operations. This is where the Air National Guard and other reserve forces become critical. Gen. Joseph Ralston, former commander of Air Combat Command and newly appointed vice-chairman of the Joint Chiefs of Staff, acknowledged this and said that active units receive "outstanding" help from the Air National Guard and Air Force Reserve, which supplement the active forces. Gen Ralston said, "The Guard and Reserve have become absolutely crucial ... in helping us meet our requirements."

As a result of reductions in active forces, Air National Guard forces assigned to Air Combat Command have grown from approximately 70,000 people in 1992 to over 81,000 people today.

Also commenting on this point, Gen. Ronald Fogelman, Chief of Staff of the Air Force, recently stated that "we (the Air Force) would have been unable to sustain the level of activity required to cover the crises of the post-Cold War environment had it not been for the contribution of Guardsmen and Reservists."

Gen. Fogelman went on to say, "We average about 10,000 of our people who are (deployed) each month throughout the year. Of that, the reserve component represents

► *Continued from page 1*

nearly 2,000 people." Continuing, Fogelman said, "given the prospect of continuing Air Force contingency operations worldwide, we're looking forward to additional Guard initiatives to help augment our (active duty) efforts."

New roles, missions, and aircraft upgrades have changed Air National Guard training needs to allow them to prepare for rapidly changing global challenges. For instance, Air National Guard units have acquired newer and more sophisticated aircraft as a result of active duty draw downs. The proposed military training routes would enable military users to operate these aircraft more efficiently by providing multiple training opportunities during each flight, thereby accomplishing more training within a decreasing number of available flying hours.

Gen. Ralston addressed the point that training airspace and ranges must receive heavy attention in the future, "I've created a division in Air Combat Command and told them that this issue is more important than F-22s or B-2s (the next generation fighters and bombers) ... because if we lose our airspace ... then we're going to be out of business as an Air Force."

Gen Ralston went on to say that "We will ask for what we need, we will not ask for anything more than what we need." Ralston was quick to point out, however, that this is a two way street. "We will be more than happy to work with other agencies to give up airspace and ranges that we don't need. This is a massive effort."

The range expansion is proposed so that Air National Guard, Reserve, and Air Force units can keep pace with new training requirements and tactics associated with the modern aircraft now being flown. Air-to-surface training ranges designed for older, slower, and less maneuverable aircraft simply do not provide realistic training opportunities for today's more advanced aircraft.

The goal of the Air National Guard is to provide citizens the most cost effective and

tactically proficient fighting force possible while minimizing environmental effects.

## Current Status of the EIS Process

The National Environmental Policy Act of 1969 (NEPA) is our nation's charter for protection of the environment. NEPA requires federal agencies to consider the environmental effects of proposed actions based on the best information currently available.

Extensive environmental studies are now under way using the Environmental Impact Statement process. The initial environmental studies will take more than 18 months to complete, and the entire Environmental Impact Statement process could take up to 30 months or more.

The Environmental Impact Statement will address issues such as noise, cultural resources, land use, and social and economic resources. As examples, the noise studies will address community concerns about annoyance and potential effects on domestic and wild animals. The social and economic studies will address issues such as the proposed range expansion and possible effects on local revenue.

**No decisions on the proposed actions will be made by the Air Force until the environmental studies are completed and the Secretary of the Air Force or her designee has reviewed environmental effects and other inputs.**

## What's Next?

The preliminary environmental studies are currently expected to culminate in late 1996 with a Draft Environmental Impact Statement. At that time, the Air National Guard will schedule a series of public meetings in Wisconsin and Iowa to present the study results, any recommendations, and to continue the process of addressing public concerns.

While no significant announcements regarding the analysis are expected until the Draft Environmental Impact Statement is produced, the Air National Guard will be producing a series of project updates that will address many of the issues raised during the course of this study.

## Community Comments Welcome

Community comments regarding the Air National Guard proposal are welcome during all phases of the environmental process. Questions, concerns and requests for information can be referred to the Hardwood Range EIS Program Manager, Lt. Col. Kent Adams, Air National Guard Readiness Center, 3500 Fetchet Ave., Andrews AFB, Md., 20762-5157.

General information can be obtained by calling Captain David Olson, Wisconsin Air National Guard, at (608) 242-3126; or Major Tim Leonard, Iowa Air National Guard, at (515) 256-9501.

