Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Leo Ioannou
Sent: Wednesday, July 10, 2013 11:28 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: SOUND OF FREEDOM

Hi
My name is Leonidas Ioannou.
I am originally from Cyprus, Greek Cypriot. US citizen for 30 years now.

My feeling about the new planes is GO for it. I call the "noise" THE SOUND OF FREEDOM"
So anyone opposing them here in the greater Burlington Vermont, should think about that and the fact that we have all the Air Force soldiers here and can not lose them to another place. TOO much to lose and too much invested on the base. My tax money for a great cause.

By the way. My house, and my business are on your flight path. Every time an F16 goes by, I thank God we have them here. And the F35s, even if they are louder, I would not mind them either.

Remember. Keep the F35s coming.
SOUND OF FREEDOM

Leo Ioannou

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Wednesday, July 10, 2013 9:31 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Cc:
Subject: South Burlington resident supports basing the F35s in South Burlington Vermont-

Dear Mr. Germanos-

I am writing to inform you that I, Daniel Wetzel, a resident of South Burlington Vermont (at 183 Catkin Drive) fully support the basing of the F35 in South Burlington/Burlington Vermont.

It is my hope that individual comments from local residents can be counted in the evaluation process. GP-2

Thank you for your time.

Daniel Wetzel

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Cathy Chamberlain
Sent: Wednesday, July 10, 2013 1:42 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Bring the F35's to Vermont

Dear Mr. Germanos,

I concur with the Airforce assessment that Vermont is the preferred location for the F35's.

Cathy Chamberlain

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Wednesday, July 10, 2013 5:17 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 IN VERMONT COMMENT - NO

Mr. Germanos,

I urge the Air Force to reverse its decision to locate F-35 fighter jets in South Burlington, Vermont. This is a small city that is densely populated around the airport. These neighborhoods are moderately priced homes that we cannot afford to disrupt. I have noise and safety concerns and believe there are more negatives than positives. The Air Force's own report indicated there are more suitable places to bed down these planes. While the South Burlington City Council recently reversed its decision not to support the F-35's, this reversal does not represent the will of the people. Thank you for considering my opinion.

Susan Clark

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Wednesday, July 10, 2013 1:47 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: no to basing the f-35s in a densely populated area

Having the f-35s based so close to a densely populated area when so many more remote locations are as readily available is not only an incredibly poor logistical decision, but it has divided the surrounding communities between those who think that they will stand to gain financially and those whose health will be put at risk. I and my family urge the Air Force to base these planes in a less populated area and stand opposed specifically to the basing of the F-35s in Burlington, VT

Very truly yours,
David Heide

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Loretta Marriott [lmarriot@uvm.edu]
Sent: Thursday, July 11, 2013 1:45 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: I oppose F 35s for BTV

Mr. Germanos,

I oppose F 35 basing at BTV. I believe this war plane uses sound as a weapon and it is wrong to submit civilians here in Vermont to the noise from this plane.

Loretta Marriott
13 Mills Ave
South Burlington, VT 05403

July 11, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force for Installations – SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

RE: **F-35 will cause cognitive impairment to Children**

Dear Mr. Germans and Ms. Ferguson:

Children and teachers at Chamberlin School in South Burlington take heed: The revised draft Environmental Impact Statements (EIS) describes studies demonstrating the association between chronic exposure to high aircraft noise levels and cognitive impairment in children (C-28 to C29) and recognizes that chronic exposure to aircraft noise is a serious problem.

To its credit, the revised draft EIS says:

> Evidence exists that suggests that chronic exposure to high aircraft noise levels can impair learning. Specifically, elementary school children attending schools near New York City's two airports demonstrated lower reading scores than children living farther away from the flight paths (Green et al. 1982). Researchers have found that tasks involving central processing and language comprehension (such as reading, attention, problem solving, and memory) appear to be the most affected by noise (Evans and Lepore 1993, Hygge 1994, and Evans et al. 1998). It has been demonstrated that chronic exposure of first- and second-grade children to aircraft noise can result in reading deficits and impaired speech perception (i.e., the ability to hear common, low-frequency [vowel] sounds but not high frequencies [consonants] in speech) (Evans and Maxwell 1997).
>
> Finally, although it is recognized that there are many factors that could contribute to learning deficits in school-aged children, there is increasing awareness that chronic exposure to high aircraft noise levels may impair learning. This awareness has led the WHO [World Health Organization] and a North Atlantic Treaty Organization (NATO) working group to conclude that daycare centers and schools should not be located near major sources of noise, such as highways, airports, and industrial sites (WHO 2000, NATO 2000). (page C-29 of the EIS).

But this Air Force report seriously understates the danger by relying on studies of cognitive impairment in children published before 2002. It fails to report the sound level at which cognitive impairment may begin to be expected. Nor does it say the amount of impairment in reading ability and recall that children are expected to experience or say how impairment increases with exposure to noise. All this is available in the recent scientific papers the Air Force report omits mentioning. NO-12

While the term "chronic exposure" is certainly suggestive, the Air Force report does not expressly state that the learning impairment from high aircraft noise levels is cumulative, that the adverse effects increase because of repeated exposure to high noise levels over months and years.

The Air Force report fails to mention that the restriction on noise level near a school was violated when the Vermont Air National Guard started routinely using its incredibly loud afterburner for takeoff near Chamberlin Elementary School in South Burlington. The routine use of the afterburner resulted from a move of the external fuel tank from under the fuselage of the F-16 warplanes to the wings.

On June 28, 2013, the Vermont Air National Guard issued a letter to one of us in which it refused to answer any questions regarding the use of the afterburner and the change in fuel tank configuration. This despite Adjutant General Steven Cray's announced commitment to being "open and transparent." PI-1

Nor did the Air Force report explain how the fuel tank relocation and consequent use of the noisy afterburner fit in with being a "good neighbor" to the children at Chamberlin Elementary school--rather than being a good neighbor to self-serving commercial real estate developers who seek to turn intensely noisy military aircraft into money for themselves.

While the Air Force report provides evidence of cognitive impairment in children, it fails to report the sound level at which cognitive impairment may begin to be expected. Nor does it say the amount of impairment in reading ability and recall that children are expected to experience. As all this is available in recent scientific papers, the Air Force report should be updated with the more recent results regarding cognitive impairment in children.

Five of the six studies cited in the 2011 World Health Organization (WHO) report, "Burden of Disease from Environmental Noise," concern aircraft noise. The sixth focuses on traffic noise. The studies show substantial impairment in recall and reading in children whose homes or schools are located in areas exposed to aircraft noise less than 65 dB DNL (see FIG. 3.1 on page 48). In addition, the amount of cognitive impairment increases steadily with the noise level in all six studies. NO-13

The 2011 WHO report also provides a graph estimating the percent of children affected as aircraft noise level increases. It states that in the noise range from 55 to 65 dB DNL, 20% of the children are expected to suffer cognitive impairment. In the noise range from 65 to 75 dB DNL, 45 to 50% of the children are expected to suffer cognitive impairment. Above 75 dB DNL, 70 to 85% of the children are expected to suffer cognitive impairment.

While the WHO report shows cognitive impairment in children at a noise level as low as 60 dB DNL, the Air Force does not provide a contour line below 65 dB DNL. Nor does the Air Force tell families whose homes are located in the noise zone between 60 and 65 dB DNL, as well as those in higher noise contours, of the substantially higher risks of cognitive impairment their children face from basing the F-35 in South Burlington. NO-14

The studies regarding cognitive impairment in children cited in the WHO report were published in *Psychological Science* in 2002, the *Lancet* in 2005, and *Environment and Behavior*, 2003. Thus, the Air Force has long had access to these studies.

> and a limit on single events of 50 dB L_{max}. The 50 dB L_{max} for single events equates to outdoor L_{max} of 65 dB and 75 dB for windows open and closed, respectively.

A table in the Air Force report says that with the F-16 operating, the Chamberlin School in South Burlington has 25 noise events per hour above a Maximum Outdoor Noise Level of 75 dB L_{max} during the school day when windows are open and 5 noise events per hour above that level when windows are closed (page BR4-26). Another table says that these numbers will increase to 26 with windows open and 6 with windows closed if 24 F-35 warplanes are based here (page BR4-36). Thus, the F-35 will make a bad situation worse for children and teachers at the Chamberlin School.

A forthcoming letter will describe the recent scientific results showing hearing loss and cardiovascular disorders at levels below the 75 dB DNL indicated as the threshold for health effects in the revised draft EIS. That means people living within the Air Force designated noise zones are subject to a higher level of multiple health risks.

If you have any questions please do not hesitate to call. Thank you very much.

Sincerely,

/Richard Joseph/ /James Marc Leas/

Richard Joseph James Marc Leas

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Thursday, July 11, 2013 11:38 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Opposed to basing of F35s in Vermont

Dear Mr. Germanos,

I've lost track of how many letters I've written to you, to my (very hypocritical, not-for-the-working-class-after-all) Congressional delegation,and to my (even lamer) Governor against the basing of the F35s in Burlington, Vermont.

I will not go into all the details still again. (what happened to all of my previous letters? Do they no longer count?) PI-2

At any rate, I'm sure you're already hearing these details from other opponents to these planes.

I would like to have go on record my opposition to the F35s being based in Burlington, Vermont. These noisy, unproven, untested planes have no business in this very urban area. Have you ever visited the Burlington airport? Have you seen with your own eyes how densely populated the area around the airport is? Do you realize how many people would have to suffer with the decibel levels? Do you realize how many people would be in a potential crash zone? How many schools? How many senior housing units? GO-3

I urge you to take Burlington off your list totally. This is just no place for a military installation.

Thank you.

Susan Letourneau

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Jan Salzman
Sent: Thursday, July 11, 2013 10:50 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: no F-35's in burlingon vermont

In fact, scrap the whole program and put that money to taking care of people.

Rabbi Jan Salzman

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Ken Floyd
Sent: Thursday, July 11, 2013 7:11 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F 35 Basing in So. Burlington VT

Mr. Germanos

Both my wife and I support the basing of the F 35 in So. Burlington VT. The VT Air Guard has done an exceptional job carrying out its important mission safely and should be awarded this basing assignment. The vast majority of our fellow Vermonters also support this decision.

We do not believe that the F 35 will appreciably add to the noise in the area of the airport. I speak with some experience in this area as a veteran of the USAF assigned for many years to the 474th TFW back in the late 1960's.

Sincerely

Ken Floyd
Karen Floyd

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Rich Kenney
Sent: Thursday, July 11, 2013 10:11 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: VTANG F35

I am highly in favor of basing the F35 here in Burlington. Fighter jets have been flying out of BTV since the 1950's and a "new " populace has evolved that unfortunately reflects a loud opposition. Other jets flown here probably had a noise footprint greater than the F16, such as the F 89, F102, and F4. Rich Kenney

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Thursday, July 11, 2013 10:08 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Senior Citizen view - F - 35s at Burlington Airport
Attachments: Letter to USAF.docx

Dear Sir,

I was most pleased that the USAF was accepting letters regarding the basing of F - 35s at Burlington.

The attached one-page letter is based on my knowledge of jet engines, and represents my observations of over 150 Senior Citizen here in The Pines Senior Living Community within 1.5 mile or so of the Burlington Airport and within the F - 16 take-off path and the their turn to the West. The majority of this Community's residents are alert; however, many are\ incompacitated in one way or another and unable to attend Civic and Community meetngs relating to the F-35.

I very sincerely will appreciate your taking the time to review the points in my letter for Is did research in order to support many of my findings.

Thank You,

C. David "Dave" Rogers

Dear Sir,

I was very pleased that a direct contact has been made available by the US Air Force. Many of we Senior Citizens living in Vermont are too incapacitated to voice our opinion at Community Meetings regarding the possibility of the F – 35 coming to Burlington Airport.

As an 80 year old who, like a few of other men, who are living here at The Pines, served in, or at least during, one of our Nation's wars over our lifetimes. There are approximate 150 **very** Senior Residents in the Pines. If you were to walk down our halls, nearly every doorway has an American flag, or some symbol indicating their allegiance to our Great Country. Most are very feeble and are here to relish the peace and quiet that is well deserved after, as you well know, a life in the US that went through many ups and downs. For most of their stay here, they have had the considerable unnerving experience with the current F – 16s and the extreme noise levels. Even they should be removed, as well as avoiding the F – 35. GO-5

Let me indicate here that I used to test J – 47 jet engines (used in fighter planes during the Korean war) at GE Schectady. Our objective was to calibrate fuel flows in th Main and Reheat (afterburner) fuel valves. Therefore, I can easily recognize the difference in noiuse between a normal, and afterburner take-off. Whether or not a single jet is taking off or if it is pairs, using afterburners) during a scramble.
Very sadly, we are at The Pines are in direct earshot as the F – 16 and their pattern as they take-off in a Northerly dircection and bear left headed Westward. This occurs day and night, whether single F -16s or multiple during a scramble exercise. (It is particularly horrible during the latter.) I feel for these elderly women who tend to hear and worry about every loud noise. My 73 year old wife is no exception. She is often awakened and can't return to her restful sleep.

I only go into these details because Vermont is a special place for the elderly. The temperature and environment, as you well know, is recognized throughout the US as the best for elder years. In fact, the Seniors represent 15.7% of the State's population according to the 2012 US Census (higher than the US of 13.7% average).. Take that percentage and consider it for metro-Burlington (42,645) and South Brulington (18017) it indicates that, at maximum of about 9500 Seniors reside in the area. However, I am a realistic person, and will most certainly will not state that all will be effected by the noise; however, I am very certain that a large number are affected just as our 150 or so here at the Pines.

I don't like to speak out against this situation, for in my younger years I lived in communities where passenger jets flew overhead and I thoroughly enjoyed hearing the scream of the jets as they decelerated. But, now, we have a different situation. In fact, I visited St. Michaels College several times – don't know how they can hear the lecturers sometimes. Patients in VA Clinic, Fletcher-Allen Hospital – it's absolutely not right that patients have their period of recovery shattered with bursts of deafening noise!!

You know, as well as, I that aeronautical technology is in a continual advance. You and I can recognize that Private Venture is focused on sending passengers into space. Launching requires a huge NOISEY amount of power to accelerate through the earth's atmosphere. What about figher planes, you also know, as well as, I that executing a mission to a foreign aggressor's country must be done in optimum time now that we are threatened with a Nuclear Holocaust. (Space capable fighters are on the drawing boards) Now it is time to make the move. Put the F – 35s at a new remote location far removed from population that could also be wiped-out in a Nuclear Attack on the base. A location that will not annoy children, patients in hospitals, college students, and, of course, we peace- and quiet-deserving Senior Citizens,
"We old soldiers never die, we just fade away!- Gen.Douglas MacArthur'

Thank You, Dave Rogers, (Sgt. U.S. Army, 1953-1961, Honorable Discharge). I tell things how they are!!

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Ben Coher
Sent: Thursday, July 11, 2013 9:50 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: opposing F35 bed down in burlington, vermont

Dear Nicholas--

I wish to register my opposition to basing F35 warplanes at Burlington International Airport.

I am opposed as a citizen of the United States because this weapon system is over priced, underperforms, and conceptually it is designed for yesterday's world. Today our enemies are non state actors that do not have an air force for the fighter jet to fight.

The f35 does a horrible job of close air support vs the current tried and true and cost effective A-10.

In many respects it performs worse than the f-16 which is a very cost effective, tried and true, reliable weapon.

But the over arching issue as a citizen of the US is that the weapon is not needed because we are no longer in an arms race and there is no peer competitor and the F-16 will do the job that is needed. This is a the most expensive weapon system ever and the money can be better used for other purposes, particularly considering the debt crisis.

As a citizen of Vermont and the town of Williston and just as a caring human being I am opposed to basing this plane at Burlington International Airport because the airport is located in a residential area. According to WHO, the high sound levels will cause cognitive impairment for half of the 1500 children living nearby and going to schools in the high noise area . In addition, also according to WHO, adults and children living in the area will suffer additional physiological and psychological effects. NO-13

In addition during the first two years of operation in burlington, the chances of the plane crashing in a residential area are over 200 times higher than the current f-16's. SA-1

I can not for the life of me understand the logic of deciding to base this weapon system in a residential area where approximately 8,000 people will be negatively impacted, when other viable alternative basing locations will only impact several other hundred people.

On top of that the obvious manipulation of objective scoring procedures to make Burlington come out on top due to political pressure is corrupt.

Also the refusal of the airforce to release the comparative scoring evaluations of the various basing alternatives flies in the face of all the rhetoric about how "this will be a transparent process" is absurd. PA-1

I sincerely appreciate your personal even handed and reasonableness in dealing with citizen input on this matter.

All the best,

Ben Cohen

GS-1

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Thursday, July 11, 2013 9:46 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35s VT

Good morning,
Although I live in neither Burlington nor Winooski, I certainly live within the flight pattern of the F35s. I want to be counted as STRONGLY IN FAVOR of the F35s coming to Burlington. My reasons are obvious - you've heard them all before. Let the whining cease and the patriotism take over.

Sincerely,
Judith Guernsey

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Leanne Gibson
Sent: Thursday, July 11, 2013 9:42 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: No F-35s in Burlington

Dear Mr. Germanos,
I am writing you to voice my opposition to placing the F-35 jets at Burlington International Airport. I am a resident of Burlington Vermont with two children here. Like everyone else we really enjoy the quiet beauty of our area. I am opposed to the jets for all the reasons that everyone else is. However, one point that I feel is not being brought up is that Burlington is also a designated refugee city. We have a lot of recent immigrants who have come here from war-torn countries. New Americans who have recently experienced a lot of trauma. As a designated refugee city, we are promising them that they can feel safe here. This doesn't seem to align with a city that is going to have warplanes flying overhead. This might trigger horrible memories or feelings of insecurity for them. I just thought that this is a point that should be made in this conversation. Most of us are proud to be a refugee city and to offer this safe haven on behalf of our country. NO-15

Thanks,
Leanne Gibson

Sent from my iPhone

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Jen Parker [neffyparker@gmail.com]
Sent: Thursday, July 11, 2013 12:35 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35

As a resident of winooski, I would like to ask you not to base the new f35 planes out if Burlington international airport. I am not going explain all of the reasons why as I am certain you, in your heart know them. I will remind you that the future of winooski will be destroyed, and our children will be harmed If these planes are based in this residential area. Please reassess where these planes will be based and consider a non Residential area. Thank you,

Jen Parker
Medical Supervisor
Humane Society of Chittenden County
Winooski resident.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Thursday, July 11, 2013 8:40 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F 35's @ BTV

Mr. Germanos :

Last fall I wrote a handwritten letter to you expressing my thoughts and opinions regarding this issue. My views have not changed and have only become ever more solidified. My wife and I live in Burlington and have lived here for 30 yrs. I am staunchly very positive and excited at the prospect of a new mission for The Green Mountain Boys and BTV as the hopeful location for that. Despite all the rhetoric and dog and pony show antics of the " anti F35 " groups, we as a nation will absolutely benefit from the location of that mission in Burlington. I have further very much appreciated the approach that the military has taken in the face of this behavior (ie a constant presence in the local media and your accessibility to everyone - no figure pointing, a mature and decidedly low key message, without resorting to the anti crowd tactics). This speaks well and positive about your ability to present your case, with the facts. I've also attended several of the recent " anti " groups' rallys and have left in pure dismay that the crowd really reminds me of a bunch of lemmings. Do people want good jobs or are they content to whine and cry, until the future tax bill arrives? Then because there are not enough good jobs to sustain the needed services, they really continue to complain about higher taxes. You get the point.
Thank you for your time, your service and tact.

Respectfully,

Pete Saile

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Dan Cypress
Sent: Thursday, July 11, 2013 9:18 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Realtor against F35s coming to Vermont

Mr. Germanos - I am a Realtor who owns a home and works in Winooski Vermont. I am troubled by the Environmental Impact Statement's assertion that a majority of my town will be "Unfit For Residential Use" and an "Accident Potential Zone" should the Burlington International Airport be selected to receive the F35s in this round of basing.

While I did purchase my home with the understanding that I am in the flight path and the knowledge that the F16s and other military aircraft fly above...I wasn't made aware, until after reading the EIS, that the "Unfit For Residential Use" and "Accident Potential Zone" label would become the new designation for my town should the F35s be based in Burlington VT.

According to the EIS, it may become difficult for purchasers to obtain federally guaranteed loans like FHA and VA loans. This is relevant because the average home price in Winooski is about $198K, about 40% lower than the average sale price in the rest of Chittenden County. Winooski Vermont is an affordable place to live with a vibrant downtown and it currently attracts many first time home buyers. I am concerned that not only will the "Unfit For Residential Use" and an "Accident Potential Zone" scare away would-be buyers (thus lowering demand for these homes and by consequence lowering home values) but it would also make it difficult for first time home buyers and veterans who still want to live here to obtain a federally guaranteed mortgage. SO-3

I am not an alarmist, but I have read the EIS, and the contents are troubling. Not only am I concerned about the effects to the real estate market but I am also concerned about the increased noise and it's adverse health impacts and cognitive impairment of children.

I would like to echo the sentiment of my neighbors by requesting that Burlington International Airport not be selected in this round to receive the F35.

Sincerely,

--
Dan Cypress, Realtor®

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GS-1

From:
Sent: Thursday, July 11, 2013 8:11 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35s

Just want to be a supporter of the F35s in Burlington, VT I believe we are as close as any in the take-off area being near the Winooski armory. We highly support them being here and proud to have them.
Raymond & Carlene Lavallee

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GS-1

From: Denyse Labrie
Sent: Thursday, July 11, 2013 7:08 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 for Vermont

I agree with the Air Force's assessment that Vermont is the preferred location for the F-35. I believe that VTANG's performance record (e.g. 9/11) and reputation speaks for itself as deserving the upgrade in equipment. As to the environmental impact regarding the noise, I believe the few minutes of "noise" from the F-35 would actually have very little impact and that the issue has been blown out of proportion by the media.
Thank you,
Denyse R. Labrie

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GS-1

From: Sherb Lang
Sent: Thursday, July 11, 2013 6:53 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 in Burlington, VT

Dear sir:

Your email was posted in the Burlington Free Press on 11 July as a point of contact for the F-35 Base decision.

I am a former Winooski resident - and current Essex resident - who LOVES to hear the sound of FREEDOM when the F-16's take off. PLEASE, don't listen to the vocal minority! Keep the Green Mountain Boys here! I don't care about the financial aspect - I want my children to be able to SEE, HEAR, and APPRECIATE our military force!

Thank you.

Sherb Lang

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GS-1

From: Shappy, Ronald R.
Sent: Thursday, July 11, 2013 6:10 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35's

I support having the F-35's here in Vermont. We need those jets. Don't listen to the idiots who oppose them, I support our military 1000%.

Thank you to our service men and woman.

Thank you.

Ron Shappy

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: N. Rice
Sent: Wednesday, July 10, 2013 11:52 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 basing in Burlington, VTF

Dear Nicholas Germanos,

I urge you to NOT base the F-35 fighter plans at the Burlington VT Airport for these reasons:

The nearby area is too densely populated to be a suitable place for these planes to be based, GO-2
even as verified in

your own basing criteria.

The high noise level of these planes would likely be destructive of the health of the nearby residents,

especially the children -- for both their cognitive development and their hearing. NO-12

Sincerely,

Nancy Rice

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Corey Mallon [
Sent: Wednesday, July 10, 2013 9:44 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: No F-35s in Burlington

I am writing to strongly oppose the basing of F-35s in Burlington, VT. I have lived in Burlington for 10 years and last year, my wife and I bought a home for our family. We have a young son. The idea that someone's home could be rendered uninhabitable or in a crash zone through a planned activity is completely wrong. Terrible natural disasters impact communities too frequently--there is no space or time for humans to do this to other humans. Our communities need food and housing--not F-35s and dangerous noise.