## Volk Field CRTC To Host Open House

Over the course of the last year, the Wisconsin Air National Guard has been asked many times what makes Volk Field Combat Readiness Training Center (CRTC) so valuable for military aircrews? In order to answer many of these questions, the staff of the Volk Field CRTC has scheduled an open house for Saturday, April 20, from 9 a.m. to 5 p.m.

"Being tucked away off the interstate, most people don't know what we do at Volk Field," said the commander of Volk Field CRTC, Colonel Jim McMurry. "The best way to answer many of those questions is to let people see first hand."

Volk Field is the busiest of four CRTCs operated by the Air National Guard. Volk Field is also the only one of the four CRTCs

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► *Continued from page 2*

not located at a civilian airport. This allows Volk Field to offer a wide variety of training opportunities for visiting units that they cannot get at the other locations.

Highlights of the open house will include demonstrations of the Air Combat Maneuvering Instrumentation System (ACMI) as well as Volk Field's state of the art computer linked radar capabilities. Staff from Volk Field will also be on hand to answer questions.

The staff at Volk Field would like people to come at varying times during the course of the day. "Our buildings are designed to handle a small number of people (5-50) at any one time, so if everyone comes at once, we will have some very long lines," said Col. McMurry. "This will especially be a problem if the weather is poor that day."

Further details about the open house will be included in the next EIS project update.

## Low Level Training

During the course of the environmental analysis for the military training routes over northeast Iowa and southwest Wisconsin, some people have questioned the U.S. Air Force and Air National Guard claim that it is important to train at low altitude.

To get more information on this important issue, the National Guard Bureau contacted retired United States Air Force Colonel John Warden, considered by many to be the architect of the highly successful air campaign in Desert Shield/Storm. Retired Army Generals Colin Powell and H. Norman Schwarzkopf recognize Colonel Warden for his expertise in the strategic application of air power.

Warden acknowledged that, "Ten years ago, the U.S. Air Force thought it needed to do almost everything at low altitude. About that time, however, some of us began to realize that as soon as we could win air superiority in a conflict, we could and should move up to medium altitude (above 15,000 feet)."

Warden went on to say, "During the first two days of Desert Storm, coalition forces used a mix of low altitude fighters with medium altitude F-117s (Stealth Fighters) to destroy or minimize the usefulness of Iraqi radar and communications sites. The coalition then, after the second day, had the ability to operate relatively freely at medium altitude."

Because of this success, the U.S. Air Force has changed the mix of low and medium altitude training since Desert Storm, according to Warden. "Prior to Desert Storm, 80% of fighter training was at low altitude. That has dropped to approximately 40% today."

Warden addressed the reason for the change. "Once we have air superiority, which makes higher altitudes safer, it only makes sense to move up to medium altitude. But again, you need low altitude tactics to help establish air superiority."

Warden added, "Low level tactics are still very important, but, it is clear that our aircrews would prefer to operate at higher altitudes all of the time. However, the addition of stealth technologies to our fleet of aircraft is very costly, so training in low level tactics will continue to be important for the survival of our aircrews in combat for the foreseeable future."

Brigadier General Paul Weaver, Deputy Director of the Air National Guard, agreed with Warden's expert commentary: "It is clear that low altitude flight training is still an important part of preparing our pilots for combat. But, it is also clear that low altitude training should be minimized to accommodate the concerns of the citizens who live near these training areas. The uncertainty of the types of potential conflicts that may arise in the future dictates the ability to respond to threats at all altitudes."

Colonel Warden concluded, "Because of its cost effectiveness and ability to perform in combat, the Air National Guard will continue to be called upon and become involved in any military actions the U.S. undertakes around the globe."

## Frequently Asked Questions

**Q:** You say in the Description of Proposed Actions and Alternatives (DOPAA) that pilots fly as low as 100 feet in these types of routes. Does that mean you will really fly that low in rural Wisconsin and Iowa if these routes are approved?

**A:** The routes being proposed in Wisconsin and Iowa would be environmentally assessed to a minimum of 300 feet above ground level (AGL).

The only places fighter pilots are currently allowed to fly below 300 feet AGL in Wisconsin and Iowa are within designated airspace like, for example, the Hardwood Range and adjacent airspace. In addition to these restrictions, applicable Federal Aviation Administration (FAA) rules would be used to regulate flight activity near towns and noise sensitive areas.

The Air National Guard may establish additional operational restrictions as a result of the analyses. For instance, to avoid or minimize aircraft disturbance, pilots may be required to limit flying operations during particular times of the day, increase altitudes in certain environmentally sensitive areas, or avoid some areas altogether during selected times.