The health of our children--our future--is at stake.

Corey Mallon, RN

---

everyone does better when everyone does better

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Victor Decoste
Sent: Wednesday, July 10, 2013 10:41 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35

Sir:

My name is Victor Decoste (Staff Sargeant, USAF). I live at
Burlington, VT, four houses from Airport Drive which is quite close to the Burlington International Airport and I am very concerned and angry about the F-35 coming to this neighborhood. I served in the Air Force between 1952-1956 and left with an honorable discharge. I worked as a radar technician guiding a mix of jets and regular airplanes through take-off and landing at 80-115 Dec noise level while stationed at Guam (during the Korean War) and later at Tyndall AFB in Florida. Within 4 years of my discharge I lost 65% of the hearing in my right ear. The F-35 makes 3 times the noise level of the F-16 and I would expect that at that noise level 60% of the children and adults will in some way be affected. I notice that almost all of our state leaders and most of our local leaders as well as the Air Force officials will not be affected because they live in areas far from the airport and the noise levels generated by the F-35. It does not surprise me, therefore, that they don't care about the noise because they and their families will not be affected by it.

I don't think the Air National Guard deserves any preferential treatment or reward for doing their job. All of the armed forces did a good job in the past and all should be rewarded equally. I think we all paid a price for our services and some paid more than others. I would pay a fortune so get my hearing back.

I feel betrayed by the Monday night's action of the South Burlington Council when they reversed their position of a year ago from voting to reject the F-35 to now approving it. I hope our neighborhood can work together so that our voices will be heard against those who are blinded by outside influence or just plain greed. I hope the Air Force will listen to the experts about the affects of high decibel noise on hearing, psychological well-being of children and adults and the damage to the cognitive abilities of children. I hope the Air Force will look at the astronomical expense of the F-35 as well as the fact that this plane is still riddled with problems. I hope the Air Force will choose a site which has little human population to create essentially a base for military operations.

I vote NO. I do not want the F-35 jets at Burlington International Airport. No! No! No F-35.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GS-1

From: Mickey Condon
Sent: Wednesday, July 10, 2013 9:41 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 in VT

Dear Mr. Germanoes,

I concur with the Air force's assessment that Vermont is the preferred location for the F-35.
Thank You

Mickey Condon

John A. McMullen

July 10, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I am writing to support the basing of the new F-35 aircraft (replacing F-16s) at the current location of the 158th Fighter Wing of the Air National Guard in South Burlington, Vermont.

The 158th Fighter Wing was formed in 1946 and has been a basing location for F-16s since the late 1980s. It has been continuously active from its formation to the present and has become a significant economic engine in Chittenden County with 400 full time and 700 part time jobs and a payroll of $53 million annually. Continued operation of the unit here is vital to the economy of a small state like Vermont with so many families and businesses reliant on the activity of the Air National Guard.

More importantly, from the Air Force point of view, this unit of the Air National Guard has the experience, local infrastructure, and trained local personnel to operate a combat ready wing of the Air Force's most sophisticated aircraft. There will be little to no learning curve in adapting operations at the Vermont location to accommodate F-35s replacing the current F-16s. This unit is ready to hit the ground running with the new aircraft.

As one whose professional life is intimately involved with adapting to and taking advantage of rapid technological change, I believe that an experienced unit like the 158th Fighter Wing will be able to make the transition to F-35s very smoothly.

In addition, the updated Environmental Impact Statement shows that noise levels of the F-35 are comparable to those of the F-16 currently based in Vermont except in afterburner mode. The Vermont Air National Guard has always operated with respect for the people and neighborhoods in its training space and it is my understanding that the planned operating schedule for the F-35 is oriented toward lessening impacts on the local community.

A little background on me. I am the Managing Principal of Cambridge Meridian Group, a strategy consulting firm serving Fortune 500 and technology oriented companies. My personal practice for the past decade or more has been working with venture-backed early stage technology companies so I think I understand the challenges involved in introducing new technology into established situations. I was also the Republican nominee for the U. S. Senate in the 2004 election cycle in Vermont.

I strongly support basing F-35s at the South Burlington location.

Sincerely,

John A. McMullen
Managing Principal

July 10, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force for Installations – SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

RE: **Air Force understates F-35 health risks to Children and Adults**

Dear Mr. Germans and Ms. Ferguson:

We request that the Air Force announce that it will not base the F-35 at Burlington International Airport.

The Air Force grossly understates health impacts to children and adults in its revised draft Environmental Impact Statement (EIS). While, to its credit, the Air Force report recognizes cognitive impairment of children, heart disease, and hearing loss among the problems caused by military aircraft noise, the number of people in Vermont who will be affected and the magnitude of the effects are shortchanged.

Military jets dominate the noise from the Burlington airport
To its credit, the Air Force report clearly says that noise from commercial flights at Burlington International Airport is negligible compared to the noise from military flights:

> With the 18 F-16 aircraft eliminated, based F-35A departures from Runways 15 and 33 would dominate the DNL exposure southeast and northwest of the station/airport, respectively. The contribution of civilian aircraft would be negligible compared to the military aircraft contribution. (Page BR4-33).

The Air Force deserves public appreciation for providing this level of clarity regarding the dominant source of noise at the Burlington airport.

Noise Contours and Public Health:
Also to its credit, the Air Force report says that property within the 65 db DNL (day/night 24 hour average) contour is **"generally not considered suitable for residential use"** (page C-14).

It further says that the 65 dB DNL "is a level most commonly used for noise planning purposes and represents a compromise between community impact and the need for activities like aviation which do cause noise" (page C-14). It also suggests that the 65 dB DNL line does not include an adequate margin of safety for the public. Instead the revised draft EIS recommends 55 dB DNL to provide an adequate margin of safety. The revised draft EIS specifically says that 55 dB DNL is "a level '...requisite to protect the public health and welfare with an adequate margin of safety,' (USEPA 1974) which is essentially a level below which adverse impact is not expected" (page C-14).

However, the revised draft EIS fails to provide the 55 dB DNL contour line for either the F-16 or the F-35. The Air Force report should be revised to add the 55 dB DNL contour so the public, Vermont political and military leaders, and the decision maker in Washington will know where the contour is outside of which there is an adequate margin of safety. And also, how large the area is for which there is no adequate margin of safety. And how many people and homes will be within the area for which there is no adequate margin of safety. NO-14

Adverse Health Effects

Also to its credit, the Air Force report recognizes adverse health effects of noise. It states: "… DNL of 75 dB… is the lowest level at which adverse health effects could be credible (USEPA 1974)." [C-12].

The report further says that 770 people will be in noise contours above 75 dB DNL if the F-35 is based in South Burlington (page BR4-33). But the Air Force fails to state its recognition that it will be in serious violation of its own health standard for these 770 people if it decides to base the F-35 in South Burlington.

Not just that. The 39 year old EPA study on which the 75 dB DNL threshold is based is out of date and must be corrected based on more recent studies. These recent studies show adverse health effects at much lower noise levels than 75 dB DNL, as described in a 2011 report by the World Health Organization (WHO), "Burden of Disease from Environmental Noise" ("the 2011 WHO report"). Although the revised draft EIS mentions a WHO and NATO study published in 2000, strangely, it omits mention of the 2011 WHO report or any of the other studies published during the past decade. NO-13

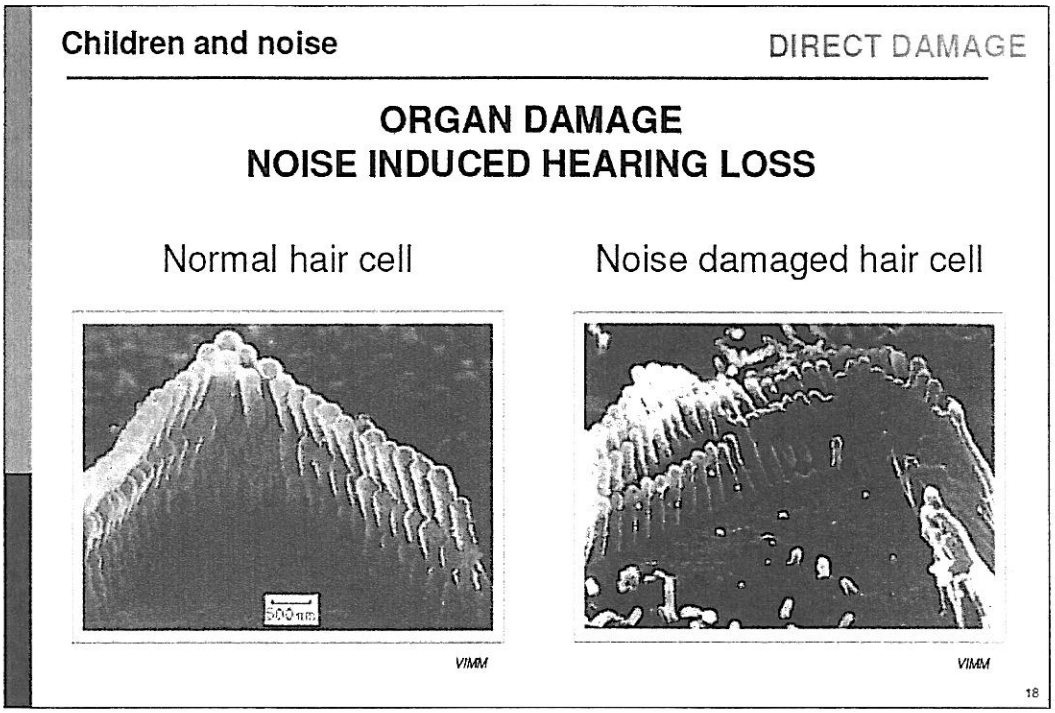
The Air Force report also omits mention of findings regarding adverse effects of noise on children provided in a training presentation for Health Care Providers that was published by the World Health Organization, "Children and Noise," updated in 2009. This presentation urges consideration that children are vulnerable to "lifelong impairment of learning and education")page 15(and says that "over 20 studies have reported that noise adversely affects children's academic performance" (Page 33). It reports the conclusion that aircraft noise adversely affects hearing and cognitive performance of children. With regard to cognitive performance, it reports impairment in reading, memory, auditory discrimination, speech perception, academic performance, and attention (page 35). It reports that the strength of evidence for all these scientific findings is at the highest of four levels. NO-14

Nor does the revised draft EIS consider the point made in the "Children and Noise" presentation that:

> Certain subgroups of children [are] particularly at risk for harm from excess noise exposure. These include the fetus, babies and very young infants born preterm, with low birth weight or small for gestational age. Also, children who have learning disabilities or attention difficulties may be more likely to develop early problems with mild hearing loss compared to children without these challenges (page 13).

The "Children and Noise" presentation provides micrographs showing the damaging effects of

noise on the hair cells in the ear that are responsible for sensing sounds and transforming them into nerve impulses. Such trauma to the hair cells results in hearing loss:



The Air Force report also does not mention a United States Environmental Protection Agency letter commenting on the Draft Environmental Impact Statement for the F35 bed down at Eglin AFB, Florida (November 2010):

> EPA is particularly concerned over noise impacts to children per Executive Order 13045: Protection of Children from Environmental Health Risks and Safety Risks. E.O. 13045 recognizes children may suffer disproportionally from environmental health risks and safety risks. Because their smaller ear canals magnify the sounds entering the ear canals, children's hearing may be particularly sensitive. For example, a 20-decibel difference can exist between adult and infant ears.

The scientific consensus that has emerged in the last ten years means that serious adverse effects of aircraft noise occur at lower noise levels than the 75dB DNL reported in the revised draft EIS, particularly in children. Just as the original Air Force report was revised to include the latest census data, the latest version should be further revised to bring it up to date with current research results. NO-16

Physiological effects in children: The Air Force report properly mentions studies demonstrating the association between noise exposure and physiological effects in children. For example, it says that "children who were chronically exposed to aircraft noise from a new airport near Munich, Germany, had modest (although significant) increases in blood pressure, significant increases in stress hormones, and a decline in quality of life (Evans et al. 1998)." However, it does not

disclose the noise level at which those children were exposed. The most recent of the studies of the physiological effects of aircraft noise in children mentioned date from 2001, twelve years ago.

Cognitive impairment of children : As more recent studies show cognitive impairment of children at levels below 65 dB DNL, the Air Force will have to consider adding a wider geographic area and letting thousands more people know that their children are at risk if the F-35 is based in South Burlington. And that those children who live within the Air Force designated noise contours are subject to a greater level of cognitive impairment. The Air Force must also present the information in a way that Vermont political and military leaders--and the Vermont commercial real estate developer who is driving support for F-35 basing--will understand. NO-12

A forthcoming letter will describe the recent scientific results showing cognitive impairment of children at levels below 65 dB DNL.

If you have any questions please do not hesitate to call. Thank you very much.

Sincerely,

/Richard Joseph/ /James Marc Leas/

Richard Joseph James Marc Leas

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Tom Hughes
Sent: Wednesday, July 10, 2013 7:15 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Opposed to the F-35 in Vermont

Dear Mr. Germanos,

Please mark me down as opposed to basing of F-35 fighters in Vermont. I don't believe the benefits of the program outweigh the costs to Vermont's quality of life.

Sincerely,
Thomas Hughes

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William A Mead
Sent: Wednesday, July 10, 2013 5:55 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS

I have a coment to make about the F35s.
First of all, I don't think that most people, especially those that don't live in our area understand, that every day, we have noisy planes go by all day until about 11 at night or later. We have the commercial airlines, we have the F16s, we have what I think is a refueler, at least that is what I think it is, that goes around and around just about daily in the evening, the black exhaust that it leaves behind is not good for any of our lungs. It is to the point, that our windows are impossible to get clean, as they have a greasy film on them. We are all going to be even deafer than we are now, as the F 16s are already quite noisy.We are in Winooski and right under the flight path of all these planes already.
We are always hoping that none of them ever crash, we are a small city and it would destroy us. Thank you for listning, and please reconsider sending them here.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: t
Sent: Wednesday, July 10, 2013 5:17 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 IN VERMONT COMMENT - NO

Mr. Germanos,

I urge the Air Force to reverse its decision to locate F-35 fighter jets in South Burlington, Vermont. This is a small city that is densely populated around the airport. These neighborhoods are moderately priced homes that we cannot afford to disrupt. I have noise and safety concerns and believe there are more negatives than positives. The Air Force's own report indicated there are more suitable places to bed down these planes. While the South Burlington City Council recently reversed its decision not to support the F-35's, this reversal does not represent the will of the people. Thank you for considering my opinion.

Susan Clark

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: jeanblu@aol.com
Sent: Thursday, July 11, 2013 2:31 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Cc: qtbtv@aol.com
Subject: Comment-OPPOSED F35 VTANG

COMMENT F35 BASING VTANG- OPPOSED

July 11, 2013
Mr. Nick Germanos:
I strongly oppose the basing of the F35 at VTANG.
The comment period should be extended. Only days AFTER, the 5/31/13 release of Air Force RdEIS, were AF responses to questions released. One answer stated the Air Guard mission would continue if F35's not based here. (a major concern of many) Another response was that Vermont Historic Preservation had questions (concerns?) about the impact on cherished Winooski properties on the National Historic Register. The cumulative impact of noise and vibration on old mortar and brick is of serious concern. People must be given the time to read and COMMENT once they have had time to read the responses. GP-15 CO-3
The CEQ gives dEIS guidance on properly analyzing the impacts on low income, minorities and children. This RdEIS did NOT follow that guidance. The ADVERSELY IMPACTED areas by CENSUS BLOCK should have been used for the analysis. The Air Force revised DEIS published on May 31, 2013 states - BR3.12.1.1 Affected Environment "In accordance with Air Force guidance on Environmental Justice analysis (Air Force 1997), the analysis only needs to be applied to adverse environmental impacts. Based on this guidance, areas with noise levels exceeding 65 dB DNL around airfields or with perceptible changes in noise levels in the airspace would be analyzed." The rdEIS appears in part, to understand "study area", but then in BR3.12.1.1 uses the term "vicinity of VTANG and includes the entire population of South Burlington, a wealthy town (not all adversely impacted and more than ¼ mile.) with only 4.4% below poverty level, thus distorting the impact on low income in the adversely impacted area. At the same time, the analysis excludes any Census Block data of Williston and Burlington that are adversely impacted in 65 DNL zone and within ¼ mile. I was unable to locate a definition of term "vicinity" in CEQ guidance. VICINITY does not follow the methodology for a "study area". In this case, the DEIS has reached erroneous conclusions for both EJ factors of (% below poverty level) and likely underestimated the minority population. EJ-2 EJ-3
Housing Impacts-While the Air Force states that there is interdisciplinary input in the dEIS analysis, there appears no in depth look by HUD or any other housing agency familiar with a low vacancy rate of 1.4 % and many years of affordable housing crisis in the County. The Air Force States that no significant number of personnel will be added, concluding there would be little impact on housing. This completely misses the critical point that there is NO affordable housing in the County. Air Guard employees do not compete with low income renters for apartments, because AG have jobs, references, credit, income and cars. This means that people who have cars and jobs are likely to flee areas adversely impacted by 65 dnl zone. (see video from 7/8/13 Winooski City Council meeting where 2 homeowners stated they will LEAVE Winooski if F35 based at VTANg) I am a third having options and will leave. People will not sacrifice their quality of life, unless they have no choice. This means that as people with jobs, cars and money vacate adversely impacted areas, those homes will be the ONLY place for low income, children and minorities to live. The City of Winooski already impacted with noise of F16 and 24.4 below poverty level. But because Winooski, has challenged schools, is on the busline and less expensive than South Burlington, Shelburne, Essex and Colchester it houses many with no other choice. If the vacancy rate remains low, as it has for years, soon the ONLY place that there will be affordable housing is in the 65 DNL zone "unfit for residential use". A proper analysis needs to be done addressing the severe shortage of affordable housing and its impact on environmental justice. EJ-4

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GO-3

From: Rick Kozlowski
Sent: Thursday, July 11, 2013 2:58 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35's in South Burlington

Dear Mr. Germanos:

If the F-35 jets are cited in Burlington, the value of homes in the expanded noise corridor will diminish in value. Under federal and state law, this diminution in value will constitute a "taking" for which the federal government will be required to compensate the affected homeowners.

I am one of those homeowners. The day the F-35s touch down in my city I plan to file an inverse condemnation suit seeking compensation for the reduced value of my property and asking the federal court to certify a class action for all of the affected properties in South Burlington and adjoining towns.

This is not a threat -- it is just recognition that the ill-advised plan to station these jets in a congested residential area has a real and substantial cost that must be borne by the government that implements the plan -- not by the individual homeowners whose properties are devalued.

Thank-you for considering these comments.

Richard Kozlowski

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Szilva, Jean
Sent: Thursday, July 11, 2013 4:34 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F 35A

Sir:

I strongly oppose the basing of the F 35A in Burlington or any densely populated area. I am sorry you are being forced by politics and money to push a position which is so obviously ridiculous. Even your own revised DEIS states that 55 Leq is the level of sound that assures no health damage with a margin of safety. It's not as if you have no other options. Pity the politicians and real estate developers make you look like the bad guys.

The USA was formerly a leader in noise research. Our own EPA wrote guidelines and funded research. The EPA was actively informing the public of the health risks of noise, not only from aircraft but all types of exposure. But funding was cut in the Regan years and here we are, falling behind other nations in protecting our people.

You know the research on learning. You know the research on hypertension, atherosclerosis, behavior, accidents and crime. The Burlington basing will do much more harm than good. Please, do not do this.

Sincerely,

Jean Szilva MD

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GO-3

From: Ben French [benf6@myfairpoint.net]
Sent: Thursday, July 11, 2013 5:27 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35's in Vermont

July 11, 2012

Dear Mr. Germanos-

I live in the noise zone of the F35s. I don't believe that the F35s should be based in VT or anywhere in the world. One reason I don't believe they should be based at Burlington International Airport is the unbearable noise.
The F35s would be four times louder than the current F16s. This would more than likely damage my hearing or be unbearably loud. Most importantly I am against it because of the huge price tag. I believe that money would be better spent on education, social security, food stamps, and other social programs. For those reasons I mentioned I ask you to not have the F35s based at the Burlington International Airport.

Ben French
82 Anderson Parkway, Apt. 5
South Burlington, VT 05403

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GO-3

From: McCann, John
Sent: Friday, July 12, 2013 3:49 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35 Bedding In Burlington, VT

Dear Mr. Germanos,

Thank you for considering the opinion of residents in Burlington Vermont regarding the bedding of new F35's at our airport. It may seem contradictory to claim unswerving support for our men and women who protect this great nation and oppose the latest fighter jet for them. But that is exactly where my wife and I are right now. We do not attend F35 protests or rallies which our soldiers would misinterpret as a questioning of their service. We love our nation and its military. We greatly appreciate every commitment and sacrifice made to protect America. We love our Green Mountain Boys and treasure their talent and bravery.

I humbly write to you that the F35's should not be based in Burlington Vermont. The reason they are not a good fit is because our Green Mountain Boys are now located in the exact middle of the largest population and economic hub of our small state. The impact of the F35's would be very negative for Burlington and surrounding towns. Noise, safety, home values, children, tourists and college students are all concerns you've probably heard before.

Even though our great senators know better, they support the F35 because it would be political suicide for them not to. My wife and I can hopefully reach you in a respectful way and say, "Please don't bed the F35's in Burlington." No matter how much we support our country's armed service, Burlington Vermont is simply the wrong community and location for these great new F35's. Please consider not locating them in the most densely populated economic hub of our state. It would cause more harm than good for sure. Thank you!

Sincerely,

John & Mary McCann

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Richard Hendrickson

Sent: Friday, July 12, 2013 4:23 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 Vermont Basing Decision

Dear Sir,

As a part-time resident of Vermont, and a frequent visitor to Burlington, I am opposed to the basing of the F-35 at the Burlington Airport. The expected noise levels are incompatible with the residential population. Further, the low-income status of many residents in the vicinity of the airport raises many concerns about fair treatment of people who do not have the wherewithal to seek alternative housing.

Regards,
Richard Hendrickson

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St. Suite 337
Langley AFB VA 23665-9900

Mr. Germanos,

Let me begin by thanking you and all those who have put so much time and energy into the site selection process. As a Vermonter I strongly support the basing of the F35 with our Vermont Air National Guard.

The Air Guard in Vermont with their 1,100 employees is truly a valuable asset not only to the Chittenden County region, but the state as a whole. The direct economic benefit to the guard families as well as the surrounding communities is something we cannot take for granted. Not to mention the value of services they provide to the Burlington International Airport.

As a former resident of the City of Winooski who live under the Airport's flight path some twenty seven years ago, I can appreciate peoples concerns about noise levels. However, I believe they are grossly exaggerated. It would appear the latest Environmental Impact Statement indicates the F35 when not flown in afterburner will produce noise comparable to the current F16 operations. GP-10

I am also under the impression the Vermont Air Guard is well aware of the concerns for people and communities within their training space. It would appear they are willing to make every effort possible to alter flight and pilot operations so as to lessen the impact.

I cannot imagine Vermont without a viable Air National Guard, yet this is the risk some are willing to take by opposing the F35. While they have every right to be heard, my hope is the final decision will be to site the planes in Vermont.

Sincerely,

Christopher D'Elia

Christopher D'Elia

July 5th, 2013

Dear Nicholas Germanos,

I am writing to you to express my deep concerns regarding the potential basing of the F-35A at the Burlington Air Guard Station in Vermont. I believe that the purported benefits of the F35A being based here have been exaggerated, while the problems it will bring have been underestimated and in some cases, ignored altogether.