**Q:** Why are you doing this here and not elsewhere?

**A:** Prior to releasing these proposals, the Air National Guard conducted a review of all other airspace and range assets in the region to determine if other facilities could support required training.

Criteria used in this evaluation included, but was not limited to, the distance that aircraft would have to travel to reach training airspace, the quality and variety of training pilots can get from that airspace, and how congested is that airspace.

We looked at facilities being closed under the Defense Department draw down, and

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► *Continued from page 3*

found those facilities being turned over to the local communities for other development. We also worked to avoid known sensitive areas, e.g., Wyalusing and Governor Dodge state parks.

We also recognize that every part of this country is looked at as important and/or sacred to a large number of people. By working closely with communities and considering the findings of environmental studies, we can use procedures to minimize disturbances to people and domestic and wild animals.

We routinely use options like flying around or at higher altitudes over noise sensitive areas such as livestock feedlots. And, through the study process, we are confident that we can find a way to protect and preserve the diverse cultural and natural resources in the region. For instance, the analysis process will look closely at the migratory flyways and the potential effects of flying near recreational areas like the proposed Kickapoo Valley Wildlife Reserve and Recreational Area, Native American grounds and other sensitive areas.

**Q:** Why does the Air National Guard use 24 hour averaging for its noise analysis?

**A:** Twenty-four hour averaging is the preferred method of studying possible effects, if any, of noise by other Federal agencies who contribute to and/or review our proposals. These include the Environmental Protection Agency, United States Fish and Wildlife Service, the U.S. Department of Transportation, the Department of Housing and Urban Development, and the President's Council on Environmental Quality.

In order to make a more informed environmental decision, however, we always incorporate other methods for studying sound levels as well. For example, we include single event level testing at a variety of altitudes. We also consider terrain, like

the hills and valleys of southwest Wisconsin, to determine how they may alter the way sound travels and what, if any, effect that may have.

**Q:** I live directly under one of the proposed air training corridors. How many of the proposed 2,151 flights can I expect to fly directly over my property at low level?

**A:** The proposed corridors were purposely designed to dissipate any environmental effects over a wide area so that no one area is repeatedly overflown at low level. For example, the proposed corridors vary from 10-18 miles wide. In addition, pilots will seldom have the requirement to fly the entire length of the proposed corridors, and altitudes in the current proposal vary from 300 feet above ground level to 5,000 feet above sea level.

**Q:** Does the Air National Guard currently fly in areas with similar population densities?

**A:** We now fly in many other regions of the country with similar population densities as found within the proposed area, e.g., Orange County, New Jersey has VR-1709 (a low altitude corridor). Orange County has a population of approximately 30,000 people. This compares to Vernon County, 26,000; Crawford County, 15,900; Richland County, 17,000; Juneau County, 22,000; Trempealeau County, 25,700; Benton County, 22,400; Delaware County, 18,000; Clayton County, 19,000; and Allamakee County, 14,000 people.

Air National Guard units are located in areas where they have a reasonably sized population base from which to recruit. This eliminates the cost of housing and feeding a large number of people.

In addition, ANG units try to train as close to their home base as reasonably possible in order to accomplish more training activity within a decreasing number of available flying hours. Because we recognize that this may mean flying over our friends,

neighbors and families, we are committed to learning as much as possible through the environmental analysis process before any decisions are made on our proposals.

**Q:** Is the number of flights being proposed the minimum number that the ANG plans to fly?

**A:** The number of flights in each of the proposed actions is the *maximum* number of flights that could be flown. For example, four aircraft flying up from Iowa to the Hardwood Range, and returning back down the same route would count as a total of eight aircraft toward the projected total of 2,151 for this air corridor.

**Q:** Why has the Air National Guard not attended any other meetings?

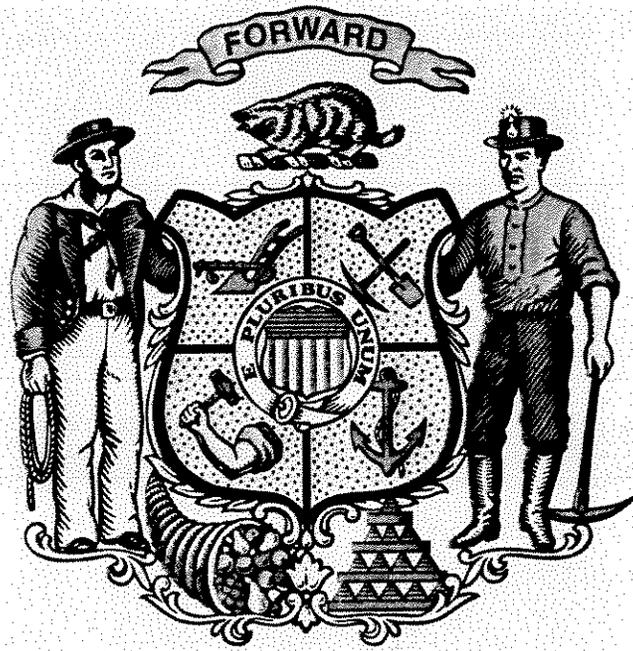
**A:** The National Environmental Policy Act is designed to remove issues like this from the often heated emotional arena and place the analysis in the hands of people who are experts in the wide range of issues being studied.

In addition, answers to the majority of questions being asked at this point in the process are not available yet. For example, until the analysis is completed, we simply don't know the possible effects, if any, of the proposals on domestic and wild animals. It is our firm belief that attending meetings when this information is not yet available would be frustrating for everyone involved.

**Q:** When will the Air National Guard begin to communicate with citizen groups who have concerns about the possible effects of these proposals?

**A:** This EIS Project Update is the first of a series designed to provide citizens with information pertaining to the proposals being studied.

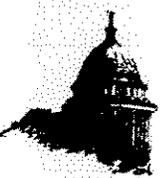
In addition, staff of the ANGR environmental office are currently looking at ways to attend periodic meetings to address EIS related issues. Information about any possible meeting dates, times and locations will be contained in future project updates.



State Representative

**TERRY M. MUSSER**

92nd Assembly District



**CHAIR, Veterans and Military Affairs Committee**

ATTN: Editors

April 1996

Dear Veterans and Families:

After hours of discussion, numerous meetings, and a few headaches of frustration, eligibility will finally become more consistent for veterans programs offered through the Wisconsin Department of Veterans Affairs.

When I first starting working on this legislation it seemed a fairly simple task. It took several drafts to accomplish our goal. Nothing is simple any more! I appreciated all the input I received and after some compromising and several redrafts the Legislature gave us their blessings. Following is a summary of what was achieved.

The residency requirement was changed from ten to five consecutive years after the completion of service. Veterans who entered service from another state will establish residency only one time.

Honorable conditions will now be uniformly defined to being eligible for federal veterans benefits.

Eligibility was expanded to the dependents of those who died while serving in active duty during peace time. An age limit of 26 years was imposed for dependents of a deceased veteran to attend school full time.

\*\* more \*\*

Madison Office: P.O. Box 8953, Madison, WI 53708 608-266-7461  
District Office: Route 1, Box 98, Black River Falls, WI 54615 608-488-2955

*Printed on recycled paper with soy based ink.*

Eligibility for the Tuition Fee Reimbursement Program was clarified and a veteran must have served two years of continuous active duty. However, the reimbursement was increased from 35% to 50% beginning July 1, 1997.

The income limits on the Home Improvement Loan were removed making the program available to all veterans. The program use was also expanded to decks and patios, fireplaces, fencing and landscape and purchasing home appliances.

The home loan programs will no longer be available to those who served on active duty for training purposes only. An ending date for the Vietnam War was extended to January 1, 1977 for eligibility for the home loan program which is consistent with federal tax codes.

The eligibility criteria was established for state operated veterans cemeteries which will allow more veterans, spouses and dependents. The state will now fund twenty-five percent of start up costs for the new Southeast cemetery. Guard and Reserve members who served twenty years will also be eligible.