I work in Winooski in the old Woolen Mill and am friends with many of the people who own small businesses on Canal Street. Already the noise from the F-15s requires us to stop talking and wait until the planes pass which sometimes takes 5 minutes. I believe that the noise of the F-35s will make us have to do much more than cease to speak. Please do what you can to allow business to take place in Winooski and advocate for these planes be housed and used in a location further from people.

Sincerely,

Emily Anderson

VSA Vermont

July 6, 2013

Nicholas Germanos
HQACC/A7PS
129 Andrews Street, Suite 332
Langley AFB, VA 23665-2769

Mr. Germanos:

I oppose the proposal to station the new F-35 fighter jet with the Air National Guard in Burlington, Vermont.

I moved to Burlington, Vermont, in November 1965, later to Shoreham, Vermont, and since July 1985 have lived in Middlebury, Vermont.

I worked 27 years in the aerospace industry, in Vergennes, Vermont, at what was Simmonds Precision, which became part of Hercules, and then part of Goodrich. I took a buyout from Goodrich in 1993, and went into early retirement. (More recently, Goodrich was bought by UTC.)

Better places for F-35 bases might be North or South Carolina, or Texas, where a larger fraction of the local population will support the F-35.

Sincerely,

Donald S Groll

Donald S. Groll

CC: Senator Patrick Leahy, Senator Bernard Sanders, Representative Peter Welch

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Tari Trainer
Sent: Saturday, July 13, 2013 7:29 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Support for F-35 basing in Vermont

I am writing in support of the F-35 basing in Vermont.

It frustrates me that a "few" people in one county in the state of Vermont seem so ignorant about a cause that strongly affects and effects the rest of Vermont, as well as New York and our country.

The F-35 program is vital to the members of the Vermont Air Guard for its mission, their members' employment and recognition of their hard work.

The F-35 program is also important to the communities around the Vermont Air Guard base as the members bring money into the area during training weekends/days for food, housing and entertainment.

These monies, the employment opportunities and the pride extend beyond our state border. Members travel from New York, New Hampshire and Massachusetts to work at the 158 Fighter Wing.

The 158th reputation also extends beyond our state, across the country and around the world, even prior to Sept 11, 2001. The unit has had made significant impacts and contributions in war time operations (Iraq, Kuwait, and Afghanistan) homeland defense (Operation Noble Eagle) and natural disasters (Ice Storm of 1998, and Hurricane Irene, as well as recent flooding).

The "few" people living near an established airport, effected by a little noise, willing to jeopardize the livelihoods of hundreds of thousands of others should be ashamed of themselves.

We are all just tiny specks in a much larger picture. The F-35 program would ensure the 158 FW of the Vermont Air Guard will continue to have a positive contribution to the global picture well into the future.

I hope the Air Force selects Vermont for its basing of the F-35. I have 100% confidence they will not be disappointed. The Vermont Air Guard will make them proud!

Vermonters lead the way!

Tari J. Trainer

July 13, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force for Installations – SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

RE: **F-35 will cause hearing loss and cardiovascular disorders**

Dear Mr. Germans and Ms. Ferguson:

To its credit, the Air Force discusses hearing loss and cardiovascular problems caused by aircraft noise in its draft Environmental Impact Statements (EIS). But the Air Force shortchanges the public and decision makers by relying on studies that are more than ten years old. Furthermore, the Air Force will violate even the out of date standard it describes in its own report if it decides to base the F-35 in South Burlington: 770 people live in a noise zone averaging above 75 dB that the Air Force report recognizes as subjecting people to hearing loss and cardiovascular risk.

Hearing loss: To its credit, the EIS mentions a 1999 study by Hartmut Ising whose "results indicate that repeated exposure to military low-altitude flight noise with Lmax greater than 114 dB, especially if the noise level increases rapidly, may have the potential to cause noise induced hearing loss in humans (page C-25)."

However, while the Air Force report gives average sound level contours on maps, it fails to say what the maximum noise level will be during flights over Winooski and Williston or whether its report of a maximum sound level of 115 dB on the ground as the plane reaches 1000 feet elevation on takeoff (page BR4-21) is representative of the expected sound level residents in those towns will be repeatedly subjected to. NO-10

The Air Force EIS also mentions a study showing that hearing ability was reduced significantly in individuals who lived near an airport and were frequently exposed to aircraft noise (Chen and Chen 1993) (page C-30). The EIS says that for this study "noise exposure near the airport was reportedly uniform, with [average sound level] greater than 75 dB and maximum noise levels of about 87 dB during overflights."

Regarding authoritative standards the Air Force EIS gives two:

> The National Academy of Sciences Committee on Hearing, Bioacoustics, and Biomechanics (CHABA) identified 75 dB as the minimum level at which hearing loss may occur (CHABA 1977). Finally, the WHO has concluded that environmental and leisure-time noise below an L_{eq} 24 value of 70 dB "will not cause hearing loss in the large majority of the population, even after a lifetime of exposure" (WHO 2000) (page C-24).

The Air Force EIS says that 770 people near Burlington airport will live in average noise zones above the 75 dB CHABA standard and that 3126 people will live in average noise zones above the 70 dB WHO standard (page BR4-33). Yet, the Air Force report omits mention that the Air Force will be acting in violation of both of these standards and putting hundreds or thousands of people at risk of hearing loss if it bases the F-35 in South Burlington. NO-17

Additional concern is raised by the Ising low altitude flight noise study quoted above, given that the Air Force report says people on the ground will be exposed to 115 dB when the F-35 reaches 1000 feet elevation on takeoff.

In addition, since all the hearing loss studies cited in the Air Force report are more than ten years old, the revised draft EIS should be updated to include the most recent results of studies on hearing loss in adults and children. NO-8

Cardiovascular disorders, including hypertension and heart disease: The revised draft EIS includes a number of studies demonstrating the association between noise exposure and cardiovascular disorders, including hypertension and heart disease (page C-25). Nevertheless, it concludes with this statement:

> In summary, there is no scientific basis for a claim that potential health effects exist for aircraft time average sound levels below 75 dB. The potential for noise to affect physiological health, such as the cardiovascular system, has been speculated; however, no unequivocal evidence exists to support such claims (Harris 1997).

However, all the studies cited in the Air Force revised draft EIS are more than ten years old. By contrast, a 2010 study, "Aircraft noise, air pollution, and mortality from myocardial infarction" by Huss et al. *Epidemiology*. 2010, 21:829–836 shows a substantial increase in mortality from heart attacks in people chronically exposed to aircraft noise greater than a day/night average level of only 60 dB.

The revised draft EIS also omits mention of a 2011 paper by Wolfgang Babisch, "Cardiovascular effects of noise," *Noise Health*, 2011; 13:201-4 which states:

> It is well understood that noise levels below the hearing damaging criterion cause annoyance, sleep disturbance, cognitive impairment, physiological stress reactions, endocrine imbalance, and cardiovascular disorders. . . The question at present is no longer whether noise causes cardiovascular effects, it is rather: what is the magnitude of the effect in terms of the exposure-response relationship (slope) and the onset or possible threshold.

. . .

> In the recently published [2009] World Health Organization (WHO) Night Noise Guidelines for Europe, it has concluded in its recommendations for health protection that there is 'limited' evidence that the risk of cardiovascular diseases increases for night noise levels (L night, outside) [averaging] above 55 dB.

The article further states that "the evidence is regarded as 'sufficient' by most experts, for

[daytime average] noise levels greater than 65 dB" to produce an increased risk of cardiovascular diseases.

In particular, all five studies shown in FIG. 2.4 on page 23 of the 2011 World Health Organization (WHO) report, "Burden of Disease from Environmental Noise," show an association between aircraft noise and the prevalence or incidence of high blood pressure. Three of these studies show this elevated risk beginning at an average sound level that is less than 65 dB DNL.

The omission of studies of the effect of noise on humans from the past eleven years appears to have been intentional. By contrast, the Air Force report is up to date on studies of noise effects on animals (see pages C-59 to C72).

Conclusion regarding health effects

The Air Force revised draft EIS provides neither members of the public nor the decision maker in Washington with up to date information on the health effects of basing the F-35 in the heavily populated area around the Burlington International Airport. The Air Force report should immediately be revised to include description of studies on health effects of noise, including aircraft noise, published during the past 10 years. Those studies, summarized in the 2011 WHO report, show serious negative health effects, particularly on cognitive development of children, cardiovascular disorders, and hearing loss from noise levels that are substantially lower than the 75 dB average mentioned in the EIS. NO-16

Even if the out of date 75 dB average asserted in the Air Force report is accepted–which it should not be–the Air Force report says that 770 people in Vermont will be in that zone and therefore at risk. But the recent studies lower that threshold, meaning that thousands of additional people will be put at health risk from basing the F-35 in South Burlington.

The omission of studies from the past ten years and the failure to recognize that serious health effects are manifest at substantially lower levels than 75 dB DNL are both gross errors in the revised draft EIS, and they both should be corrected before any final EIS or any final decision is issued.

If you have any questions please do not hesitate to call. Thank you very much.

Sincerely,

/Richard Joseph/ /James Marc Leas/

Richard Joseph James Marc Leas

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: barbara zucker
Sent: Saturday, July 13, 2013 8:08 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35s

When did our government and our military stop listening to the voice of the people? When did the population become so enfantalized that we are perceived as too dense to possibly know what is good for us; only those in authority can know and demonstrates this over and over as decisions are made without our consent. The F35s are a clear example of a process that excludes the majority of the people's wishes in the state of Vermont. How can we make it clearer? How can we make your hear us? How can we make you read these letters? WE DO NOT WANT THE F35'S IN OUR STATE, AT OUR AIRPORT, IN OUR LIVES, IN OUR EARS AND PART OF OUR ALREADY HEMORRHAGING BUDGET. We pride ourselves on being "the land of the free", but part of freedom is freedom of choice, freedom to actively participate in important decisions that will have a permanent impact on our lives, freedom for us and our children to have a good quality of life that includes silence. It is not too late to remember that you too are the people Mr. Germanos - do not bring these huge, unwieldy, costly malfunctioning and untried planes to Burlington. Barbara Zucker

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Skye Ellicock
Sent: Saturday, July 13, 2013 8:33 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO F-35s in Burlington, Vermont area!

To Whom it May Concern,

As a mother and citizen of Burlington, Vermont, I am writing to express my grave concerns over the possibility of basing the F-35 in the area. I am often with children in the area, and I see how scared they are of the noise the F-16s make. I do not want them to have to grow up with the noise of the F-35s. In fact, according to a 2010 report by the World Health Organization, as many as 50% of children living in high noise areas will suffer cognitive impairment. I believe it is completely immoral to make a decision that would condemn so many children to such a fate.

I work in a shop in Winooski, and already I need to pause conversations with customers while planes fly overhead. I can't imagine what it would be like with louder planes. As we deal with many people with illnesses and other sensitivities, I am sure we would lose some customers if the F-35s were based in Vermont.

These are only a couple of the myriad reasons I am against the F-35s being based in Vermont. I understand that the air force does not want to put the planes where they are not wanted. THEY ARE NOT WANTED HERE.

Many thanks for your time,
Skye Ellicock

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Craig Hill
Sent: Saturday, July 13, 2013 8:34 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to the F-35 Basing

Mr. Germanos,

I am against the basing of the F-35s at the Burlington International Airport. I am concerned about my residence along with the residences of the other citizens of Winooski. I believe I will not be appropriately compensated for my home, which I've spent my entire life work for. As it stands now the F-16s are louder than is acceptable. My communications in my home have to come to a stop when they are flowing over. In addition to the F-16s the C130 type aircraft fly around and around and around causing ruckus over our beautifully renovated city. I understand the existing presence, but the addition of louder aircraft is not desired. Not only will these planes be louder, but the likelihood of an incident is highly increased with these new aircraft and as my home is in line with the flight path I am concerned with the safety of my family. Please accept this email from a citizen of Winooski who wishes the F-35s not be based here.

Thank you for your time,

Craig Hill

James Marc Leas
Attorney at Law
Registered Patent Lawyer
37 BUTLER DRIVE
S. BURLINGTON, VERMONT 05403
FAX 651 691-0073
Sype: james.marc.leas
Skype phone 202 684-3496
e-mail: jimmy@vermontpatentlawyer.com
www.vermontpatentlawyer.com
Phone 802 864-1575
Cell phone 802 734-8811

July 13, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force for Installations – SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

RE: **Military Commanders Must Protect Civilians and Civilian Property and Must Not Use Civilians as Human Shields**

Dear Mr. Germans and Ms. Ferguson:

Even in the places our military attacks and makes war against, under the Geneva Conventions, military commanders must protect civilians and civilian property. Commanders face criminal charges for war crimes if they fail to protect civilians.

Also illegal under the Geneva Conventions is using civilians as human shields. Stealth first strike weapons are a legitimate military target. Placing stealth first strike weapons, such as the F-35, in a heavily populated area uses the civilians as human shields for those weapons. Using civilians as human shields is the opposite of protecting civilians.

Under Article 6 of the US Constitution, the Geneva Conventions are "the supreme law of the land."

Here in Vermont, we have a right to expect our military commanders to uphold the law and protect civilians.

On Thursday at a news conference held at the Vermont Air National Guard base, we heard a Vermont Air Guard commander instead putting their own jobs as the priority.

Even if Vermont Air National Guard jobs were at risk--and the Air Force issued a statement disputing that the jobs are at risk–commanders still have the responsibility to put civilian health, safety, and property first.

The Air Force report says that health effects, such as hearing loss, cardiovascular diseases, and

cognitive impairment of children, are credible in the 75 decibel average noise zone. The Air Force report also says that 770 Vermonters will be in that 75 dB zone if the F-35 is based in Vermont.

But the Air Force report understates the health risks. Far more people are at risk than these 770 Vermonters because the Air Force report omits mention of studies of noise effects on human health published after 2002. The omission must have been intentional because the report includes up to date studies on noise effects on animals. Those recent studies show that the risk extends even beyond the 7719 civilians living in the 65 dB contour. NO-8

Some say the F-35 is the sound of freedom. Going along with wrongful government policies is not what free people do. You can do that in a dictatorship. The sound of freedom is dissent. The sound of freedom is demanding that our Air Guard seek jobs that protect our health, our safety, our homes, and our children. The sound of freedom is demanding that no civilians be put at risk of hearing loss, cardiovascular disorders, and cognitive impairment of children. The sound of freedom is demanding no to way-higher crash risk. The sound of freedom is demanding that the Air Force live up to its responsibility under the Geneva Conventions to protect civilians. The sound of freedom is demanding no F-35.

If you have any questions please do not hesitate to call. Thank you very much.

Sincerely,

/James Marc Leas/

James Marc Leas

GS-1

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Ray Michaud
Sent: Saturday, July 13, 2013 9:11 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 in Burlington

Hello,

There have been a few very vocal people opposing the basing of the F-35 in Burlington, VT. I am in favor of bringing the F-35 to Vermont. There are many others in town who would also be pleased to have the F-35 based here. Proponents may not be as vocal but I believe we outnumber those who oppose.

Ray Michaud

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Melly Bock
Sent: Saturday, July 13, 2013 9:43 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO F-35's

To whom it may concern:
As a 70 y.o. grandma, wife and mother, and as a Burlington VT citizen concerned for the affected neighborhoods, I plead with the Air Force not to station these unhealthy planes in our environs.

There are other locales that will surely welcome these planes.
We in this environmentally conscious, wonderfully green state, do NOT.

Thank you for remembering our children's health and well-being.
Melly Bock

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Keith Epstein
Sent: Saturday, July 13, 2013 9:46 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: No to F-35 in Burlington and noise comments

I'm writing to request that you base the F-35 in a less populated area than Burlington, VT. I understand there is quite a bit of open air space when taking off from Burlington, but Chittenden County, where Burlington is located, is Vermont's most populus County. The number of people affected by noise during takeoff and any possible accidents is large.

I work on Harvest Lane in Williston VT, and if I'm outside when the F-16s take off, I have to cover my ears to avoid pain. I didn't see anywhere in the revised F-35A DEIS what the Lmax dB level is to an oberver on the ground in various places compared to the F-16. I am concerned that if the F-35 is louder, the sound may be loud enough to require ear protection. It is not feasible to wear ear protection when an airplane flies over. NO-18

I see table BR3.2-1 indicates the F-35A SEL and Lmax is 17 dBA higher than F-16C, but I can't determine the location on the ground where this table applies. I think the public should see a map of the predicted SEL and Lmax at various locations so they can compare the current noise to the predicted noise at their house or place of employment. Also I see in the table notes that the noise is "modeled". Measured noise, rather than modeled noise, should be used to make decisions. Noise modeling is useful, but not as accurate as measuring. Measurements of noise from both F-16C and F-35A should be included in the report. NO-19

Peak sound level (SEL and Lmax) should be considered and mapped in addition to the DNL. Both are important for mental health. If the duration of the sound is very short, DNL may be low even if the peak sound level is so high that it is intolerable or causes significant stress. I think this is important during the day, in addition to at night.

Keith Epstein

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Helen Douglas
Sent: Saturday, July 13, 2013 10:19 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS

YES, WE WANT YOUR PLANES IN SOUTH BURLINGTON, VERMONT Helen Douglas, 22 Hummingbird Lane, South Burlington, Vermont

LAURA WARREN

July 6, 2013

Nicholas Germanos
JHQ ACC/A7PS
129 Andrews Street
Suite 332
Langley AFB, VA 23665-2769

Dear Sir

I am writing to express my support for basing the F-35 Fighter jets in Burlington, Vermont. We live on the flight path of the existing fleet of fighter jets, about 15 miles outside of Burlington on the western facing slopes of the Green Mountains. We have lived here on this country road since 1977 and gladly endure the noise of the jets, knowing that they are flying to keep us safe and secure our freedom.

I still remember, with a grateful heart, the deep sense of comfort I felt on 9/11 when the jets were scrambled to deter the threat to our country. I did not care that the noise woke in during the night, because I knew they were helping us. There are indeed some folks in this area who too easily forget that freedom is NOT free, but I am writing to tell you that those dissenters are in the (noisy) minority. The noisy minority KNOWINGLY bought homes close to a busy, commercial airport, and the F-35 decision will not change that fact. There are many of us here in Vermont who support and indeed , thank our military for not only ensuring our freedom, but playing an important role in the local economy. I hope you will consider this when making your final decision.

Respectfully yours,

Laura Warren

Laura Warren

Maureen R. Belaski

GS-1

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St. Suite 337
Langley AFB, VA 23665-9900

Mr. Germanos,

I concur with the Air Force's assessment that Vermont is the preferred location for the F-35.

From the Draft EIS I understand that the F-35 will create sound similar to the F-16, and there will be 2,613 fewer operations per year and there will be no adverse health effects on citizens.

The Vermont Air National Guard has a long history of superb operation and maintenance of the F-16 and will be well suited for a follow on aircraft.

Maureen R. Belaski

Maureen R. Belaski

July 5, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 332
Langley AFB, Va 23665-2769

Dear Mr. Germanos:

We are writing to voice our opposition to the proposed basing of the F-35's at BTV. For the past 56 years we have lived next to the one-jet runway, being the house the closest at a distance of approximately 300 feet.

Over the years we have accepted that there would be noise but four times louder would be a disaster.Many homes in this area are on the market but are not selling because of this threat.

Many wealthy businessmen are sponsoring newspaper and television adds touting "Only six minutes a day, four days a week" which will be entirely incorrect. We have lived through probably seven new-type aircraft over the years and they train all day long, not only takeoffs but many low passes.

With 35 present pilots and 18 more expected it will be very hectic. There is a much-loved elementary school in close proximity which will undoubtedly have to be closed.

Mr. Ernie Pomerleau, a wealthy shopping center owner, has been paying for one-half page adds promoting the F-35's. He does not live or work near the airport so it is difficult to understand his motive.

We thank you for your consideration in this matter.

Respectfully,

Edward W. Garvey

Patricia G. Garvey

enc: 2

44 Dumont Avenue
South Burlington, Vt. 05403
802-864-7613

July 3, 2013

Dear Sir:

I was visiting my grandchild in South Burlington, Vermont, last week. In the space of one hour, several planes roared overhead, stopping all activity. Then I was told you're planning even more, and louder, F 35's. Please stop the plan: South Burlington is ~~[illegible]~~ densely populated. You're already ruining the quality of life with the current planes. Take these new ones to the unpopulated desert. My granddaughter is frightened and cries every time your planes go over.

Frances Caldwell

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Thursday, July 11, 2013 7:12 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 fighters in South Burlington, Vermont

Dear Mr. Germanos:

This note is in regard to the potential basing of F-35 fighter aircraft in South Burlington, Vermont.

I fully support the F-35's in Vermont and am very proud that we are being considered for such an important mission.

We have been residents of Vermont since 1964 and admire the role that the Vermont Air National guard has played serving our state and nation. We hope that this mission will continue because of our geographic location and the devoted men and women in the VT. Air National Guard.

I don't believe the added noise made by the F-35's over our present F-16's is a major problem. It's unfortunate that the opponents are so vocal and short sided. I believe that should some military attack take place on our nation, that they would be the first to ask for help.
They just don't see the big picture as to the many benefits having the F-35's here would bring to our state in terms of jobs and helping our economy.

I hope that the Air Force will select Vermont for an F-35 base.

Sincerely,

Ron Gabriel

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Jeff Goldberg
Sent: Thursday, July 11, 2013 7:46 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Basing of the F35s in Burlington, Vermont

I am a longtime resident of South Burlington, Vermont and offer my support for basing the F35s at the Vermont Air National Guard in Burlington.
Jeffrey Goldberg

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From:
Sent: Thursday, July 11, 2013 7:39 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: I support the F35's Coming to Vermont

To Whom it may Concern,

I support the F35's coming to Vermont. Every time I hear the current f16's I am thankful and secure knowing that we already have air supremacy. I don't think I ever felt as safe as I do when I hear them above.

Regardless of your decision whether or not to bring the F35's to Vermont I thank you and the US Air Force for your service and sacrifice

Respectfully Submitted

Charles Bishop Jr

Carol Ann Price

July 5, 2013
Mr. Nicholas Germanos
HQ Acc/A7Ps,
129 Andrews St. Suite 332
Langley AFB,VA 23665-2769

Dear Mr. Germanos,

I want you to know that I am totally opposed to the F35 jets coming to Vermont. Though I support the local National Guard these jets should never come to such a residential area because they will damage our quality of life and our environment. Not to mention that they are too expensive and a waste of our tax dollars. There are other areas that obviously scored higher (you have been lying to us throughout this process) because of Senator Leahy's position. But even now he admits he has doubts and the Mayor of Burlington is changing his position.

It should be clear to you by now that there is an huge number of people here that oppose the Jets. Real Estate agents have said property values will go down and that almost 3000 additional homes will now be in the unsafe noise area. This is a very tight real estate market and those families will probably not be able to find another home to move to in order to be outside the danger zone. Plus they may never be able to sell their home because we have to declare the noise danger. Most of the people who support the Jets do not live in the flight path. There was a huge meeting recently about the jets at the Unitarian Church in Burlington and it was standing room only and hundreds of people who were there are in opposition. There was even a spokesperson who told the truth about the Air Force scoring and let us know that we had been lied to which is a very sad statement about our Air Force Commanders. You have given us no plan for mitigating the noise. And buying up more homes to protect neighbors will be a disaster. The airport did that several years ago and the empty houses are left to decay and are used by drug dealers and the homeless. It has become a blight area. We can't afford anymore neighborhoods to go down that path. The teachers at the schools that are in the path of the current F-16 jets have to stop teaching while they fly over because of the deafening noise. I can't imagine how horrible it will be with the F 35. It is totally irresponsible for you to bring them here when you have other, better options. Send then somewhere where they are wanted. This will definitely hurt Senator Leahy and our other Democratic politicians in the long run. Everyone knows that this was a Tit for Tat because Leahy supported a spending bill for the Air Force. There have been protests on the streets and if the Jets come here there will be protests at the Air Guard. No matter how you look at it there will be a backlash. 60 Minutes might be interested in doing a story about the Air Force's mis-representation on scoring including your mis-representation about the numbers that support the Jets that had to be corrected in the Burlington Free Press story. I don't think the government needs any more negative stories.

It is time for you to just tell the truth and locate the Jets at a better suited, a less densely populated area. It will also be bad publicity since the area they will affect the most are the poorer areas and

families of Chittenden County. Never a good headline when it says "Air Force destroys the quality of life and the home values of the poorer neighborhoods in the area while spending millions over budget on these Jets in a difficult economic time. Please do the right thing and do not bring them to Vermont!

Sincerely,

Carol Ann Price

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: John Henning
Sent: Thursday, July 11, 2013 9:11 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Cc: Betty Goldberg
Subject: F35 in Burlington, VT

In favor of deploying these aircraft at VTANG. I live 1 mile from airport. It will be good for our national defense and good for the local economy. Win-Win.
John Henning 103 Old Farm Rd So.Burlington, VT 05403.

Sent from my iPhone

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Norma Corron
Sent: Thursday, July 11, 2013 11:26 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35 planes.

My family love every close to the Burlington Airport. We have grown used to hearing F16s roar over our area, and while the sound is disturbing, we can live with it. The thought of planes roaring overhead at 4 times the noise level is terrifying. However, to me, the obscene cost of these planes and the fact that these planes have not had enough time spent to work out any "bugs" frightens me more than anything else. T he fear that an accident could easily happen, in this densely populated area is mind boggling.My first wish is that this plane would no longer be in production, but certainly, they should not be based in the populous area of South Burlington. SA-1

Thank you for your consideration.

Norma and Wendall Corron

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: (Jean Sayseni)
Sent: Friday, July 12, 2013 12:02 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Drs. F-35 'bad for our children' | VT

Mr Germanos:

Regarding a VTANG basing, 3 Doctors say bad for children's health Air Guard says not noisier than F 16???? The Air Force needs to know all the propaganda and controversy surrounding this basing process is destroying our community. This is a very sad state of affairs, with no end it sight?
You must print this story on WPTZ news. It is truly unbelievable!

http://m.wptz.com/news/doctor-f35-bad-for-our-children/-/17442258/20911992/-/ep36s3/-/index.html

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Mike and Carleen
Sent: Friday, July 12, 2013 6:40 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: support for F-35's

I wish to offer my support for basing the F-35's in So. Burlington, Vt. I do not like noise any more than the next person, and we are occasionally on the flight path, though not near the airport ...but I feel our protection outweighs the inconvenience of sound on this issue. My husband Michael is ill and cannot voice his opinion, but knowing him as I do, he would also agree.

Carleen Lehouiller,

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Seth Paydon
Sent: Friday, July 12, 2013 6:49 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35

I say base them here! We only hear the f-16 at take off anyways! U can't hear them while there training! The f-35 would be the same! Yes a loud take off like the f-16 but once there in the ski! There not that bad! People of Burlington and winooski r just affraid of a good thing! And our pilots r some of the best in the world! Why not let them enjoy new plans Sent from my iPhone

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Cheney, Cynthia
Sent: Friday, July 12, 2013 7:47 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Vermont and F35s

Nicholas,

During the week following September 11, 2001 when air traffic was restricted, I could hear the VTANG fly over at night and I was very proud and thankful to know that they were protecting the Northeast air space.

While I do not live in the area in question, I have worked in that particular area for over 20 years right across the Winooski River from the airbase. It has been my experience that training flights are of short duration and planned for usually 2 per day. I do not think that should be a problem for people unless they expect it to be a problem. I think communication and education about this issue is key.

In short, I hope this is given approval to move forward in Vermont.

Cynthia

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Caroline
Sent: Friday, July 12, 2013 7:58 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: No to F-35!

If you have children/grandchildren I am sending this plea to you, from one parent to another, Please do not choose BIA as the first home to the F-35A. It is too costly and irresponsible to put these aircraft over our homes and childrens' schools.

Mr. Germanos, as your job is in public service, I strongly believe it is unconscientious to allow these aircraft to reside and train in such a densely populated region.

I have have been a Winooski homeowner in the 65b range for over 10years now. Now that I am a parent of a healthy two year old, I am advocating to keep my child safe from harm which includes:

Responding to Air Force regarding DEIS:

If The Air Force expects to have a higher probability of crashing w/ the F-35 vs the F-16 why would you and other elected public officials base them in such a densely populated area? (when it is clear there are other less densely populated location alternatives)

Sincerely,

Caroline Bergeron

Winooski homeowner and parent of a young child, living in 65b zone.

Sent from my iPhone

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Michael Long
Sent: Friday, July 12, 2013 7:58 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35 Basing Decision

Clear headed information is hard to find on this issue, but some things are clear: the process has been more political than objective and F35s are substantially louder than F16s.

Current noise levels intrude on normal life and conversation. Planes that are noisier still should be based away from dense residential development such as we have near Burlington International Airport.

Sincerely,

Michael Long

CITY OF BURLINGTON
BOARD OF HEALTH

645 Pine Street
Post Office Box 849
Burlington, VT 05402-0849
802-863-0442
802-652-4221 FAX
802-863-0450 TTY

BOARD OF HEALTH
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Linda Ayer
HEALTH OFFICER
William Ward

July 11, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 332
Langley AFB, VA 23665-2769
nicholas.germanos@langley.af.mil

Re: F-35 Basing at Burlington International Airport, Vermont

The Burlington Board of Health has determined that there is inadequate evidence for the demonstration of harm as well as inadequate evidence for the demonstration of safety in basing the F-35 at the Burlington International Airport. SA-6

Therefore, the Burlington Board of Health cannot endorse basing the F-35 in Burlington until the Air Force completes a full health impact assessment following criteria established by the Centers for Disease Control and Prevention.

Austin Sumner, MD, MPH - Chair

cc: Mayor Miro Weinberger
Burlington City Council
Governor Peter Shumlin
Senator Patrick Leahy
Senator Bernie Sanders
Representative Peter Welch
Vermont Department of Health, Commissioner Harry Chen, MD

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GO-1

From:
Sent: Friday, July 12, 2013 8:55 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Opposed to the F-35 Basing in Burlington.

Mr. Germanos,
I usually do not write letters like this, but with the potential of the F-35 coming to Burlington, I thought I would sit down and take the time to let you know that I strongly object to the basing of the F-35s in Burlington, Vermont.

I've been following the debate for a while now, trying to educate myself from both sides of it, and I've also been researching the F-35 weapons program. This plane should be based where there is the least impact on civilian life, and to base it right in the middle of a thriving urban community seems like it has the highest potential for failure. I read in an article recently that most of the comments you've received have been from Vermont, and that you've received ready made postcards from both sides, from the Green Ribbons and from the opposition. Why would the air force want to even deal with basing the plane where there was such activity when they could base it some place more remote where there is no opposition at all?

I understand the Guard's desire to have the plane, that they're fearful they'll lose their "mission". But is my opinion that Vermont is definitely not well suited to host the basing of these planes. From what I've read about the plane and it's shortcomings, I'm not even sure they would want it. It might be a blessing in disguise if they were passed over for this plane.

I know these letters carry very little weight in the decision making process, and I sometimes wonder why it is even an option. Does it give the citizen the illusion of being involved in the process? that this is a democratic process? I don't know, but I do hope you take all of the oppositional letters under consideration when the decision does get made.

I'm sure you're aware of all of the low-income families that would be impacted if the plane were brought to Burlington, and I'm sure you're aware of the studies of noise impact on children. These are only a few of the reasons why the F-35s would be better hosted elsewhere.

Thanks for your time,

James Nelson

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Jill Kilpatrick
Sent: Friday, July 12, 2013 9:12 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Letter from a concerned Winooski Home Owner

Dear Mr. Germanos,

I am writing to express my concern about the F-35s being located in Chittenden County. I recently, after a lot of hard work, planning and careful saving, bought my first home, in Winooski. My fiancé and I are to be married in December and look forward to raising a family in this home and enjoying it for many years to come.

We were warned against buying in Winooski by many people because of being in the flight path, but my fiancé is originally from Manhattan and used to noise, and we decided that the regular airport traffic wouldn't bother us too much, and it has not. It is now my understanding that the current air traffic noise we experience is completely negligible compared to the noise of the F-35s.

In reading the Air Force's own revised DEIS report on the impacts of the kind of noise pollution that would come from the F-35s I have become gravely concerned for the health of my family, the value of my property, and the long term impact on my community. I am writing to say I stand with my city council and echo their statement; "In the interest of protecting the public health, quality of life, and economic rights of its citizens, the City of Winooski resolves that the Burlington Airport be removed from consideration for the current basing of F-35 fighter jets." GO-5

It has come to my attention that there are a number of more suitable sites for the F-35s, where the impact on residential areas would be significantly less than if sited in Burlington. Please help keep my family, community, and property safe and choose one of the other sites for these fighter jets.

Respectfully,

Jillian Kilpatrick

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

GS-1

From: Marclay Davis
Sent: Friday, July 12, 2013 9:18 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F35

I live in Vermont and I want the F 35's here in Burlington, they belong with " The Green Mountain Boys"

Marclay Davis,

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Cynthia Rossi
Sent: Friday, July 12, 2013 9:18 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: No F35's in VT.

Stop the F35 from coming to VT, for our children's health, for our affordable housing around the airport. Please, not in VT.

Sent from my iPad

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: eastrunner@aol.com
Sent: Friday, July 12, 2013 9:49 AM
To: eastrunner@aol.com
Subject: F-35As MUST NOT BE BASED IN BURLINGTON

Frank B. Haddleton
Attorney at Law
P.O. Box 64649
Burlington, VT 05406

(802) 363-9352
Fax: (802) 652-4801

Admitted in Vermont and Massachusetts July 12, 2013

By U.S. Mail and by email

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

Governor Peter Shumlin
109 State Street, Pavilion
Montpelier, VT 05609

Ms. Kathleen Ferguson
Deputy Asst Secretary of the Air Force
For Installations SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

Mayor Miro Weinberger
149 Church Street
Burlington, VT 05401

Re: No F-35's in Burlington, Vermont

Dear Mr. Germanos, Ms. Ferguson, Governor Shumlin, and Mayor Weinberger:

Anybody who still believes that the basing of the F-35A at the Burlington airport is justifiable or reasonable has not reviewed the current medical literature about the clear connection between noise pollution and very serious, chronic health conditions, including cardiovascular disease. The impact on children is even greater, affecting their cognitive development and scholastic performance at a very critical point in their lives. I enclose, for your review, a short introduction to some of this material.
http://articles.mercola.com/sites/articles/archive/2013/06/05/air-noise-pollution.aspx

Any individual involved in the F-35A deployment decision-making process has an obligation to review the current medical literature and understand that these jets absolutely cannot be based in an area where there are significant numbers of residences or schools. The mandate of our government in general, and of the Air Force in particular, is to promote the health and safety of U.S. citizens. Basing the F-35A in Burlington will have a dramatic, negative impact on the health and safety of Burlington area residents. NO-8

The local opposition to the basing of the F-35A is enormous. The noise from the F-16s is already unacceptable. Unfortunately, most people have concluded, based upon the comments of Governor Shumlin and others, that their opinions don't matter. GP-4

Yours sincerely,

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Both Air And Noise Pollution Increase Cardiovascular Risk

June 05, 2013 | 18,660 views

By Dr. Mercola

Air pollution and noise pollution often go hand-in-hand, as some of the most heavily air-polluted areas are also those near loud busy roadways and airports.

Because of this connection, some have tried to dismiss studies linking air pollution to increased heart risks, blaming it on the noise in the area instead – and vice versa.

Now new research has settled this point of contention, as it looked at air pollution and noise pollution simultaneously… and found that each form of pollution was *independently* associated with heart risks, specifically subclinical atherosclerosis, or hardening of the arteries.

Air Pollution and Noise Pollution: A Double Whammy to Your Heart

If you live near a busy highway, you're likely being simultaneously exposed to two major pollution sources that can harm your heart: air pollution *and* noise pollution from the traffic.

In a German study of more than 4,200 people, researchers used a measure of arterial hardening known as "thoracic aortic calcification" (TAC) to estimate heart risks. Exposure to fine particle air pollution increased TAC scores by nearly 20 percent while exposure to noise pollution increased TAC by about 8 percent.[1]

This was *after* controlling for other variables that may influence heart health, such as age, gender, smoking, physical activity, alcohol use and more. What this means is that people living in high-risk areas need to account for both types of pollution to protect their heart health. As researchers noted:[2]

> *" … both exposures seem to be important and both must be considered on a population level, rather than focusing on just one hazard."*

Air Pollution Is Strongly Tied to Heart Risks

You may think air pollution mostly impacts your lungs, but it actually has a serious impact on your heart, as well. In fact, the US Environmental Protection Agency (EPA) estimates that 5 percent or more of heart disease deaths may be related to air pollution exposure.[3]

For starters, it's known that exposure to one type of air pollution, ozone, may trigger inflammation of your vascular system, increasing risk factors associated with heart disease.

Ozone exposure has also been linked to a change in heart rate variability and a reduction in the ability of blood clots to dissolve, both of which can lead to heart problems.[4]

Additional research published in the journal *PLoS Medicine*[5], showed that, on average, the thickness of the carotid artery increased by 0.014 millimeters per year after other risk factors such as smoking were accounted for.

Those who had higher levels of exposure to fine particulate air pollution experienced thickening of the inner two layers of the carotid artery (which supplies blood to your head) quicker than those exposed to lower levels of pollution. According to the authors:

Story at-a-glance

If you live near a busy highway, you're likely being simultaneously exposed to two major pollution sources that can harm your heart: air pollution and noise pollution from the traffic

Exposure to fine particle air pollution increased TAC scores (a measure of arterial hardening) by nearly 20 percent while exposure to noise pollution increased TAC by about 8 percent, according to new research

Both fine particle matter air pollution and noise pollution are believed to increase your cardiovascular disease risk through similar biologic pathways, including by causing an imbalance in your autonomic nervous system (ANS)

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> *"Linking these findings with other results from the same population suggests that persons living in a more polluted part of town may have a 2 percent higher risk of stroke as compared to people in a less polluted part of the same metropolitan area."*

For people with existing heart conditions the risk may be even steeper, with one study showing that breathing exhaust fumes from heavy traffic may trigger a heart attack among this population – a risk that continues for up to six hours afterward as well.[6] Simply being in heavy traffic has even been found to triple the risk of suffering from a heart attack![7]

Interestingly, both fine particle matter air pollution and noise pollution are believed to increase your cardiovascular disease risk through similar biologic pathways, including by causing an imbalance in your autonomic nervous system (ANS). Your ANS is intricately involved in regulating biological functions such as blood pressure, blood sugar levels, clotting and viscosity.

How Does Noise Pollution Harm Your Heart?

According to research published in *Environmental Health Perspectives*, long-term exposure to traffic noise may account for approximately 3 percent of coronary heart disease deaths (or about 210,000 deaths) in Europe each year.[8] But how exactly does noise harm your heart?

One of the key ways is by elevating stress hormones such as cortisol, adrenaline, and noradrenaline, which, over time, can lead to high blood pressure, stroke and heart failure. One review of research showed that "arousal associated with nighttime noise exposure increased blood and saliva concentrations of these hormones even during sleep."[9] Deepak Prasher, a professor of audiology at University College in London and a member of the WHO Noise Environmental Burden on Disease working group, states:[10]

> *"Many people become habituated to noise over time… The biological effects are imperceptible, so that even as you become accustomed to the noise, adverse physiological changes are nevertheless taking place, with potentially serious consequences to human health… Taken together, recent epidemiologic data show us that noise is a major stressor that can influence health through the endocrine, immune, and cardiovascular systems."*

The impact can be significant. Among women who judge themselves to be sensitive to noise, chronic noise exposure increased the risk of cardiovascular mortality by 80 percent![11] Chronic noise exposure also leads to health risks beyond your heart, such as hearing loss, diminished productivity, sleep disruption, impaired learning and more. Air pollution similarly causes wide-reaching risks to health…

Air Pollution Also Tied to Hyperactivity in Kids

In related news, a study found that children exposed to traffic-related air pollution before their first birthday had a higher risk of hyperactivity at the age of 7.[12] The research suggests that air pollution may be having a negative impact on brain development, possibly by causing blood vessels to constrict or causing toxic buildup in the brain.

Noise pollution has also been tied to risks specifically in children, including an impairment in reading comprehension and long-term memory among those exposed to chronic aircraft noise.[13] Like adults, children living near heavy traffic areas may be at significant risks of health issues from exposure to both noise *and* air pollution simultaneously.

Air Pollution: What Can You Do to Lower Your Risks?

If you happen to live in a heavily polluted area, the *best* option is to move, but I realize that isn't always a practical option. For most people, it's better to focus your attention on your immediate environment, which you have more, if not full, control over. The most effective way to improve your indoor air quality, for instance, is to control or eliminate as many sources of pollution as you can first, before using any type of air purifier.

This includes accounting for molds, tobacco smoke, volatile organic compounds from paints, aerosol sprays and household cleaners, pesticides, phthalates from vinyl flooring and personal care products, pollutants from pressure-treated wood products, radon gas and more (see tips below).

The next step to take is free—open some windows. Of course, this can only take you so far, but it's an important and simple step. Next, since it is impossible to eliminate ALL air contaminants, one of the best things you can do is incorporate a high-quality air purifier. My recommendations for air purifiers have changed over the years, along with the changing technologies and newly emerging research. There are so many varieties of contaminants generated by today's toxic world that air purification manufacturers are in a constant race to keep up with them, so it pays to do your homework.

At present, and after much careful review and study, I believe air purifiers using Photo Catalytic Oxidation (PCO) seem to be the best technology available. Aside from using an air purification system, there are a number of other steps you can take to take charge of your air quality and greatly reduce the amount of air pollutants generated in your home:

- Vacuum your floors regularly using a HEPA filter vacuum cleaner or, even better, a central vacuum cleaner that can be retrofitted to your existing house if you don't currently have one. Standard bag or bagless vacuum cleaners are another primary contributor to poor indoor air quality. A regular vacuum cleaner typically has about a 20-micron tolerance. Although that's tiny, far more microscopic particles flow *right through* the vacuum cleaner than it actually picks up! Beware of cheaper knock-offs that profess to have "HEPA-like" filters—get the real deal.
- Increase ventilation by opening a few windows every day for 5 to 10 minutes, preferably on opposite sides of the house. (Although outdoor air quality may be poor, stale indoor air is typically even worse by a wide margin.)
- Get some houseplants. Even NASA has found that plants markedly improve the air! For tips and guidelines, see my previous article The 10 Best Pollution-Busting Houseplants.
- Take your shoes off as soon as you enter the house, and leave them by the door to prevent tracking in of toxic particles.
- Discourage or even better, forbid, tobacco smoking in or around your home.
- Switch to non-toxic cleaning products (such as baking soda, hydrogen peroxide and vinegar) and safer personal care products. Avoid aerosols. Look for VOC-free cleaners. Avoid commercial air fresheners and scented candles, which can out gas literally thousands of different chemicals into your breathing space.
- Avoid powders. Talcum and other personal care powders can be problematic as they float and linger in the air after each use. Many powders are allergens due to their tiny size, and can cause respiratory problems
- Don't hang dry-cleaned clothing in your closet immediately. Hang them outside for a day or two. Better yet, see if there's an eco-friendly dry cleaner in your city that uses some of the newer dry cleaning technologies, such as liquid CO2.
- Upgrade your furnace filters. Today, there are more elaborate filters that trap more of the particulates. Have your furnace and air conditioning ductwork and chimney cleaned regularly.
- Avoid storing paints, adhesives, solvents, and other harsh chemicals in your house or in an attached garage.
- Avoid using nonstick cookware, which can release toxins into the air when heated.
- Ensure your combustion appliances are properly vented.
- Make sure your house has proper drainage and its foundation is sealed properly to avoid mold formation. For more information about the health dangers of mold and how to address it, please see this previous article.
- The same principles apply to ventilation inside your car—especially if your car is new—and chemicals from plastics, solvents, carpet and audio equipment add to the toxic mix in your car's cabin. That "new car smell" can contain up to 35 times the health limit for VOCs, "making its enjoyment akin to glue-sniffing."[14]

Tips for Eliminating Noise Pollution Using... Noise

We've covered air pollution, but what can you do about *noise* pollution in your home to protect your heart and overall health? If you live in a very noisy area, such as near a highway or airport, you may want to consider moving.

If that is not an option, consider adding acoustical tile to your ceiling and walls to buffer the noise. At the very least, you can sound-treat your home by adding heavy curtains to your windows, rugs to your floors and sealing air leaks. If noise is only an issue occasionally, sound-blocking headphones can eliminate such disturbances.

If noise is an issue during the night, you may want to consider adding *pink noise* to your bedroom. Pink noise is steady with a consistent frequency, like the sound of wind or constant rain. Research shows that steady pink noise can help slow down and regulate your brainwaves for more stable sleep and improved sleep quality.[15] While pink noise CDs are available, you can also simply turn on a fan in your bedroom to block out noise disturbances and instead take advantage of this beneficial type of pink noise.

[+] Sources and References

[+] Comments (30)

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Alison Schwartz
Sent: Friday, July 12, 2013 10:22 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: PLEASE do not base the F-35s in Burlington, VT

Mr. Germanos,

My name is Alison Schwartz. I am an elementary school teacher who owns a home in South Burlington, Vermont. I am troubled by the Environmental Impact Statement's assertion that much of the area near where I live will be "Unfit For Residential Use" and an "Accident Potential Zone" should the Burlington International Airport be selected to receive the F35s in this round of basing.

While I did purchase my home with the understanding that I am close to the airport and the knowledge that the F16s and other military aircraft fly above...I wasn't made aware, until after reading the EIS, that the "Unfit For Residential Use" and "Accident Potential Zone" label would become the new designation for so much of the local residential area should the F35s be based in Burlington VT.

I am not an alarmist, but I have read the EIS, and the contents are troubling. Not only am I concerned about these areas becoming unfit for residential use, but as a teacher serving the local community, I'm also concerned about the increased noise and it's adverse health impacts and cognitive impairment of children. NO-11

I would like to echo the sentiment of my neighbors by requesting that Burlington International Airport not be selected in this round to receive the F35.

Sincerely,
Alison Schwartz

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Brendan Bush
Sent: Friday, July 12, 2013 10:38 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: in opposition to F-35 basing in VT

I am writing to express my opposition to basing the F-35 in Burlington, VT.

Thank you for your consideration.

Kindly,
Brendan Bush

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Amanda Schwartz
Sent: Friday, July 12, 2013 10:39 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: opposed to the basing of the F35A in South Burlington VT

I am writing to you on behalf of my sister Alison Schwartz. She own the best little red cottage around the corner from the airport. Please DO NOT put the F35A base at the airport.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Curt Carter
Sent: Friday, July 12, 2013 10:46 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F-35 letter of support
Attachments: F-35 support letter.docx

Dear Mr. Germanos,

Attached is a letter of support for the basing of the F-35 in Vermont. Please enter it into the record for the E.I.S.

Thank you,

Curt Carter

102 Governor Peck Road,

Jericho, VT 05465

July 12, 2013

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St. Suite 337
Langley AFB VA 23665-9900

Dear Mr. Germanos,

I would like to offer a comment regarding the Updated Environmental Impact Statement.