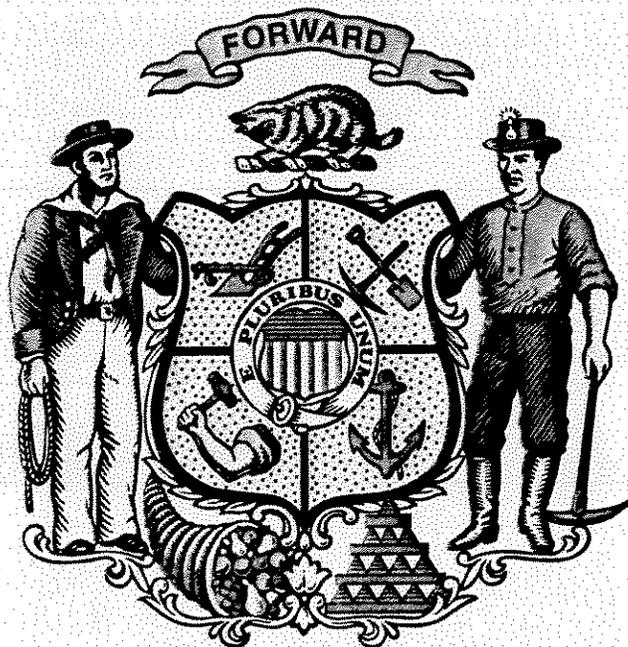
We were successful at assuring that our troops who serve in Bosnia for at least ninety days will be eligible for veterans benefits.

There is more to be done for veterans. I will continue to press on!! The discussions, the meetings, and the headaches were all worthwhile!

Best wishes,

Terry Musser, Chair

Veterans & Military Affairs Committee

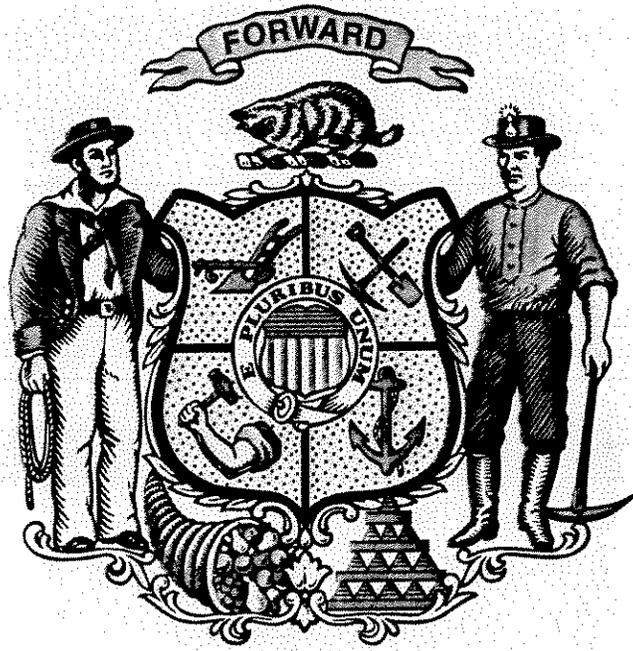


SYSTEM DATE 9/11/96  
SYSTEM TIME 10:12:08

Legislature Assembly  
OFFICE ACCOUNT  
Vet & Military Aff Comm  
THROUGH 08/96

PAGE 144

	BUDGET	MONTH-TO-DATE EXPENDITURES	YEAR-TO-DATE EXPENDITURES	TRANSACTIONS BALANCE	% OF OFFICE ACCOUNT SPENT
Rental of Audio/Visual			16.50		
Postage			38.92		
Ext Print Letterhead			145.89		
Copies Using Auditor Card		3.93	330.78		
TOTALS FOR Vet & Military Aff Comm		<u>3.93</u>	<u>532.09</u>		



# AMERICA

THE ONLY COUNTRY WHERE A VIETNAM VET  
SLEEPS IN A CARDBOARD BOX;  
AND A DRAFT DODGER SLEEPS  
IN THE WHITEHOUSE.

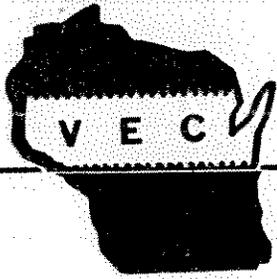


9/23/96

TO BOARD AND OFFICERS:

Personalized letters, identical to this sample, were mailed this date to the 12 American Legion Post Commanders in the 92nd Assembly District.

W.H.E.



VETERANS EDUCATION COMMITTEE  
OF WISCONSIN

ACTION ARM FOR WISCONSIN'S VETERANS  
P. O. BOX 225                      MERCER, WI 54547

September 23, 1996

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Mercer

Commander  
Davis Porter American Legion Post 140  
Merrillan, WI 54754

Fellow Vet:

No Legionnaire...or any other Veteran for that matter... needs to be reminded that we need Terry Musser back in our Wisconsin Assembly for the '97-98 session...especially in light of his extreme importance to us as powerful Chairman of the Veterans Affairs Committee.