As with the initial E.I.S. it is apparent that the authors have not taken into account the actual take off and landing implementation of the pilots of the Air National Guard at the Burlington airport. With the F-35 it will no longer be necessary to do the afterburner takeoffs that are currently happening with the F-16s. In addition the E.I.S. did not seem to consider the ability of the pilots to adjust their takeoff and flight characteristics to minimize adverse sound impacts. These same pilots have demonstrated the ability to operate at a much lower sound level than the worse case scenario cited in the E.I.S.

Only long term residents remember the sound level of the A-4s that fled out of Burlington before the F-16s. They certainly seemed to be even louder than the current F-16s.

I support the basing of the F-35 in Vermont not only for the importance of its defense mission but because it will not have an adverse environmental impact.

Curtis W. Carter

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: DONALD MACDONALD
Sent: Friday, July 12, 2013 11:34 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Cc:
Subject: F35 Burlington, Vermont

Greetings

The New York Times editorial of 7/15/2012 contained information on the F22 and F35 jets under development by the Pentagon. It discussed ongoing problems, the F22 mired in performance issues the F35 in cost overruns. This being the first I heard of the program, I decided to read up on the subject.

The program is the costliest, most advanced stealth fighter jets in the world. Questioning and researching information is not fear mongering, it is doing due diligence.

I respect our congressional delegation very much. Their stands on numerous issues have been bold and outstanding for years. I may be missing something, so I'd to hear their reasoning on the subject.
Not "If we don't get it, it'll go somewhere else". Please. Something rational well, thought out.

The information from the Business Groups is predictably wrong.
After some research, they have finally admitted the F35 is loud. Gee!
They attempt to minimize the effect by making statements such as "it's only 6 minutes a day", "it's the same as the F16" or my favorite "It's the sound of freedom" Wrong. Look at the science. The F35 is three times louder than the F16. "Real estate won't be effected" Oh yeh. Look at the most RECENT area map.Yes, the warehouse

districts are not effected, but no one lives there. The palatial estates on Dorset won't be effected, but the peasant neighborhoods of South Burlington and Winooski will be. (Surprise, Surprise)

The real estate and cost overruns are not the most important issues. Two things stand out: vibration (caused by noise), and lies (oft repeated bogus information, ei: propaganda). The F22 has been grounded since the discovery of cracks. Lockheed-Martin has been unable to identify the source. (vibration, noise perhaps?)

In conclusion, lets perform due diligence, and forget about

jingoistic rubbish. The business community has been shortsighted for many years on important issues. Vermont Yankee, the dams on

the Connecticut and Deerfield Rivers, single payer health care, etc etc. Let's think about ourselves, our families, future generations, and

friends in Lac Megantic, PQ. I've concluded the F22 and F35 are

dogs that can't hunt and won't fly. They won't be here or any where

else. Move On Time

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Paul Markowitz
Sent: Friday, July 12, 2013 11:35 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: No to the F-35s

Please don't base these noisy planes in Vermont - they will disrupt our peaceful way of living up. Take them to places where there aren't as many people living. Thanks. Paul

Paul Markowitz

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Wendy Hendrickson
Sent: Friday, July 12, 2013 11:37 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: F 35

I am against basing the F 35 in
Burlington after researching the adverse effects of noise ,at those decibels ,on children as well as adults. The preservation of neighborhoods should be our main concern not resettling families that have been there for generations.
Thank you
Wendy Hendrickson

Sent from my iPhone

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Abby van den Berg
Sent: Friday, July 12, 2013 12:09 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Opposition to basing the F-35 in Vermont

Dear Mr. Germanos,

I am writing to voice my strong opposition to basing the F-35 in Vermont. In general, I think that the proposed area is too heavily residential for this type of base to be suitable. Specifically, as a South Burlington resident living on Gilbert Street, the F-35 would have many negative impacts for me, including increased noise levels and reduced air quality around my home, as well reducing the overall value of my home should I try to move from the neighborhood to avoid these impacts. For me, there is simply no positive impact of basing these planes here.

Sincerely,

Abby van den Berg

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Donna Watts
Sent: Friday, July 12, 2013 12:14 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: No F35's in Burlington!!!

Mr. Germanos,

The basing of the F35 in an airport SURROUNDED by a wonderful community like the Burlington area is UNCONSCIOUSABLE! If this is a political plum to Leahy, it is a poison apple to the people who live here. People who chose this community for the life it offered, despite the fact that housing is expensive compared to incomes. I used to live in the neighborhood near the airport, but moved in order to get a garage. That was before the F16's got their external fuel tanks, and become so much louder.

Now children cower, cry, and scramble and shove to get to perceived safety when planes take off while they our outside that wonderful school. Disabled kids just cry and cover their ears. Classes have to stop, and local businesses have to stop phone calls until the planes are gone. And this is BEFORE THE F35 EVEN COMES!

The Air Force's own DEIS shows states that areas exposed to DNL over 65 dB are not compatible for residential use. i.e.. NO ONE SHOULD HAVE TO LIVE THERE! With the new information form the 2010 census, the number of households affected would be 3,400., and the number of people would be over 7,700!

People who bought homes in good faith will now have to deal with these facts:

-NO ONE chooses to live where here is loud noise.--even just street traffic.

-No one will want to pay you what your home is worth, so you don't have enough money to buy something better further away.

-The Burlington area has less that a 2% availability of unoccupied properties. Local contractors are not building comparable reasonably priced homes. These people have no where to go!

-Even if you don't mind the sound, your body does, and your blood pressure goes up, with accompanying risks of heart attack and stroke.

--This volume is damaging to the development of children, and the health of those at risk, like the sick, & the elderly.

-Excessive noise causes increased aggression in those prone to this, such as those with mental illness, and autism.

--This will increase the problems of those with post-traumatic stress, like your own VETERANS and refugees who live in these areas.

-Air pollution will increase with the greater amount of fuel used, causing respiratory illness and cancers to increase.

I'll stop here, but be it known, IF YOU DECIDE TO SEND THE F35'S TO VERMONT, this will only be the START of the Protests!
There are lots of green mountain boys, and women, that are NOT in the military!

Send these planes somewhere that has a buffer zone, where they are wanted.

Donna Watts

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: Paul Ugalde
Sent: Friday, July 12, 2013 12:20 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Opposed to F-35 embed at VTANG

Dear Mr. Germanos,

I wish to add my message of opposition to the embedding of the F-35 at the Vermont Air National Guard station in Burlington, Vermont.

You have already received countless messages detailing the problems of increased noise, impact on children's health, loss of property values, etc. I won't belabor any of those points. Somehow, and despite the fact that the Air Force admits Burlington does not rank high on the environmental scoring, it still favors VTANG for cost reasons and other factors.

This is not an easy decision on anyone's part, and there is the assumption (mine, at least) of political favors being traded.

My best hope is that the Air Force, the Pentagon, even the pathetic U.S. Congress will finally decide that the cost overruns, design problems and "mission misfit" will doom the F-35 before it becomes operational. I have this quaint belief in the power of common sense.

Please mark me a firm NO TO THE F-35. Thank you.

Paul Ugalde

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 1:24 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #1

… because it is corrupting local politics [see below].

William Boardman

Vermont Government Rots from the Top

A Weapon of Mass Destruction, F-35 Also Destroys the Democratic Process

By William Boardman panthers007@comcast.net

[NOTE: Written before the public meeting on July 8, about F-35 basing in Vermont, this piece predicts the outcome. The prediction is correct, but most of the post-meeting coverage has less detail, background, and context than this pre-meeting exercise. The meeting drew about 150 people, lasted almost four hours -- see end for outcome.]

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F-35, At $400 Billion And Counting, Is a Symptom of Much Greater Disease

When the city council in a city of just 18,000 people reverses a vote it took a year earlier, it's not usually off national significance, but if the South Burlington City Council votes as expected on July 8, in support of basing the F-35 strike fighter in Vermont, it will illustrate how deep the tentacles of national power reach into local government in this country.

The F-35 nuclear-capable bomber, designed for aggressive war, is one of the more obvious tumors of the military-industrial-political cancer that has metastasized throughout the American system, from Congress and the Pentagon in Washington, D.C., all the way, now, to the five member city council in South Burlington.

In 2012, the city council was led by a retired Air Force colonel who at first supported having the F-35 as a noisy neighbor -- until she researched it carefully. After Col. Rosanne Greco, a former Pentagon planner, presented her findings to the council (and the public), the council voted on two separate occasions – 4-1 and 4-0 – that the F-35 should be based elsewhere.

F-35 Boosters Bought the Government They Wanted in South Burlington

And then there was an election in March 2013 in which councilor Pam Mackenzie – who had been the lone vote in favor of the F-35 – helped bankroll perhaps the most expense local election ever, supporting two candidates who are now poised to vote with her and in favor of basing the world's most expensive weapons system in a city where it will have significantly destructive effects on the civilian population. If it happens, this will be a deliberate and callous vote in favor of inevitable collateral damage, without redeeming social importance.

According to the Air Force's own study, the F-35 is much louder than the F-16s presently based at Burlington International Airport, and those quieter planes have already made more than 200 homes uninhabitable. The F-35 would render another 1,300 or more homes uninhabitable because of noise – a wholesale destruction of affordable housing in a market where affordable housing is already scarce enough.

None of the public officials who support basing the F-35 in Vermont's most densely populated area – not the Air Force, not Vermont's Democratic Sen. Patrick Leahy or independent Sen. Bernie Sanders, nor Democratic Rep. Peter Welch nor Democratic Gov. Peter Shumlin, nor Democratic Mayor of Burlington Miro Weinberger, nor any other statewide elected official – not one of them has even expressed serious concern over the destruction of housing for lower income Vermonters, much less put forward a serious plan to mitigate the destruction.

It's Military Pork, It's a Career Boost, Why Should We Talk About It?

Most Vermont political office holders duck the issue entirely, or, like Democratic Speaker of the House Shap Smith, hide behind the fiction that the decision is up to the feds – at the same time the feds are inviting public comment. Smith and his allies have been able to block those House members who oppose the F-35 from getting a serious vote on the issue.

And now the city council of South Burlington includes people who, like Sen. Leahy's relatives, stand to gain personally from an Air Force decision in their favor.

As soon as Pam Mackenzie, daughter of an Air Force veteran, had funded the successful election of two allies, she enjoyed their support in replacing Greco as council chair, with herself. In May 2012, when Mackenzie was trying to block public discussion of the F-35, a reporter described her publicly stated reasoning this way:

"Pam said that she supports the guard in anything they want to do because her dad was in the air force. That's it. She voted against providing the public with a forum to question and discuss the impacts of the F-35 because of personal bias."

Conflicts of Interest Outweigh The Harm The Public Will Suffer

Mackenzie is the CEO of the DeckerZinn management consulting firm. Although she has Air Force ties and spent lavishly to elect allies to the council, she has not apparently made any formal disclosure of conflicts of interest, nor has she apparently recused herself from involving her official duties with her personal interests.

One of her new allies was an opponent when Mackenzie was first elected in 2012. But this time she supported Chris Shaw who describes himself on Twitter as a "husband, hockey dad, teacher, city councilor, justice of the peace, lax bro and responsible renegade -- just your average brainy, brawny, balding badboy!"

Shortly after his election, Shaw said: "I don't have a specific policy change agenda. My agenda is to be a respectful listener."

What These People Say Has Little Relevance To What They Do

Shaw ran as a supporter of local basing of the F-35, as did the other Mackenzie beneficiary, Pat Nowak, an investment advisor who refused to disclose her party affiliation during the campaign. But they ran as a team, with Mackenzie's largesse and support of the F-35 in common.

By all accounts, significant outside money also helped make this campaign roughly ten times more expensive than the usual city council races, but Vermont's campaign reporting laws are such that demonstrating the exact dimensions of a candidate's spending is difficult.

<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

According to Seven Days, “Shaw and Nowak are representative of a South Burlington ‘old guard’ aligned closely with developers and other business interests.” The Burlington Free Press reported that Nowak and Mackenzie “agreed, for instance, that a new vote on the F-35 is not high on their agenda.
<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

During the campaign, Nowak said in an interview: “The single most pressing concern for our city is the degree of divisiveness that has entered the everyday processes of operation and decision making. It could be said that great issues are at stake and disagreement is normal and healthy. I don’t believe the atmosphere derives from the issues -- they could be settled with research, analysis and civil discussion.”
<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

With An Opportunity to Hear New Health Information, Council Stonewalls
<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

At the July 1 council meeting, four women, three of them elderly and living at a facility within the zone the F-35 will make uninhabitable, asked the council to delay its July 8 meeting for 48 hours. As reported in Vermont Commons:
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<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

“All four of the women who addressed the South Burlington city council where soft spoken, polite and brief….

“These women were petitioning for a delay because they wanted citizens to have the opportunity to attend another public meeting, this one regarding the effects of aircraft noise on the health of children, before making up their minds on the F-35 basing. This July 9th public meeting will feature doctors and researchers sharing their knowledge of the health effects of airplane noise on children’s physical and mental health and learning ability.”
<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

At that July 1 meeting, Nowak was absent and unable to support any further “research, analysis and civil discussion.”
<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

Shaw showed little capacity for being “a respectful listener,” as he made personal attacks on his fellow council member, Greco. He adamantly opposed hearing any new information about the F-35 and refused to discuss it rationally, according to the transcript of the meeting.
<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

Mackenzie and Shaw refused to postpone the July 8 meeting. Their minds were apparently made up, their decision made, information of any sort would just waste their time.
<https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

As Mackenzie put it, “I don’t have to justify my reasons.” hris Shaw <https://si0.twimg.com/profile_images/2850266839/396754df1c12d8c7407b7c625d121721.jpeg>

POSTSCRIPT: Predetermined Vote Plays Out as Pre-Scripted

More than 150 people turned out for the meeting in the stifling local elementary school gym located a quarter mile from the airport runway.

Most of the audience opposed basing the F-35 in their small city. For reasons that are unclear, people in favor of the F-35 got to speak first. Some 70 people in all spoke, overwhelmingly opposed to the $400 billion strike fighter, but council chair Mackenzie called for a vote before all the speakers were heard. Greco objected to this as a violation of the rules of order. Mackenzie plowed ahead.

Mackenzie continued to refuse to explain to her constituents why she was voting as she was. He refused to explain why she was the only council member who wasn’t explaining her vote. She said she would explain something later.

The council voted 3-2 in support of the F-35, as had been decided well in advance.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 1:31 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #2

… because it has corrupted national politics [see below].

William Boardman

Military-Industrial Complex Owns Vermont

F-35 BOMBER WOULD BE A FAT TARGET, IF VERMONT DEMOCRACY WORKED

By Wiliam Boardman

The Vermont Congressional delegation and other elected officials still refuse to explain why they support basing the first strike nuclear-capable F-35 <http://www.npr.org/2013/01/03/168549286/the-f-35-fighter-jet-the-cost-and-controversy> in the midst of Vermont's most populated area even though the Air Force itself says the single engine jet is so loud it will destroy private homes as effectively as if they were bombed.

When 16 concerned, multi-denominational clergy wrote an open letter <http://vtdigger.org/2012/12/11/clergy-sends-letter-urging-postponing-f-35-decision/> to Senator Patrick Leahy asking for a postponement of the fighter-bomber <http://navy-matters.beedall.com/jsf.htm> basing, he did not respond. Democrat Leahy, Vermont's senior Senator, has already spent years refusing to meet with the people closest to the Burlington Airport, where the Air Force has said it might base the F-35 even though Burlington is the only one of the Air Force's preferred options where the impact on the surrounding civilian are will be severe, and the impact on some 1,300 families will be devastating.

While the focus has been on Leahy, who is perceived as the lead advocate of basing the F-35 in Vermont, his behavior has been duplicated across the political food chain. Self-described socialist Senator Bernie Sanders hasn't met with the people most directly in harm's way, not has Vermont's only Congressman, Democrat Peter Welch. All have issued evasive, misleading, and sometimes false statements about the Air Force plan.

Even Letter From Clergy Goes Unanswered

The clergy's public letter of December 11, which was all but ignored by Vermont media of all sorts, urged the congressional delegation and other leaders to advocate for a postponement of the basing decision until such time as critical questions were

honestly answered and the issue became less polarizing:

"Given this uncertainty, given that this is not the last opportunity for the planes to come here, it seems to us unfair to place the burden of this doubt on those who already struggle the most to achieve social and economic security for themselves and their children.

"This is not a pro-military or anti-military debate. Amongst those most affected are veterans of World War II and Korea for whom the value of their homes is the whole of their financial equity."

None of the elected officials involved, including two of the mayors, Miro Weinberger of Burlington and Michael O'Brien of Winooski, has credibly explained the social injustice of destroying the homes of people who are les well off for the benefit of wealthier people, who also took several of these "democratic" representatives on a jaunt to Eglin Air Force base in Florida to listen F-35s and their promoters extol their virtues. That, as one wag put it, was akin to going to the Vatican for a critical view of Catholicism.

Request for Salient Argument, Civil Debate

There was no response to the 16 concerned clergy even though this group was asking only for a postponement of the decision:

"We are not asking you to oppose these planes coming to Vermont. We are asking you to advocate for a delay in such a decision by requesting that Vermont be removed from the first round of basing decisions so that we Vermonters can reach a consensus, based on clearing up so many of the questions that remain unanswered.

"… it is time for this issue to be resolved, not by decree, but by salient arguments in a civil debate."

But salient arguments in a civil debate is just what Vermont's leadership has been avoiding for years, ever since the idea of bringing the world most expensive weapons system to the state was first broached. The F-35 is a decade overdue and one hundred per cent over budget, with the due date continuing to slip and the cost continuing to rise beyond the currently-estimated $396 billion <http://bostonglobe.com/opinion/editorials/2013/01/02/cost-overruns-jet-should-prompt-pentagon-reassess-project/gYZy0N40hTEnRXwcEJlc3K/story.html> .

The F-35 "was going to change everything," notes the Harvard <http://blogs.hbr.org/hbr/hbreditors/2013/01/the_tradeoff_fallacy.html> Business Review, before going on to suggest some of the reasons the botched F-35 program has been so disastrous right from the start, when everyone believed in the unassessed, unproven promise of a new plane that would be "the most affordable, lethal, supportable and survivable aircraft ever to be used." The F-35 was developed out of the same illusory thinking that persuaded some people that nuclear power would be "too cheap to meter."

Lockheed Profits Guaranteed Despite Cost, Delay

Even as foreign buyers <http://www.cbc.ca/news/world/story/2012/12/12/f-vp-stewart-f35-jets.html?cmp=rss> pull back on or cancel their orders for F-35s and even as the Pentagon is publicly critical of Lockheed Martin for the delays and cost overruns, the actual contract <http://www.nytimes.com/2012/12/18/business/lockheeds-profit-on-f-35-will-rise-with-new-pentagon-contract.html?_r=0> negotiated between the parties guarantees Lockheed a higher profit.

As a Boston Globe editorial recently noted, about the F-35:

"… the radar-evading aircraft that was once billed as a cheap and adaptable new piece of equipment for the Air Force. But the F-35 proved to be neither cheap nor adaptable. It is now the most costly weapons program in history."

Referring to the F-35's economic impact, CBC News <http://www.cbc.ca/news/world/story/2012/12/12/f-vp-stewart-f35-jets.html?cmp=rss> refers to the "super costly F-35s, a global wrecking ball." With the project's cost and schedule so out of control, the United States is facing a global arms market where countries prefer, as India did recently, to buy cheaper but good-enough jets from Russia or France rather than shell out $150 million for an F-35. This leads the United States to pressure its allies <http://www.sunnewsnetwork.ca/sunnews/politics/archives/2013/01/20130103-164351.html> to buy planes that are too expensive, militarily unnecessary <http://www.windsorstar.com/Resetting/7778969/story.html> , that our friends can ill afford.

No Sacrifice Too Great for Someone Else to Make

That's not the official story, of course, but it is the official behavior, the fundamentally unprincipled, coercive unresponsiveness that Leahy and other leaders imitate in Vermont against Vermonters. That collective flight from reality is reflected is a letter Leahy wrote to a constituent in December, saying in part:

"I am not willing to sacrifice any Vermont community for a new fighter jet. I have worked to obtain federal funds for community investments in both South Burlington and Winooski, and I would never support a new program that would harm those communities."

There is no disopute that basing the F-35 at the Burlington Airport will harm both Winooski and South Burlington. The Air Force says so. The South Burlington City Council says so (the Winooski city council doesn't want to face it). The only serious dispute is over the nature and the degree off harm: the number of homes destroyed, the number of people debilitated, the amount of environment degraded.

But as attorney James Leas made clear in a December 21 op-ed, the public comments of Leahy and his ilk are deliberateltly obtuse and unresponsive to reality, while at the same time opaque about the economic interests and the political motivations. In a long and tetailed analysis of Leahy's letter to his constituent, Leas lays bare the bald intellectual dishonesty of Leahy's claim to do no harm:

"Sen. Leahy has not bothered to demonstrate even an appearance of commitment to protecting Vermont communities by meeting with members of those communities and holding a hearing so all sides could give him information….

"Sen. Leahy is refusing to meet retired Air Force Col. Rosanne Greco <http://www.otherpapersbvt.com/from-colonel-to-council-rosanne-greco-elected-as-council-chair.html> , now chair of the South Burlington City Council, or other opponents of the F-35. Sen. Leahy needs to sustain his belief that all will be OK with F-35 basing. So he needs to avoid learning the facts about the destruction of housing in Winooski. He just does not want to know the facts about noise provided by the Air Force in its draft Environmental Impact Statement and by the FAA in its study of aircraft noise mitigation. Col. Greco is a highly skilled military analyst, illustrated by the fact that she was selected to work directly for the Joint Chiefs of Staff and for its chairman.

"The senator may be correct that opening his mind to information from Col. Greco might put his current belief at risk that all is well with basing the F-35 in South Burlington."

According to the U.S, constitution, Vermont's Senator Leahy, as president pro tem <http://www.theatlantic.com/politics/archive/2012/12/a-new-era-in-the-senate-pat-leahy-is-sworn-in-as-president-pro-tempore/266432/> of the Senate, is now third in line for the presidency. But on the evidence so far, he (as well as Sanders, Welch, Shumlin. Weinberger,

O'Brien, and others) has shown no capacity for intellectual curiosity or integrity when it comes to civilian control of the military.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 1:36 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO ro F-35 in Vermont #3

… because even a retired Pentagon planner can't get reliable answers from the Air Force [see below].

William Boardman

By William Boardman

Media reports typically refer to her blandly as the chair of the South Burlington, Vermont, city council, but Rosanne Greco isn’t your garden variety small town official, she’s a retired U.S. Air Force colonel accustomed to analyzing complex military matters for the Pentagon – and now she’s analyzed the Air Force plan to base F-35 nuclear-capable, stealth fighters in Burlington and she says the whole decision-making process should be shot down.

A 30-year career officer, Greco has been ahead of the curve of opposition to having the F-35 based in Vermont at least since May 21, when she led the South Burlington city council to vote 4-1 against basing the advanced but troubled fighter degrading the region. So far, South Burlington is the only local government to take a stand on the F-35, as the other immediate neighbors of the Burlington International Airport have voted to ask for more information.

Using her familiarity with the Air Force, Greco took the initiative seeking out information on her own and issued an opinion paper in which she explains why she now concludes “that BOTH the scoring AND the scoring process are flawed. And… I think the two major arguments in favor of basing – economics and support of our military – are also flawed.”

http://www.burlingtonfreepress.com/article/20120710/NEWS02/120710016/Letter-from-Colonel-Rosanne-M-Greco-USAF-ret-F-35A-Basing-Flaws-Scores-Process-Arguments

In recent weeks, public protest against the F-35 has been loud and strenuous, but Vermont's Congressional delegation, governor, and other titular leaders have fallen dutifully into line without asking any serious questions.

Now Greco offers a devastating critique of the Air Force decision-making process that goes a long way to confirming the public challengers and undermining those who reflexively line up to support military expansion.

A week ago Greco first raised questions about the scoring method that led to Burlington being a choice spot to base the F-35. The Air Force vigorously disputed her assertions, but did not release the data that could have answered the question. What the Air Force did release was a statement containing a non-denial denial, saying they were "confident the final information provided in the Environmental Impact Statement will lead to a well-informed decision."

http://www.wcax.com/story/18919002/new-allegations-in-the-fight-over-landing-the-f-35-in-vt?clienttype=printable

Greco makes the issue clear: "In simple terms, the questions asked are whether there are any homes in the accident and noise areas. The answer given is 'no.' But there are thousands of homes there."

There are thousands of homes whose residents will be disturbed by the increased noise from the F-35. There are thousands of homes whose residents live where an F-35 crash is most likely. But the Air Force has apparently decided, officially, that these homes and these people don't actually exist.

Greco also outlines what she calls a "process flaw," referring to the four criteria the Air Force used to find that Burlington would be a good place to base F-35s – cost, mission, capacity, and environment. Cost appears not to be an issue, being based on local cost-of living. Likewise mission and capacity seem to be straight-forward assessments of the Burlington airspace and weather, the runway length, munitions storage space, maintenance bays, and other infrastructure, which have some but not great limitations.

Greco says the Air Force asked the first three sets of questions in relation to the F-35, but asked questions about the environment in relation to a totally different plane, the F-16 that is currently based in Burlington. She concludes that: "The process the AF [Air Force] followed in this scoring is mind-boggling."

Responding to the discovery of homes and people that the Air Force missed, Deputy Assistant Secretary of the Air Force Kathleen Ferguson wrote to Greco, acknowledging that "it was identified and briefed to Air Force senior leaders that there was some residential encroachment and sensitive noise receptors adjacent to the airfield." She did not indicate

what, if anything, those senior leaders would do about those homes, people, or Orwellian language.

The third point in Greco's analysis of the Air Force's performance had to do with the speciousness of arguments by Air Force personnel and other supporters.

One argument bandied about like a threat by Vermont Adjutant General Michael Dubie and others has been that, without the F-35, the base in Burlington might close and hurt the area economy. http://7d.blogs.com/blurt/2012/06/dubie-no-clear-path-forward-if-vermont-air-national-guard-doesnt-get-the-f-35s.html

"No official has ever said that…. It's not a 'now or never' proposition," wrote Greco, drawing on her years at the Pentagon to describe an on-going, dynamic process involving the F-35, a process likely to continue for years after the plane is first deployed at some as yet undetermined date still years in the future.

Another, even more widespread argument is that it's our patriotic duty to make sacrifices for the sake of the F-35, the military, the country – an argument that usually comes from people who won't be sacrificing their own homes or eardrums.

"Others say that supporting the F-35A shows our patriotism and support for the military. I disagree," the Air Force veteran answers. "Giving the [Vermont National] Guard an outlandishly priced weapons-system is not the way to show our appreciation. Giving them pay raises, increasing their benefits, insuring they receive adequate health care, insuring their retirement benefits are not reduced, and above all trying to keep them out of harm's way are far better ways to support our military members."

The F-35 is currently a decade behind schedule and 100 per cent over budget, having cost some $400 billion so far. Deployment and use is expected to cost another $1 trillion between now and 2050. The Air Force and the Government Accounting Office cannot predict when the system will work, never mind be ready for deployment.

http://www.wired.com/dangerroom/2012/03/f35-budget-disaster/

"Supporting the F-35A will make senior defense industry executives richer and the average military member poorer," Greco noted. She concluded with a call for a temporary hold on any basing decision, and the hope that her information might prompt the political leadership in Vermont to take a harder look at the supportive but largely unexamined positions they've taken.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 1:45 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: Fwd: NO to F-35 in Vermont #4

Corrected to read #4 (apologies for duplication) wb

Begin forwarded message:

From: William Boardman

Subject: NO to F-35 in Vermont

Date: July 12, 2013 1:39:34 PM EDT

To: nicholas.germanos@langley.af.mil

… because militarization of Vermont at the expense of its people is no better for this state than it is for this country [see below].

William Boardman

Pentagon Pushes F-35 on Vermonters

VERMONT DEMOCRATS DEFEND BOONDOGGLES AND MILITARIZATION

By William Boardman

Opponents <http://www.opednews.com/articles/Militarization-at-Issue-in-by-William-Boardman-121002-94.html> of the F-35 nuclear-capable stealth fighter bomber being based in Vermont are planning non-violent direct action <http://f35insouthburlington.blogspot.com/2012/11/call-to-action.html> against the Democratic supporters of this multi-billion dollar military boondoggle. They will start in December with Vermont's senior Senator, Patrick Leahy <http://www.leahy.senate.gov/> , who has offered no cogent <http://www.nytimes.com/2012/11/05/opinion/the-permanent-militarization-of-america.html?smid=fb-share&_r=0> analysis of the issue beyond reflexive support of the military. This he has in common with most of Vermont's political leadership

<http://www.vpr.net/news_detail/95003/for-vt-delegation-little-political-risk-in-defendi/> , which has taken the Air Force's lead unquestioningly on this issue.

At the same time, project managers <http://www.star-telegram.com/2012/11/13/4411573/lockheed-urged-to-focus-on-improving.html> of the Pentagon's costliest weapons program ever ($396 billion and counting) are issuing stern warnings <http://spectrum.ieee.org/riskfactor/aerospace/military/f35-program-continues-to-struggle-with-software> to Lockheed, the plane's builder, that it had better shape up on its performance <http://www.reuters.com/article/2012/11/16/us-lockheed-fighter-logistics-idUSBRE8AF09L20121116> and start solving the F-35's problems <http://en.wikipedia.org/wiki/Lockheed_Martin_F-35_Lightning_II> in a cost-effective way – since the plane is already a decade behind schedule and 100% over budget. The initial anticipated cost-per-plane of $89 million is now $207 million for fiscal year 20012, and still rising.

The Marines <http://www.reuters.com/article/2012/11/16/us-lockheed-fighter-logistics-idUSBRE8AF09L20121116> plan to set up the first operational <http://www.nctimes.com/news/local/military/dod-gets-first-f--operational-squadron/article_bdbfcc2a-efbf-5636-8b61-6372667d16e4.html> squadron of F-35s <http://whythef35.blogspot.com/2012_11_01_archive.html> in Yuma, Arizona, by December, with little or no local <http://www.facebook.com/pages/Yuma-Wants-the-F-35/108604602517404> opposition, although they don't yet have approval to fly the planes there. The first <http://www.sldinfo.com/the-yuma-f-35-squadron-welcomes-its-first-f-35-bravo/> of the F-35s arrived in Yuma on November 17 and the full complement of 16 planes is expected to be complete in early 2013, but may eventually number as many as 182 <http://www.facebook.com/pages/Yuma-Wants-the-F-35/108604602517404?sk=info> . The Marines will be the first military service to use the F-35, but not till 2015 at the earliest. Plans for a possible F-35 base in Tucson <http://www.insidetucsonbusiness.com/opinion/columnists/guest_opinion/small-vocal-tucson-forward-misrepresents-tucson-on-f/article_dc794be0-fdfb-11e1-9d87-001a4bcf887a.html> have met with resistance <http://tucsonforward.com/> similar to Vermont's.

Vermonters Plan to Confront Their Senator

Already expressed in petitions, demonstrations, forums, websites, legal action and other tactics, Vermont's opposition <http://vtdigger.org/2012/10/07/boardman-f-35-opposition-intensifies/> to the F-35 will soon try non-violent direct action. In response to the refusal of members of Vermont's Congressional delegation even to meet with the thousands of Vermonters most directly impacted by the F-35 base, the Stop the F-35 Coalition <http://stopthef35.com/> has issued a call to action <http://f35insouthburlington.blogspot.com/2012/11/call-to-action.html> for a "crowd supported" request to Senator Leahy to conduct a public hearing:

Our plan is to gather a large crowd at Senator Leahy's office one day in the second week of December to demand that he organize such a meeting very early in 2013. We plan to bring a crowd to his office and to stay until he agrees to such a meeting. We are not planning any illegal actions. We simply want him to meet with the impacted Vermonters.

Like Leahy, independent Senator Bernie Sanders and Democratic Rep. Peter Welch <http://www.burlingtonfreepress.com/article/20121029/OPINION05/310290006/Candidate-Q-U-S-House-Peter-Welch> have stayed almost invisible since expressing early, pro forma support for Air Force plans, even before the Air Force issued its environmental impact statement <http://www.accplanning.org/> . In one response to a concerned constituent, Welch took a position of disinterest in the facts

of the matter, but suggested the constituent contact the Air Force directly.

The city council of South Burlington, where the base would be located, has already voted its opposition to the F-35 base, by a 4-1 vote last summer. The council president is retired Air Force Col. Rosanne Greco <http://www.opednews.com/articles/Vermont-s-F-35-Dogfight-Ge-by-William-Boardman-120719-998.html> , who spent years of her professional military life as a Pentagon planner. Her close analysis of some of the flaws in the Air Force environmental impact statement <http://www.accplanning.org/> has been challenged by some F-35 supporters, but no one has yet managed to refute it. Winooski's city council has not taken a forthright stand, but with a large portion of its community in the uninhabitable noise zone, it wants more information.

"Save Our Skies" Petitions Air Force, Congress for Facts

Another, recently formed group <http://polizeros.com/2012/10/17/more-vermonters-fighting-against-burlington-f-35-bomber-base/> – Save Our Skies <http://saveourskiesvt.org/what-every-vermonter-should-know/> from the F35s" – has launched a petition <http://www.change.org/en-CA/organizations/save_our_skies> on change.org <http://www.change.org/petitions/united-states-air-force-release-the-score-sheets-for-the-preferred-f-35-beddown-sites> asking Leahy, Sanders <http://www.sanders.senate.gov/newsroom/news/?id=d4396f90-a082-498b-a51b-88ddce8681a7> , Welch, and the Air Force to provide the documented basis for rating Burlington as a good site for the F-35. Col. Greco pointed out months ago that the Air Force scoring sheets rated the area as having no houses, even though its own environmental impact statement identified 2,944 houses that would become uninhabitable with the activation of the F-35 base. The petition asks the congressional delegation and the Air Force to base their decision on facts and not hide information, saying <http://www.change.org/petitions/united-states-air-force-release-the-score-sheets-for-the-preferred-f-35-beddown-sites> in part:

So why has Burlington International Airport been chosen as a preferred site when it is so close to a large city center? We believe it was a simple error. The scoring sheet asked if there were homes in the accident <http://www.nytimes.com/aponline/2012/11/15/us/ap-us-fighter-jet-crash-florida.html?emc=eta1&_r=0> and noise areas, and the answer for Burlington was "no," despite the 2944 homes mentioned in the Air Force's draft Environmental Impact Statement <http://www.accplanning.org/> . Ignoring this error, our Congressional delegates are supporting the F-35 beddown in Vermont. Previous FOIA requests by the Burlington Free Press for the public release of the complete scoring data have been denied by the Air Force….

We also request that you postpone the final decision until after we are able to review the score sheets. We have a right to investigate the error that may ruin our communities with slashed housing values, lower tax revenues, abandoned homes, higher crime rates and declining schools.

Vermont Officials Mostly Duck Accountability

Leahy, Sanders <http://www.sanders.senate.gov/newsroom/news/?id=f498cca8-0a05-4926-b55c-ed45118e86a9> , and Welch <http://www.wcax.com/story/18671160/welch-supports-f-35-at-btv> have not explained why they have so little interest in factual discrepancies that could have such a detrimental impact on so many of their constituents. Beyond reflexive support for the Air Force, Vermont Governor Peter Shumlin <http://wamc.org/post/shumlin-administration-seeks-f35-answers> and Burlington Mayor Miro Weinberger <http://vtdigger.org/2012/05/22/new-burlington-mayor-favors-f-35s-limits-on-occupy-planned-parenthood-protests/> have been similarly AWOL on the substantive questions raised by basing nuclear-armed offensive weapons in Vermont. With the silence of legislators <http://blogs.burlingtonfreepress.com/politics/2012/10/30/f-35-opponents-find-ballot-choices-thin/> and other city councils, City council president Col. Greco is the highest ranking elected official to address the issue seriously.

The proposed F-35 base at Burlington International Airport in would have the severest impact on Winooski and South Burlington (where it's located), even though it's owned and operated by the City of Burlington, creating conflicts of interest in all directions. The people living closest to the proposed F-35 base are the most opposed, not surprisingly because that will suffer the brunt of the physical and psychological impact of the noisy fighter jet; because houses in their community are already being destroyed by the federal government since current aircraft noise already makes them unlivable; and because the economic impact on their communities is likely to be devastating, with lost jobs, houses, tax base, and services.

There is a class warfare element to this as well, since these communities are relatively poorer than the surrounding area. Greater support for the F-35 comes from Burlington and other more affluent communities, and they're perfectly willing to let Winooski and South Burlington bear most of the burden for an F-35 base whose economic benefits will mostly go to others.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:04 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #5

… because it will make 1,300 or 3,400 or more homes uninhabitable, without compensating homeowners or otherwise mitigation a devastating effect on local communities [see below].

William Boardman

AIR FORCE BASE DECISION THREATENS 1,300 VERMONT HOMES

BY William Boardman

SOUTH BURLINGTON – If the Pentagon decides to base its new F-35 nuclear-capable attack fighter at the Burlington International Airport here, that decision is expected to put 1,366 nearby houses into a noise zone that the federal government defines as "incompatible with residential use," according to the Air Force's own draft Environmental Impact Statement (EIS) released in April. http://www.accplanning.org/documents/EISs/F-35%20Ops%20Draft%20EIS/Executive%20Summary.pdf

The F-35 stealth fighter is ten years behind schedule, about 100 per cent over budget, and won't be deployed before 2019, but the prospect of having it in Vermont has sparked growing public and local government resistance to the plan. Among the most serious concerns are noise, safety, lost housing, degraded air quality, limited job creation, depressed property values, and negative economic impact. http://southburlingtonvt.govoffice2.com/vertical/sites/%7BD1A8A14E-F9A2-40BE-A701-417111F9426B%7D/uploads/City_Council_F-35A_Basing_Response_signed_letter_June_11.2012.pdf Already the South Burlington City Council has voted 4-1 to reject the expansion of the military base and other towns in the area have indicated doubts, without yet taking a formal position. http://www.wptz.com/news/vermont-new-york/burlington/South-Burlington-says-no-thanks-to-F-35-jet-at-BTV/-/8869880/13678132/-/item/1/-/92e3pez/-/index.html

Support for the Pentagon plan comes from establishment politicians in monolithic, bi-partisan form from Vermont's highest public officials. These include both U.S. Senators, Democrat Patrick Leahy and independent Bernie Sanders; Vermont's lone Congressman, Democrat Peter Welch; Vermont Governor Peter Shumlin (Democrat) and Lt. Gov. Phil Scott (Republican);

Burlington Mayor Miro Weinberger, Democrat, as well as Republican gubernatorial candidate Randy Brock.

There is no prominent Vermont office holder standing in opposition.

Retired U.S. Air Force Colonel Rose Greco is a not-so-prominent office holder who opposes the Pentagon plan in her role as chair of the South Burlington City Council. On May 14, she voted with the 4-1 majority of her council to reject basing F-35s in their town. Col. Greco explained that: "If you read the various categories in the Environmental Impact Statement that the Air Force produced you will see that in just about every category that there were significant negative effects on South Burlington…. There are far better basing [options] for the F-35 that in a small state in a small community in a small town. We are sacrificing our town, we are sacrificing our community. In my mind, the F-35s do not belong in this area." http://vtdigger.org/2012/05/30/leas-f-35-hype-punctured-by-south-burlington-city-council/#comment-36332

Another town close to the airport, Winooski, has already seen one public demonstration of about 100 people against the F-35 http://www.wcax.com/search?vendor=ez&qu=dubie , but the city council has yet to take a position for or against the basing. The city council's unofficial position is that it has a number of questions to which it needs answers before deciding. The Air Force has apologized for failing to provide the city with its impact statement before the public hearing. The Winooski school board, however, has voted against the warplanes.

The South Burlington school district, while stopping short of taking a position on F-35 basing, issued a detailed critique of the plan as it affects the districts 5 schools, 500 teachers, and 2400 students. The district letter discusses omissions in the Air Force environmental statement relating to noise impact on the schools, cumulative impacts on the district, and how the Air Force might mitigate the tax base losses caused by eliminated housing. http://sbsd.schoolfusion.us/modules/groups/homepagefiles/cms/483095/File/School%20Board/F-35%20Info/F35_board_info.pdf

The city of Burlington is far enough away from the airport that it is unaffected by the jet noise that renders areas "incompatible with residential use." Mayor Weinberger, a former airport commissioner, skipped the public hearing on environmental impact and came out in favor of the F-35 basing without offering any detailed analysis while calling jet noise "a limited impact." http://vtdigger.org/2012/05/22/new-burlington-mayor-favors-f-35s-limits-on-occupy-planned-parenthood-protests/

"Not a single person will lose housing because of this," Weinberger said, without explaining the environmental report's conclusion that more than 1300 houses would end up in a zone "incompatible with residential use."

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Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:09 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO F-35 in Vermont #6

… because it's a vehicle for class warfare of a vicious sort [see below].

William Boardman

Government Accountability in Vermont?

COMPENSATE VICTIMS OF F-35 BASE? VERMONT PREFERS SACRIFICE ZONE

By William Boardman

Vermont's highest elected officials <http://www.sanders.senate.gov/search/?access=p&as_dt=i&as_epq=&as_eq=&as_lq=&as_occt=any&as_oq=&as_sitesearch=&client=sanders&sntsp=0&filter=0&getfields=title&lr=&num=15&numgm=3&oe=UTF8&output=xml&partialfields=&proxycustom=&proxyreload=0&q=F-35&requiredf> continue to promote class warfare in their reflexive support for basing the F-35 stealth nuclear-capable strike fighter in the middle of Vermont's only urban area even though the world's most expensive weapons system, $396 billion and counting, has been grounded <http://www.reuters.com/article/2013/01/18/us-lockheed-fighter-idUSBRE90H17E20130118> since mid-January because it's unsafe to fly.

Directly challenging the state leadership's willingness to let poor and minority communities bear the greatest cost of putting an F-35 in the middle of greater Burlington, a state representative is introducing a bill in the Vermont legislature that, while it would not protect people against harm, would at least compensate them for whatever damage the government decision does to their property or health.

The Air Force draft environmental impact statement <http://www.accplanning.org/documents/EISs/F-35%20Ops%20Draft%20EIS/Executive%20Summary.pdf> of March 2012 is unambiguous in its finding that the detrimental impact on Vermonters near the base in the categories of noise, land use, and environmental justice are far worse for the Burlington base than for people living near any of the five alternative choices, some of which would suffer no such negative impacts at all, in the Air Force assessment.

As the Air Force puts it, when it comes to noise, land use, and environmental justice, if the F-35 were to be based at the Burlington airport, "Analysis has identified unavoidable adverse environmental impact" from excessive noise, land degradation, and harm to the most vulnerable base neighbors.

When Government Hurts People, Then What?

Given the unavoidable negative impact promised by the Air Force, a state legislator elected in 2012, Rep. George Cross, a Democrat of Winooski, has drafted a bill that addresses "environmental injustice," which is the Air Force euphemism for the disproportionate harm inflicted on poor and minority citizens, the effect some characterize as class warfare.

Winooski is one of two communities that would suffer the most impact from the F-35 basing, and its city council has taken no position on the F-35, but has asked the Air Force for more information before the Pentagon makes a decision. That request has not yet been fulfilled.

South Burlington is the other community that would bear the brunt of an F-35 basing impact. The South Burlington city council has voted twice to reject the F-35, the second time unanimously. The city council chair, Rosanne Greco, is a retired Air Force colonel who worked for years as a Pentagon planner. She has taken an active role not only in speaking out against the F-35 as harmful to South Burlington, but also pointing out errors in the Air Force impact statement that made the impact of the F-35 seem less severe than the data demonstrated.

If The F-35 Doesn't Harm Anyone, There's No Cost

Rep. Cross's bill is as direct as it is uncomplicated in addressing any possible future distress that Winooski or South Burlington residents may suffer as a result of the F-35's impact. First, the bill would establish a seven member F35A Adverse Impacts Compensation Board,

"… for the purpose of awarding compensation to property owners, landowners, and other persons harmed or damaged by the noise and other adverse impacts generated by the basing of the F-35A or any other military aircraft by the Vermont Air National Guard at the Burlington International Airport."

The seven members would include representatives from each of the four closest towns, as well as an airport representative, a medical professional, and a financial professional. This

board would have the authority to compensate people for damage inflicted by the F-35, including loss of property value, costs of relocating to a safer place, or costs of treatment for physical or psychological harm "caused or aggravated" by the F-35 "or any other Vermont Air National Guard military aircraft" based at the airport.

Rep. Cross's bill would also establish the "F-35A Adverse Impacts Compensation Fund" for the compensation board to administer in carrying out it's purpose. The bill proposes to support the compensation fund with 20 per cent of the state appropriation to the national guard and a 5 per cent surcharge on the cost of each ticket to or from Burlington airport. The bill also allows for private gifts and other state funding.

Although supporters of the F-35 basing in Vermont have been saying for months that the F-35 would do no harm to person or property, they promptly objected to the compensation bill. Speaker of the House Shap Smith <http://speaker.vermont.gov/about-the-speaker> , an attorney and a Democrat, was immediately non-committal <http://www.wptz.com/news/vermont-new-york/burlington/Vt-lawmakers-seek-to-reconsider-F-35-fighter/-/8869880/18458728/-/format/rsss_2.0/item/0/-/78cxl0z/-/index.html> about what committee might look at the bill. The speaker's website contains no reference <http://speaker.vermont.gov/search/node/F-35> to "F-35," "joint strike fighter," or "Burlington airport." Smith did not reply to inquiry on the subject.

Reaction Among Politicians Has Been Timid

From the Congressional level on down there has been bi-partisan reticence about the F-35, though it's mostly Democrats who make vague statements of support without demonstrating any mastery of the details of the problem. More often than not, elected officials of the two major parties say little more than that they support the Vermont Air National Guard (VTANG) and that they hope any difficulties can be worked out.

Rep. Kurt Wright, Republican of Burlington told WCAX-TV <http://www.wcax.com/story/21077414/f-35-opponents-take-their-case-to-vt-legislature> : "I think it's important to our guard and our economy that they [F-35s] are based here." This is a commonly repeated opinion that has little evidence to support it. Even the Air Force says that basing 18 F-35s in Burlington "would not impact regional employment, income, or regional housing market," although that changes with 24 F-35s based in Vermont.

What the view expressed by Rep. Wright and many others apparently references is their fear that, without the F-35, VTANG will have no mission and dissolve. No Air Force or Pentagon official has said such a thing, but National Guard generals and commercial supporters of the F-35 base have been using this fear <http://www.wcax.com/story/21077414/f-35-opponents-take-their-case-to-vt-legislature> as a tactic at least since 2010, even though there's no evidence to support it.