Veterans Education Committee has volunteered as the coordinating outfit on behalf of all American Legion and VFW Posts in Jackson and Monroe Counties, which comprise the 92nd Assembly District, accepting the task of mailing notice to every member of every Post reminding of the importance of the November 5 election.

We would appreciate receiving therefore a copy of your '96 membership roster. If for some reason this request is in conflict with your Post policy, second best would be your willingness to enclose a Terry Musser support letter in your next Post Newsletter mailing.

VEC will furnish you copies of such a letter; simply tell us how many letters you need for mailing. Same should then reach you in the quantity requested by October 10.

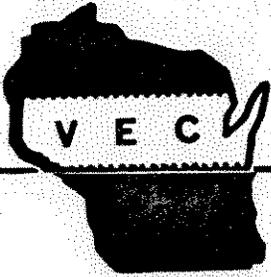
Thank you kindly for your cooperation.

Sincerely,

W. H. Emanuel  
Executive Secretary

cc: Officers & Board  
Rep. Musser

WHE/le



VETERANS EDUCATION COMMITTEE  
OF WISCONSIN

ACTION ARM FOR WISCONSIN'S VETERANS

9/23/96

Terry:

Do you have a "bragging-type" letter already in print? The type referred to in these enclosures? We should have a copy soon.

I'd like to give VEC's printer advance warning that we may need a few thousand in what could be short notice.

Thanks.

*Bill*

Representative Terry M. Musser - Assembly District 92  
 PO Box 8953, Madison, WI 53708  
 R1, Box 98, Black River Falls, WI 54615

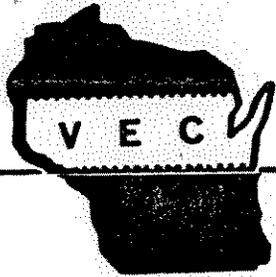
\* Meeting Place

Jackson County

<u>Zip</u>	<u>City</u>	<u>Post No.</u>	<u>Org.</u>	<u>Name</u>
54734	Merrillan * Legion Hall	140	A.L.	Davis Porter
54611	Alma Center * Clubrooms	162	A.L.	Adams-Helwig-Randles
54615	Black River Falls * Legion Club Rooms	200	A.L.	Miles-Hagen
54659	Taylor-)	368	A.L.	Hanson-Lien
54635	Hixton ) * Legion Hall - Hixton & Taylor	368	A.L.	Hanson-Lien
54642	Melrose * Clubrooms	439	A.L.	Neil S. Lewison
54635	Northfield * Club House, R1, Hixton	541	A.L.	Thomas & Leonard Johnson
54615	Black River Falls * S. Roosevelt Rd.	1959	VFW	Thompson-Redcloud
54611	Alma Center * Alma Center	8494	VFW	Alma Center Community

Monroe County

54656	Sparta * Legion, 604 Walrath St.	100	A.L.	Orville L. Arnold
54660	Tomah * Legion Club House	201	A.L.	Grossman-Sowle
54638	Kendall * Club House	309	A.L.	Wm. J. Schriver
54648	Norwalk * Unknown	438	A.L.	Norwalk Memorial
54619	Cashton * Clubhouse, 720 Broadway	445	A.L.	Gunwald Overgard
54670	Wilton * Clubrooms	508	A.L.	Hanson-Stark-Leith-Paeth
54660	Tomah * 1382 Superior Ave.	1382	VFW	Curtis McNutt
54656	Sparta * 121 S. Rusk Ave.	2112	VFW	Maj. Gen. Robert B. McCoy
54619	Cashton * 905 Front St.	8584	VFW	Dickman-Spaeth



VETERANS EDUCATION COMMITTEE  
OF WISCONSIN

ACTION ARM FOR WISCONSIN'S VETERANS

Box 225  
Mercer, WI 54547-0225  
September 23, 1996

Past State VFW Commander C.C. Arndt  
Box 573  
Eagle River, WI 54521

Dear Chuck:

Long time no see; but with the election season approaching, we may find it necessary to pool some resources. For example, superfluous to remind that Vets need Terry Musser back in the Assembly...and a repeat of his chairmanship.

VEC intends to get out a mailing on his behalf. Is it within the realm of your clout, influence, moxy or whatever to get a membership roster of the five (5) VFW Posts within Terry's 92nd District (list enclosed)?

Whatever you can swing would be deeply appreciated. Thanks a heap.

Sincerely,

W. H. Emanuel  
Executive Secretary

Enclosures

cc: Officers & Board  
Musser

WHE/le