Rep. Clement Bissonnette, Democrat of Winooski, like Rep. Cross, captured the VTANG loyalty when he told FOXnews44 <http://www.fox44abc22yourvoice.com/story/21078233/f-35-debate-continues-bill-introduced-to-delay-proposal> , "I was proud on 9-11 when our jets took off and protected the east coast." When asked about jet noise possibly causing hearing loss or other medical problems, Rep. Bissonnette replied, without offering support, "There are people who say that, there's also studies out there that say just the opposite." The reporter added that

"Representative Cross plans to present a bill asking the state to compensate people who would be impacted by the noise. Representative Bissonnette says there's no money available."

While this response ignores the bill's content, that includes proposed funding means, it does encapsulate the apparently widespread indifference of Vermont's political leaders to any hardship imposed on their constituents by a warplane that is already 100% over budget, a decade overdue, cannot yet fly safely, and is expected to cost more then $1 trillion over its service lifetime if it ever is deployed.

Vermont Progressives Opposed the F-35 Early

In May 2010, the Vermont Progressive Party adopted a resolution <http://www.progressiveparty.org/resolutions/stop-f35> titled "Stop the F-35" that said in part:

"We oppose the installation of F-35 fighter jets at the Vermont Air National Guard base in South Burlington. The health, safety, and quality of life of all Vermonters will be harmed by these fighter jets. Our environment will be degraded. Removal of more rows of affordable houses near the airport will likely be required….

"In town meetings Vermonters voted overwhelmingly that the best way to support our soldiers is to bring each and every one of them home now. These planes are counter to those votes, and they will not benefit Vermont. We say to the Federal Government: cancel the F-35, and send the money to Vermont instead."

In contrast, Vermont Democrats have yet to express doubt about the worth of the F-35. Vermont Governor Peter Shumlin, a Democrat, recently went to Florida to listen to the F-35 with earmuffs on and concluded it wasn't too loud. During the 2012 election campaign, a questioner asked him about compensating those harmed by the basing if it happens. Shumlin <http://www.wptz.com/news/vermont-new-york/burlington/Vt-lawmakers-seek-to-reconsider-F-35-fighter/-/8869880/18458728/-/format/rsss_2.0/item/0/-/78cxl0z/-/index.html> flipped off the voter, saying casually that he "didn't have the coin."

Some 200 houses are already vacant and condemned in South Burlington because they were within the area where jet noise is so loud that the Air Force labels it "unsuitable for residential use." With the arrival of the F-35s, the Air Force estimates that another 1,300 houses or more will be rendered "unsuitable for residential use."

Why Rush to Judgment Amidst Uncertainty?

Rep. Cross has also introduced <http://7d.blogs.com/offmessage/2013/02/legislator-wants-state-to-compensate-homeowners-affected-by-f-35-basing.html?utm_source=Seven+Days+Email+Newsletters&utm_campaign=2d51a4e76b-Daily_7_Thursday_02_07_13&utm_medium=email> a non-binding resolution <file://localhost/Users/williamboardman/Library/Containers/com.apple.mail/Data/Library/Mail%20Downloads/Final%20F-35%20Resolution.htm> asking the Air Force to take Vermont out of consideration for F-35 basing during this initial round of basing decisions. Vermont is one of six bases currently under consideration, with others located in Idaho, Utah, Florida, and two in South Carolina. According to Vermont Public Radio <http://blog.vpr.net/2013/02/07/winooski-rep-proposes-measure-to-stall-f-35-basing/> , Cross's resolution has "more than 30 co-sponsors" in the 150-member Vermont House. He has five as of February 8.

The House voted on a similar non-binding resolution <http://www.leg.state.vt.us/docs/2010/calendar/sc100512.pdf> in 2010, expressing support for having the F-35 in Vermont. As Cross points out, this vote was taken before anyone had seen the 2012 environmental impact report that shows how much more impact the plane will have on Vermont compared to the other bases under consideration.

"Of all the other bases being considered for the F-35, only our community will suffer such terrible consequences," South Burlington city council chair Greco told <http://blog.vpr.net/2013/02/07/winooski-rep-proposes-measure-to-stall-f-35-basing/> a news conference at the state capitol on February 7, appearing with Rep. Cross in support of his resolution.

A day earlier, Rep. Jim McCullough, Democrat of Williston, introduced a non-binding resolution of his own in support of basing the F-35 in Vermont.

Whether the Speaker of the House will let any of this legislation come to a vote is anybody's guess, but the longer the delay, the more people will see reporting <http://www.stopthef35.com/rand-corp-f35-cant-turn-cant-climb-cant-run> from sources such as the Defense Industry Daily <http://www.defenseindustrydaily.com/The-F-35s-Air-to-Air-Capability-Controversy-05089/> suggesting that the F-35 "Can't Turn, Can't Climb, Can't Run" or Business Insider <http://www.businessinsider.com/problems-with-the-f-35-2013-1?0=defense> explaining "How The F-35 Turned Into Such A Disaster" as bad news <http://www.flightglobal.com/news/articles/usaf-may-be-forced-to-restructure-f-35-kc-46-and-mq-9-under-sequestration-382008/> about the F-35 <http://www.reuters.com/article/2013/02/06/us-usa-budget-airforce-idUSBRE91516120130206>

continues to accumulate <http://www.documentcloud.org/documents/274217-dod-quick-look-ahern-report.html> .

The Air Force initially planned to announce its basing decision in late 2012, then early 2013, and now the decision is expected some time in the spring. Meanwhile the Air Force continues to keep secret the data on which its draft environmental impact assessments were base. The Air Force has denied Freedom of Information requests and internal appeals, which are now in federal court.

Meanwhile, at least for the time being, none of it matters, because the world's most expensive weapons system still <http://www.crestviewbulletin.com/military/f-35bs-grounded-after-engine-problem-discovered-1.91311> can't fly.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:17 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #8

… because the Air Force keeps getting its facts wrong [see below].

William Boardman

AIR FORCE ERRORS HELP ESCALATE VERMONT'S FIGHT OVER F-35 BASING

By William Boardman

The Pentagon has admitted it was wrong about basic facts relating to basing the F-35 stealth fighter-bomber in Vermont, so of course the announcement was made late last week in a story spun to be about public participation. While most Vermont media missed the story entirely, the Burlington Free Press got the scoop and missed its significance, focusing instead on the extension of the public comment period on the Air Force's environmental impact statement. Mission accomplished?

http://www.burlingtonfreepress.com/article/20120713/NEWS02/307130009/Pentagon-Keep-comments-coming-

The environmental impact statement has been sharply criticized for weeks by retired Air Force Col. Rosanne Greco, whose critique pointed out false information on the scoring sheets on which the statement's conclusions were based. In a locution worthy of Watergate, Pentagon spokesman Col. Frank Freeman explained that those erroneous score sheets and "no longer applicable."

The Air Force refuses to make them public.

The significance of this news began to appear yesterday, in a lengthy commentary by attorney James Leas on the blog "F-35 in South Burlington." Leas points out that the interview with Col. Freeman is entirely consistent with Greco's critique, and rebuts none of it, even though the Pentagon had flatly denied Greco's assertions up until now. Greco is also chair of the South Burlington city council, which is concerned that the city will suffer significant

environmental, economic, and human damage if the advanced F-35 fighter is based in Burlington.

http://f35insouthburlington.blogspot.com/2012_07_01_archive.html

In similarly inept reporting, WCAX-TV reported that the public comment period was extended, but omitted any hint Pentagon error, never mind admission of error, in its report. Greco's principled and now confirmed criticism has earned her considerable public hostility in recent weeks, mostly along the lines of this one that accompanied the incomplete WCAX story: "Why do they have to make so much noise and can't they just stay up there all the time flying high. I am talking about the loud mouth protesters and not our defense."

http://www.wcax.com/story/19018705/comment-period-extended-for-f-35

The comment period that was previously closed as of June 20 is now re-opened till the end of August. Comments may be sent to Nicholas Germanos at Langley Air Force Base in Virginia – Nicholas.germanos@langley.af.mil

One of Greco's key criticisms was that according to Air Force scoring sheets, there were no structures within either the F-35 crash zone or the F-35 unsuitable-for-residential-use noise zone. At the same time, the Air Force environmental impact statement states that these areas include 2944 homes, 6675 people, 5 schools, 6 churches, and many businesses. That closely approximates reality on the ground.

Col. Freeman said the information about the areas being clear of buildings and people came from the National Guard office in Washington, D.C., who got their information from the Vermont National Guard in Burlington. So far there is no explanation for why the Vermont Guard, which desperately wants the F-35 in Burlington, managed not to account for the populated communities over which they fly almost every day.

Public support for the F-35 continues to be strong, but the Air Force's admissions of error haven't had time to sink in yet. An anonymous poster campaign asks people to "Please show your support for keeping the F-35 in Burlington," by signing a petition, although it doesn't explain how to "keep" something that doesn't yet exist.

The F-35 is not yet operational despite already being the world's most expensive weapons system ever. The F-35 had had development difficulties that put it currently a decade behind schedule and 100% over budget, with no firm readiness date yet. But testing of F-35 prototypes has been accelerating in recent months, apparently with some success and without serious setback, according to manufacturer Lockheed Martin. https://f35.com/news-events/news-releases.aspx

Public opposition also remains strong, and a measure off just how strong will be the turnout Thursday night to protest at the Democratic Party fundraiser at the Ethan Allen Homestead in Burlington. There they will confront U.S. Senators Patrick Leahy and Bernie Sanders, Congressman Peter Welch, and Governor Peter Shumlim, all of who have taken reflexively supportive positions on the F-35 without articulating any compelling rationale.

The organizers say their message for the state's titular leaders will be, "Stop the F-35! Support not destroying neighboring communities."

UPDATE: There were more protestors than there were guests at the fundraiser, but there wasn't much (any?) dialogue. The congressional delegation, governor, mayor of other elected officials were no shows.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:19 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #9

… because it further corrupts state and local media [see below].

William Boardman

Fact-Averse News Media in Vermont

ANATOMY OF BIAS: HOW VERMONT MEDIA PIMP FOR THE F-35 BOMBER

By William Boardman

Development of the F-35 fighter-bomber began in 2001 and has grown into the most expensive military weapons program in history, so it probably wouldn't be surprising if a local TV affiliate of a network owned by a major defense contractor <http://www.motherjones.com/politics/2011/04/military-ge-f136-jsf-engine> ran a week-long series called "Investigating the F-35" that was less news than a 20-minute infomercial for the military product.

That's what WPTZ Burlington did during the second week of November, showing reporter David Schneider taking a trip to Florida's Eglin <http://blogs.defensenews.com/intercepts/2012/11/f-35-training-takes-off/> Air Force Base to listen to F-35 testing there, but not doing much investigating. In fact he mostly avoided the hard questions <http://www.vpr.net/news_detail/96290/macgovern-opposes-f-35-basing-in-south-burlington/> about the F-35 that have contributed to increasing resistance to basing it in the middle of Vermont's only metropolitan area.

The reports gave little idea of the depth <http://www.vtcommons.org/blog/what-every-vermont-candidate-should-know-about-f-35> and complexity <http://www.reuters.com/article/2012/11/16/us-lockheed-fighter-logistics-idUSBRE8AF09L20121116> of objections <https://www.google.com/webhp?sourceid=chrome-instant&ion=1&ie=UTF-8#hl=en&tbo=d&sclient=psy-ab&q=F-35%20burlington%20airport%20Leahy&oq=&gs_l=&pbx=1&fp=99c798ef63eebe92&bpcl=38625945&ion=1&bav=on.2,or.r_gc.r_pw.r_cp.r_qf.&biw=983&bih=1096> to having a nuclear-capable offensive weapon

based in Burlington, and omits any reference to the deceptive and coercive tactics of the F-35's supporters, who include most of Vermont's political leadership whose argument so far is job-promising and flag-waving. Extended critiques <http://f35insouthburlington.blogspot.com/2012/11/wptz-reporting-found-sorely-lacking.html> of this series appear on the "F-35 <http://f35insouthburlington.blogspot.com/2012/11/without-every-intricate-detail-perfect.html> in South Burlington" website started in September <http://f35insouthburlington.blogspot.com/2010/09/stop-f-35-community-meeting.html> 2010.

WPTV Listen to F-35s in Florida

In Part 1 <http://www.wptz.com/news/vermont-new-york/burlington/Investigating-the-F-35-A-look-at-the-jet-itself-Part-1/-/8869880/17380070/-/h1ofyh/-/index.html> of the WPTZ series, the reporter accepts at face value the reasons a couple of Marine Corps colonels think the F-35 is terrific, without even hinting on the problems that have put the project <http://www.wired.com/dangerroom/2012/11/f-35-gets-stealthier/> a decade behind schedule and about 100% over budget as its costs rise toward $400 billion with no clear end in sight. Instead, the report characterizes the F-35 as a "model of modern engineering," even though one of the colonels notes that "this system is in its immaturity <http://spectrum.ieee.org/riskfactor/aerospace/military/f35-program-continues-to-struggle-with-software> ."

In Part 2 <http://www.wptz.com/news/vermont-new-york/burlington/Investigating-the-F-35-Sound-of-the-jet/-/8869880/17394524/-/9259jdz/-/index.html> , the reporter observes and carries out sound tests that he emphasizes are not scientific. He discovers that F-16s using after-burners make more noise than F-35s without after-burners, pretty much settling a question that wasn't raised. But he ended the segment with no follow-up for a colonel's provocative comment that: "I think you'll find that we will operate the airplane to be the best neighbors as we can be, but we need some time to figure out what that is as well."

Burlington's nearest neighbors to the proposed F-35 base are largely of the opinion that the best neighbor the F-35 could be would be to be someone else's neighbor, but Schneider didn't get to that question anywhere in the five reports.

In Part 3 <http://www.wptz.com/news/vermont-new-york/burlington/Investigating-the-F-35-Part-3-The-sound-and-the-Guard/-/8869880/17412928/-/1ia6e3/-/index.html> , the reporter spends still more time describing various noise levels, but manages to avoid mentioning that the Air Force's own environmental impact statement <http://www.accplanning.org/> states unequivocally that the FF-35 will make about twice as much peak noise as the F-16s currently based in Burlington. He does get a colonel to comment about the community that "We are their Guard, and we want to be good neighbors."

The reporter does not ask the colonel how wanting to be a good neighbor squares with the Air Force estimate that as many as 3,000 homes in Winooski and South Burlington will be rendered uninhabitable, and thus unsalable on the open market.

Fact-Checking Can Be So Time-Consuming

In Part 4 <http://www.wptz.com/news/vermont-new-york/burlington/Investigating-the-F-35-Part-4-The-Community/-/8869880/17434726/-/8aoamn/-/index.html> , the reporter talks to a Winooski resident who expects to have to move. But when she tells him the Air Force environmental impact statement is flawed because it's based on date from the 2000 censes instead of the 2010 census, he doesn't bother to check this easily verifiable assertion. (A letter from the Deputy Assistant Secretary of the Air Force last July says: "I want to assure you that Burlington… was scored correctly in 2009 [emphasis added]. The Air Force has refused to make this scoring public.)

Schneider also refers to "a petition that garnered more than 10,700 signatures," but he leaves hanging the "question how many of those people who signed the petition <http://www.vpr.net/uploads/files/petition.pdf> actually live in the affected areas." He does not mention the deceptive nature of this "petition," which shows clearly on camera. He does talk to a real estate agent with a clear conflict of interest to the effect that home values won't suffer, but he leave out the factor that sustains home values in the uninhabitable zones – that the Federal Aviation Administration has a program to buy these homes eventually.

Nor did the reporter connect this circumstance with his interview with UVM professor Arthur Woolf's observation about the consequences of an F-35 base in Burlington: "Almost always the case is that when there's costs, the costs are impacted on a relatively small number of people and the benefits are widely diffused." There was no follow-up question about whether this was a justified transfer of wealth, or a form of class warfare, or was motivated by the immigrant communities it would displace.

Valparaiso, Florida, Suffers Its F-35s Painfully

In Part 5 <http://www.wptz.com/news/vermont-new-york/burlington/Investigating-the-F-35-Working-together/-/8869880/17448960/-/d5q6g6/-/index.html> , the report goes back to Valparaiso, Florida, where the F-35 base at Eglin threatened to destroy about a third of the city's residential area. After significant popular resistance, the Air Force agreed to mitigating its impact by changing some flight paths, but tensions remain high enough that the mayor was too uneasy to go on camera.

The fight over f-35 basing in Florida was divisive, especially pitting those most directly impacted against people living father away would wouldn't hear much noise but wanted the presumed economic benefit as in Burlington, although the comparison was not mentioned. Valparaiso has only a handful of test F-35s flying there now, but unlike Burlington, the Air Force plans a full complement of as many as 59.

The series of reports ended with the news anchors and reporter offering some light fear-mongering, noting that if the National Guard were to leave, then the City of Burlington would have to pick up the costs of fire fighting to the tune of $2.5 million per year plus "millions in start-up costs." Capping the moment with a nice Fox News touch, the female anchor said, "Wow!"

Deceptive Petition from Chamber of Commerce

The suggestion that, if there's no F-35 base in Burlington, then the Vermont Air National Guard (VTANG) may be shut down completely is an extortionate threat that was floated by Gen. Michael Dubie last spring and by others since. But the Air Force has not said anything officially about the future of VTANG and the speculation keeps being reported as a realistic possibility.

The petition mentioned above, with the 10,700 supposed signatures, used the same threat in a manner designed to mislead possible signers. Drafted by the Greater Burlington Industrial Corporation (GBIC) and distributed with the help of the Lake Champlain Chamber of Commerce (LCCC), the petition was placed at gas stations, convenience stores, and similar locations across northwest Vermont. GP-7

The goal of the petition was modest enough, asking the city council of Burlington to "abandon" its public vote in opposition to basing F-35s in South Burlington. But the casual reader would never know that from the petition's headline: "SAVE THE GUARD" in large letters, or the slightly smaller subhead "Petition in Support of the F-35 at the Vermont Air National Guard."

Media Taken in by Petition Con

The petition itself is two pages of single-spaced text full of expressed beliefs, unsupported predictions, and assertions of fact without sources for independent verification. Its promoters presented it at a press conference on October 25, claiming that it had 10,471 signatures, without saying how they were counted, sorted for residency, or check for duplication. There was no need, as Vermont media reported the petition uncritically, as presented:

- Vermont Public Radio <http://www.vpr.net/news_detail/96358/vt-business-leaders-collect-11000-signatures-to-su/> 's (VPR) Kirk Carapezza posted online headline: "Vt. Business Leaders Collect 11,000 Signatures to Support F35 [sic] Basing" over a story that that not only accepted the deceptive premise that the F-35 and VTANG are interchangeable, but also repeated unsupported attacks on critics of the F-35 whose critiques have yet to be refuted.

- WPTZ <http://www.wptz.com/news/vermont-new-york/burlington/Vt-business-leaders-show-support-for-F-35s/-/8869880/17142516/-/ypvkea/-/index.html> similarly touted: "Vt. Business leaders show support for F-35s – 11,000 signatures gathered." WPTZ goes on to describe the actual substance of the petition as a Vermont Public Radio report.

- Seven Days' <http://7d.blogs.com/offmessage/2012/10/business-leaders-push-back-against-f-35-fear-mongering-deliver-10000-petitions-in-support-of-fighter.html> Andy Bromage had a story headed: "Business Leaders Accuse F-35 Opponents of "Fear Mongering," Deliver 10,000 Petitions [sic] in support of Fighter Plane." Most of his article repeats the unsupported assertions of the promoters at face value. Only in the final paragraphs does he note that the opponents have "credibility," without giving any of them a chance to speak, never mind put the "fear mongering" label where it belongs.

- The Burlington Free Press <http://www.vpr.net/news_detail/96290/macgovern-opposes-f-35-basing-in-south-burlington/> story by Lynn Monty was headed "F-35 support petition thousands strong" and offered only the opinions of the petition supporters, including the easily checked false assertion that the Air Force impact study was "a boiler plate document that was not specific to our area." .

Several reports attributed opinions to opponents that were, in fact, findings by the Air Force in its impact report.

None of the media identified their inherent conflicts of interest, since the sponsors of the petition also represented advertisers or, as with VPR, the advertisers called "underwriters."

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:25 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #10

… because the Air Force refuses to accept full responsibility

for the consequences of its word or deeds [see below].

William Boardman

Air Force Admits F-35 Errors

F-35 May Come to Vermont on Wing and Prayer – or Mostly Prayer, and Deceit

By William Boardman 6.1.13

Reader Supported News <http://readersupportednews.org/opinion2/277-75/17591-war-on-terror-to-continue-with-fresh-makeup> is the Publication of Origin for this work. Permission to republish is freely granted with credit and a link back to Reader Supported News <http://readersupportednews.org/opinion2/277-75/17603-stupidity-can-be-cured> .

Air Force Acknowledges F-35 Critics Were Right About Impact

The Air Force has admitted that its critics in Vermont have been right all along – that basing the F-35 strike fighter in Burlington, the state's only area with population at urban-concentration levels, will render thousands more homes "unsuitable for residential use" than originally estimate.

The faulty first estimate in the Air Force's environmental impact statement resulted from the Air Force's use of outdated 2000 census data, even though 2010 census data was easily available at the time the statement was prepared.

The 1,100-page environmental impact statement has been challenged on factual grounds since its release in 2012. The Air Force is currently reassessing it, with a full revised edition expected in the fall of 2013. There is now a 30 day public comment period on the revised report.

The revisions made public on May 31 all related to the Air Force's erroneous population figures for the several towns surrounding the Burlington International Airport (which is in South Burlington, but owned by Burlington). Burlington suffers little negative impact from airport while reaping most of the benefits. The Air Force also corrected population data for other F-35 bases under consideration in other states.

F-35 Would Sacrifice Poorer Vermonters to Benefit Wealthy

Most of the people directly harmed by the airport, and the potential F-35 basing, live in South Burlington, where city councilor Rosanne Greco has been an outspoken, analytical critic of the Air Force plans based not only on the human impact, but environmental and economic damage, as well as military waste and futility. Greco is a retired Air Force colonel who served for years as a Pentagon planner.

''Kudos to the Air Force for taking our concerns seriously,'' Greco told the Associated Press, referring to the more accurate data. ''My major concern with this document is that this document will also be ignored by our senior decision makers. They pretty much ignored the last document. They ignored the people. They ignored the facts.''

In this she was referring to Vermont's two Senators, Democrat Patrick Leahy and independent Bernie Sanders, as well as Democrats Cong. Peter Welch, Governor Peter Shumlin, Mayor Miro Weinberger, and others. These officials all have in common a reflexive support for basing the F-35 in Vermont, without displaying even rudimentary understanding of the range of issues raised by basing an advanced war machine in the state.

Media coverage of the F-35 issue has been notoriously soft, with few reporters doing more than superficial reporting, generally biased toward the Air Force and supporters of militarization. WPTZ-TV's short report on May 31, for example, began with a snide anchor woman saying, "F-35 opponents have their say, once again, in Burlington" (emphasis in original).

Senator Leahy Gets to Mock and Demean His Constituents on TV

The short report than went on mention a "citizens hearing" and interview a jet fighter designer who spoke in sharply critical terms of the F-35 at the hearing. But the report gave roughly equal time to Sen. Leahy at some unspecified time when he was mocking his constituents who are F-35 opponents.

After claiming the F-35 as an honor for the Vermont National Guard, Leahy ignored substantive issues in favor of demagoguery: "I've heard a lot, and I heard one of the opponents say, 'This is terrible, we've got five minutes too much noise coming from this.' Five minutes? For national defense?"

Sen. Leahy also denigrated those who, like the Boston Globe, claimed the Air Force "fudged" its report to make it come out the way the Senator wanted. The Air Force has admitted errors in the past, as it did again on May 31, but it has not said it was pandering to Sen. Leahy.

More than 300 of the people caricatured by Sen. Leahy showed up for a "citizens hearing" at the Unitarian Universalist Church in Burlington May 30, organized by the Stop the F-35 Coalition and 13 other sponsors including the Peace and Justice Center, Burlington Quakers, and the Vermont Progressive Party.

Hearing Presents Devastating Assessment of F-35 and Its Impact

The citizens hearing was organized to respond to the failure of the congressional delegation, governor, mayor, and others to hold responsive public hearing or to address the myriad concerns of F-35 opponents. One of the organizers, realtor Chris Hurd, welcomed these officials to the hearing and invited them to stand and be thanked – causing laughter, as none of them was there.

One of the speakers was aviation engineer Pierre Sprey, who was a co-designer of the F-16 that the Vermont Guard currently flies and that Sprey sees having a useful life of another twenty years or more.

His critique of the F-35 was devastating as reported by the Burlington Free Press: "He said that despite Air Force claims of its stealth capability, [the F-35] will be easily visible to enemy radar, is vulnerable to ground fire, lacks maneuverability because of its weight and small wings, carries only half the bombing payload of the F-16 and, again because of its small wings, must fly too fast and high to be successful in its close support role."

Perhaps most damaging to supporters of the F-35, who trivialize its noise, like Sen. Leahy, Sprey argued that the plane's undeniable bulk will mean it will have to use afterburners during takeoffs. Planes using afterburners will make substantially more noise than those

without them, which implies that the F-35 would destroy even more habitable housing than the Air Force and its adherents are now admitting.

F-35 Would Destroy American Communities Before Bombing Foreign Ones

"We are deeply pained by their support (of the F-35) because it would destroy the quality of life for our most vulnerable neighbors," said another speaker, Rabbi Joshua Chasan of the Ohavi Zedek synagogue in Burlington. "Common sense would direct the placement of these airplanes to airports with far fewer people in the vicinity."

Noting that the threatened neighborhoods included immigrant communities that have been welcomed by their neighbors, the rabbi underscored the irony in displacing these people with a useless war machine:

"Where is our hospitality now – to bring in yet to be properly tested jets to fly over our new neighbors, raining upon them the roar of powerful engines of war as if refugees below were homesick for the fearsome sound of these instruments of war."

Rabbi Chasen spoke for himself and 14 other members of the local clergy who, some months ago wrote to their elected representatives expressing their concerns. They are still awaiting an answer.

Air Force Co. (Ret.) Says Pentagon Policy Is "Hardware First, PeopleSecond"

Another, perhaps much larger group of innocent victims of the F-35 may be the hundreds of thousands of military and veteran families. According to Col. Greco:

"A few categories of people will pay way more than their fair share. The Pentagon intends to pay for the F-35 by cutting military personnel and by cutting military personnel benefits, including health care and benefits for military families….

"This is nothing new. The military has been paying for weapons systems by cutting people programs for decades. Hardware first, people second."

Already living in the shadow of the F-35, Janice Brousseau moved into her house in 1950. In recent years Brousseau, who is known as "Gramma," said she has seen the airport buyout of uninhabitable houses leave them shuttered and empty, turning her area into a "little Detroit."

She plans to sell her house – if she can – before the F-35 makes it as worthless as if it was bombed.

So How Much Damage Can a $400 Billion Fighter-Bomber Do?

The panel's lone businessman, Ben Cohen, the co-founder of Ben K& Jerry's ice cream, encouraged the supporters to continue to resist the Air Force's plans. "I really believe we can do it," he said. "This plane and the Pentagon mentality this plane represents is bankrupting our country."

Rabbi Chasan agreed: "Let us be strong in the face of facile flag waving and fear-mongering."

Summing it up, Sprey said his years of experience with Pentagon informed his conclusion that the opponents were right and F-35 supporters were mostly blowing smoke:

"Whether you have the Air National Guard unit at the Burlington Airport or not has only to do with horse trading among senators and congressmen. It has nothing to do with what airplane is here….

"When people tell you that you're opposing defending America if you're against the F-35, I suggest you laugh in their face. The quicker it gets canceled, the better off the defense of the nation is."

It Won't Be really Ready for Six More Years, But at Least It's Expensive

F-35 is already the most expensive weapons system in history, and it is still at least six years from being fully deployed. That's the best case as stated by the Pentagon in publicity released May 31. The news coverage was generally more along the lines of "F-35 Combat-Ready in 2015." And all three of these statements are true.

The discrepancy lies in the selection of available facts, facts that may be best understood in the context of another fact: the last time the Pentagon predicted F-35 combat-readiness, the plane was supposed to be able to go on the attack in 2010. So far, the $400 billion F-35 program is 100% over budget and a decade behind schedule, and losing ground by all criteria.

Reporting to Congress one day ahead of the Congressionally-set deadline of June 1, the Pentagon told Congress, according to Bloomberg News, referring to the schedule as "combat-ready dates":

"… the initial short-takeoff and vertical-landing model for the Marine Corps will be ready no later than December 2015. The target for the Air Force's version of the jet is December 2016, and the date for the Navy model, designed to take off and land on aircraft carriers, is February 2019."

Explaining further, Reuters reported that: "Those are the dates that Lockheed Martin's F-35 will achieve <http://articles.chicagotribune.com/2013-05-31/news/sns-rt-us-usa-military-f35bre94u192-20130531_1_newest-warplane-carrier-air-wings-f-35-joint-strike-fighter> initial operational capability - the point when the services have enough planes on hand to go to war if needed."

"Actual deployments usually lag initial operational capability (IOC) dates by about a year," Reuters added. "Friday's [May 31] congressional rollout made the dates official, despite ongoing concerns about the cost and technical maturity of the world's most expensive weapons system."

Officially, no one will say that the F-35 will never be combat-ready, but the possibility remains, and is less than remote.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:30 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #11

… because significant health issues are ignored by the Air Force

(as well as the congressional delegation) [see below].

William Boardman

By William Boardman

Growing popular resistance <http://www.facebook.com/StopTheF35> to the Air Force plan to base its nuclear-capable F-35 first strike fighter in Vermont has included a public health hearing on the plane's noise impact, a well-attended meeting about legal <http://www.wptz.com/news/vermont-new-york/burlington/F-35-opposition-group-hires-lawyer/-/8869880/16721078/-/146a5do/-/index.html?absolute=true> action against the plan, and the emergence of a new grassroots opposition group, "Save Our Skies from the F35s." But these developments have yet had no discernible impact on Vermont's elected officials, almost all of whom support an F-35 base in Vermont.

In defense of the F-35, a coalition of real estate firms recently published <http://7d.blogs.com/.a/6a00d83451b91969e2017c325225d7970b-pi> a full page ad <http://7d.blogs.com/offmessage/2012/10/representatives-of-nine-major-real-estate-firms-in-chittenden-county-are-doubling-down-on-a-local-development-groups-earlier.html> in two Burlington papers, claiming the F-35 base would hurt property values, despite the Air Force acknowledgement that at least 1,366 homes were in a zone that would become "unsuitable for residential use." The ad's nine signers base their conclusion on a hotly disputed <http://www.7dvt.com/2012real-estate-expert-finds-critical-flaw-f-35-property-value-study> paper produced last July by the Greater Burlington Industrial Corp.

To reach their conclusion that property values are safe and secure, the real estate group includes statistics for unlivable homes that the Burlington Airport has bought at fair market value, as required by law, and then torn down because they are unsellable because of the

noise. Statistically, the sales managed to preserve housing value, and commissions, if not the housing itself.

The weekly Seven Days quotes one of the signers, Ernie Pomerleau, as saying: "We're not the outliers here. We stand with Bernie Sanders, Patrick Leahy, Peter Welch, Peter Shumlin and all the other elected officials who support the F-35" – referring to Vermont's two U.S. Senators, lone Congressman, and Governor.

Congressional Delegation Avoids Public Engagement

The Congressional delegation has been unusually reticent of late, having warmly praised <http://www.leahy.senate.gov/press/vermont-air-national-guard-chosen-to-be-first-to-receive-f-35-joint-strike-fighter> themselves in July 2010 for getting the Air Force to decide to base the F-35 in Vermont. Now Cong. Welch has no references whatsoever to the F-35 on his website and Sen. Leahy <http://www.leahy.senate.gov/search/?q=F-35&x=0&y=0&access=p&as_dt=i&as_epq=&as_eq=&as_lq=&as_occt=any&as_oq=&as_q=&as_sitesearch=&client=leahy&sntsp=0&filter=0&getfields=title&lr=&num=15&numgm=3&oe=UTF8&output=xml&partialfields=&proxycustom=&proxyreload=0> has nothing more recent than a year ago. Sen. Sanders <http://www.sanders.senate.gov/search/?q=F-35&go=Search&access=p&as_dt=i&as_epq=&as_eq=&as_lq=&as_occt=any&as_oq=&as_q=&as_sitesearch=&client=sanders&sntsp=0&filter=0&getfields=title&lr=&num=15&numgm=3&oe=UTF8&output=xml&partialfields=&proxycustom=&proxyre> , who's running for re-election in a not-very-contested race, offers several more recent news summaries, including <http://www.sanders.senate.gov/search/?q=F-35&go=Search&access=p&as_dt=i&as_epq=&as_eq=&as_lq=&as_occt=any&as_oq=&as_q=&as_sitesearch=&client=sanders&sntsp=0&filter=0&getfields=title&lr=&num=15&numgm=3&oe=UTF8&output=xml&partialfields=&proxycustom=&proxyre> an uncritical report on the real estate ad while noting that opponents called the underlying study "bizarre."

For all their consistent support of the Air Force plans, none of the congressional delegation has provided any substantial analytical basis in support of their pro-F-35 position or in responding to Vermonters' concerns not just about property values, but noise, health, militarization, or quality of life in Vermont. None has replied to our requests for such analysis and response.

The Burlington Board of Health, by contrast, has taken a serious approach to concerns about the health impacts of the F-35 and is in the midst of developing an assessment and recommendations to be presented in December.

The first step in that process was the hearing <http://www.cctv.org/watch-tv/programs/public-hearing-health-impacts-basing-f-35-jet-0> on October 11, when the board heard from seven citizens with a wide range of health concerns that led them to oppose any F-35 base in Vermont. No one spoke in favor of the base. No reporters attended.

Health Concerns Include Stress, Hearing, Heart

Several people addressed both the psychological and the physiological aspects of noise. Psychologically, noise is disturbing and chronic noise wears a person down, which is one reason it's a basic element of torture. Physiologically, noise causes bodily responses that break the body down over time, creating hearing loss, anxiety, heart disease, or other life-shortening conditions.

As Richard Joseph of Winooski pointed out, some portion of the people living near the airport now are already suffering these effects because of the F-16 fighters that have been based in Burlington for years. He lamented the uninformed public debate and urged the board to speak up.

Echoing an earlier speaker who objected to the health effects of bigger jets burning more fuel and causing more air pollution, Spencer Smith of Burlington added the problem of increased water pollution, since landing F-16s already dump excess fuel into Lake Champlain and the larger F-35 can be expected to dump more.

Smith also noted that the anxiety produced by excess noise would be further amplified by knowing that nuclear weapons were based in Vermont.

Speaking for what she referred to as the "invisible people" in the psych ward of local hospitals, nurse Lee Burch of Burlington emphasized the especially harsh effect loud noise has on mental patients. She pointed out that there are others Air Force bases that want the F-35, and those bases are not in the middle of a metro area of more than 100,000 people, surrounded by residential areas. Only the Burlington option will put thousands of people in an "unsuitable for residential use" zone.

Doctor Raises Higher Violence Rate Among Military

A family physician from Winooski, Dr. Ann Gorey lives and practices in the airport flight path. Re-emphasizing the physiological and psychological impacts, the family practitioner called the board's attention to the predictable consequence of Burlington becoming more militarized – that there would be increased violence against women and children.

Board chair Dr. Austin Sumner said the board planned to compile the different concerns raised in order to seek some expert testimony at the board's next meeting November 8. He said the board would continue to accept comments on health issues by email

The night before the board of health meeting, more than 100 people came to Chamberlin Middle School in South Burlington to express their distress about the current noise from F-16s, never mind what the F-35s would bring. They feel their congressional delegation has written off their neighborhoods as not valuable enough, and that's why those officials won't even meet with them.

But mostly they came to discuss the pending legal <http://www.stopthef35.com/invitation-sign-lawsuit-3> challenges to the basing plan and explore a variety of ways <http://stopthef35.com/sites/default/files/Stop_the_F-35_Coalition_Retainer_Letter.pdf> to move forward either before or after the Air Force announces its decision in December. Attorney James Dumont <http://saveourskiesvt.org/bfp-article-on-legal-argument/> spent more than an hour answering questions about the community's legal options for blocking the F-35 from coming to Vermont.

New Group Gets No Hope From Leahy Letter

SaveOurSkies.org is the website of a recently formed opposition group in Winooski, where the city government has been slow to engage on the issue of F-35 basing, even though most of the city will be within the "unsuitable for residential use" zone. Based at St. Michael's College – Sen. Leahy's alma mater – the group is promoting "A Conversation on the F-35" at the college on October 17.

SaveOurSkies.org has posted a response letter <http://saveourskiesvt.org/senator-leahys-letter/> from Sen. Leahy in which he downplays the noise issue (without mentioning health), downplays the property value issue (based on the disputed report), and spends two vague, largely irrelevant paragraphs on national defense (without explaining what difference it would make whether F-35s were based in Vermont or not).

Then he writes, "I am not willing to sacrifice any Vermont community for a new fighter jet. I have worked to obtain federal funds for community investments in both South Burlington and Winooski, and I would never support a new program that would harm those communities. I would strongly oppose basing the F-35 in Vermont if I believed its noise would make Winooski or South Burlington unlivable. But I do not believe that will be the case." [emphasis added]

The congressional delegation from the military-industrial complex apparently eschews evidence for belief – and marching orders.

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:35 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO ro F-35 in Vermont #12

… because F-35 basing has the potential for involving the Air Force,

the state, communities, and citizens in significant, lengthy lawsuits [see below].

William Boardman

F-35 OPPOSITION INTENSIFIES IN VERMONT AS AIR FORCE DECISION NEARS

By William Boardman

Public opposition to basing the F-35 first strike bomber in Burlington, Vermont, is intensifying on three fronts: legal, political, and public health.

With the Air Force's final decision probably little more than a month away, the Stop the F-35 <http://www.facebook.com/StopTheF35> coalition has signed up dozens of people as co-plaintiffs in current and future legal actions <http://www.wptz.com/news/vermont-new-york/burlington/F-35-opposition-group-hires-lawyer/-/8869880/16721078/-/item/0/-/y5cuvm/-/index.html> , including a potential multi-million-dollar liability suit against the City of Burlington as the landlord of the Burlington International Airport. One estimate projects that housing made unsuitable for residential use could cost the city as much as $171 million if the city was to be held liable.

The Air Force's environmental impact statement last spring estimates that at least 1,366 homes would be rendered unsuitable for residential use, while others say the impact will reach more than twice as many. SO-2

The first reaction of city attorney Eileen Blackwood was that she "was not aware of any basis on which the city would be liable." Meanwhile, she is compiling documents to fulfill the coalition's attorney's first action, a public records request that will add details of the relationship between the city and the airport. The request is intended to put the city on notice that it "can be held liable for damages to health, hearing, home value, and nuisance

to thousands of homeowners and renters caused by the noise its tenant at the airport – the Air Force – generates," says a letter from the coalition.

The coalition's attorney, James Dumont <http://www.dumontlawvt.com/index.htm> of Bristol, has extensive experience in environmental law and taught Environmental Litigation at Vermont Law School for many years. He sent the public records request to the city on September 13. He is also laying the groundwork for possible challenges to the F-35 base through the local permit process, including Act 250, the Vermont environmental law, as well as through local zoning ordinances and the National Environmental Policy Act, a federal law.

In an email inviting people to join the legal action, the Stop the F-35 Coalition outlined its reasoning: "We view the legal challenges as one of the ways to demonstrate broad public opposition to basing the F-35 in the most densely populated part of Vermont. We want hundreds of people to participate. That is why we are making participation in these legal actions as easy as possible. The

key is large numbers of people, and if large numbers participate, we will make an impact on the thinking of city officials, our Governor, our Congressional delegation, and the Air Force."

While both Vermont's Senators, the state's only Congressman, the governor, and the mayor of Burlington have all expressed support for basing the nuclear-capable F-35 in Vermont, several have done so somewhat provisionally. While they generally indicate something about jobs being good, none of them has offered a cogent and detailed argument that demonstrates that the F-35 has a coherent mission or that it serves the overall public good.

In August the Vermont Chamber of Commerce announced that it had initiated a petition in support of the F-35 base. In response to a recent inquiry, a chamber spokesperson said there was nothing further to report on this.

To further public involvement in the discussion, the coalition has been leafleting in the region to draw as large a crowd as possible to a Community Meeting on October 10 at 7 pm in the Chamberlain School in South Burlington. South Burlington is the only local government, under the leadership of a former Pentagon planner, to take a clear position in opposition to an F-35 base. Other affected local governments have equivocated, but none has expressed support.

The following day, October 11, at the Burlington City Hall, the city's board of health <http://polizeros.com/2012/09/25/proposed-vermont-f-35-base-pits-militarization-against-public-health/> will take public comment relating to health concerns about having an F-35 base at the airport.

The F-35, perhaps the world's most expensive weapons system, is already more than a decade behind schedule and more than 100 per cent over budget, but still has no deployment date. More than two years ago, the Air Force announced plans to replace its F-16 fleet <http://en.wikipedia.org/wiki/General_Dynamics_F-16_Fighting_Falcon> with F-35s, possibly basing some in Burlington. The troubled trillion-dollar program <http://www.reuters.com/article/2012/09/29/us-lockheed-fighter-idUSBRE88R1K120120929> may have a test version of the plane available in November.

More than 4,500 F-16s have been built for air forces around the world. The U.S. Air Force has some 2,200 F-16s, the last one <http://www.f-16.net/news_article1332.html> coming off the assembly line in March 2005. The Air Force Times <http://www.airforcetimes.com/prime/2012/09/PRIMEair-force-f16-upgrades-past-2030-091912/> recently reported that, to "fill any gaps that might arise with the F-35 program," the Air Force now plans to keep the F-16 in service another 18 years or more, past 2030.

Not that troubles with the F-35 are a new development. When the Air Force took its last F-16, affectionately called the "viper," there were already problems with its presumed replacement, as one serviceman posted in the F-16.net forum in March 2005: "What a great example of fixing what isn't broken. Here we have a cost-effective [F-16] jet with a fantastic service record. But now we need the F-22 or F-35, more expensive, more 'stealthy' more technologically advanced etc. etc. What it means is more $$ in contracts for Lockheed, more $$ in training for US pilots, and more wasted dollars as the viper is put to pasture. IMHO the money should just be spent on upgrading the viper. I mean, stealth is becoming obsolete very quickly with advances in radar technology anyway. The saved money could also be put towards keeping bases open and people working instead of wasted on R&D. Maybe I just love the viper, or maybe it makes too much sense for the gov't to see."

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:40 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #13

… because it is detrimental to the public interest in many ways, including negative effects on health, environment, and economy [see below].

William Boardman

F-35 POSES PUBLIC HEALTH RISKS, AS WELL AS ENVIRONMENTAL, ECONOMIC

By William Boardman

Noise <http://www.noiseandhealth.org/> is one of the basic tools <http://thejusticecampaign.org/?page_id=273> torturers use to break down their prisoners at Guantanamo <http://www.guardian.co.uk/world/2008/jun/19/usa.guantanamo> or Bagram <http://news.bbc.co.uk/2/hi/8621973.stm> ; the F-35 fighter-bomber promises to bring significant noise to Burlington, Vermont; and now the Burlington Board of Health <http://www.burlingtonvt.gov/codeenforcement/health/> has decided to hold hearings on the connection <http://en.wikipedia.org/wiki/Health_effects_from_noise> between noise and disease <http://www.cdc.gov/nceh/hsb/noise/> .

Public health <http://www.time.com/time/specials/packages/article/0,28804,1929071_1929070_1947782,00.html> was not included in the Air Force assessment of a Burlington base, nor have opponents raised the issue forcefully. But the Board of Health <http://www.burlingtonvt.gov/codeenforcement/health/> , which is responsible for the "prevention, removal or destruction of public health hazards and the mitigation of public health risks" under state and local law, started looking at the health implication of the F-35 last summer and found enough concern to warrant public hearings in October and November.

The underlying question <http://www.facebook.com/groups/110051492373646/> is whether increased militarization of Vermont will be good for the health of Vermonters.

The board has not taken a position on the F-35 at this time, and any opinion it offers is only advisory, but would carry some weight. The board is a five member citizen advisory group appointed by the Burlington City Council, which is divided on the F-35 issue and has formally voted to take no position yet.

Noise, especially traffic noise, and especially air traffic noise has long been recognized as an environmental and health concern. The U.S. Air Force acknowledges the seriousness of noise impact <http://vtdigger.org/2012/06/17/leas-burlington-free-press-got-it-right-on-f-35-sound-level/> on health by estimating that the noise of an F-35 base in Burlington would render at least 1,366 more houses "incompatible with residential use," in addition to the hundreds of residences already rendered "incompatible" by the F-16 fighter program and other air traffic at Burlington International Airport <http://www.burlingtonintlairport.com/> .

Opposition <http://www.vpr.net/news_detail/94594/vt-cities-oppose-question-f-35-plan/> to an F-35 base in Vermont started shortly after the Air Force announced its plane in December 2009. Opposition increased <http://www.opednews.com/articles/Vermont-s-F-35-Dogfight-Ge-by-William-Boardman-120719-998.html> dramatically in June of this year during the comment period on the Air Force's draft <http://www.accplanning.org/documents/EISs/F-35%20Ops%20Draft%20EIS/Executive%20Summary.pdf> Environmental Impact Statement (EIS) that gave Burlington high marks in a scoring system that later turned out to be wrong <http://vtdigger.org/2012/07/20/leas-air-force-official-admits-burlington-got-top-score-for-f-35-based-on-flawed-data/> .

The Air Force is considering five other sites for F-35 bases, but Burlington is the only place where the noise pollution impact <http://www.vtcommons.org/blog/what-every-vermont-candidate-should-know-about-f-35> was rated high by the Air Force. The EOS offers no noise mitigation proposals. The Federal Aviation Administration says that there are no noise mitigation techniques that actually work.

The only local Vermont government to support the F-35 base is Milton <http://www.vpr.net/news_detail/95186/milton-reaffirms-its-support-for-f-35-basing-in-so/> , population 10,352, about ten miles from the airport. Milton Select Board chair Louis Mossey, a master sergeant in the Air National Guard that would host the F-35, engineered the 5-0 vote to reaffirm a 2010 resolution of support, saying he had no conflict of interest requiring him to abstain.

None of the towns <http://www.nhpr.org/post/vermont-town-divided-over-hosting-air-forces-f-35s> most directly affected have expressed support for the F-35, despite voting on the issue. Most asked for more information from the Air Force. Only South Burlington has voted in clear opposition. The chair of the South Burlington is a well-informed retired Air Force colonel, Rosanne Greco, <http://www.stopthef35.com/f-35-base-catching-flak-vermont-retired-colonel> who work for years as the Pentagon planner.

No one seems to argue that the newest, most expensive, nuclear-capable U.S. Air Force fighter-bomber, that is a decade late on delivery and more than 100 per cent over budget, is

really needed to defend Vermont. It's hard to find anyone who says the plane is needed at all, and foreign buyers have begun reducing or cancelling their orders.

But most Vermont state and federal officials <http://socialistworker.org/2012/08/09/vermont-says-no-to-the-f35> are in favor of basing it in Vermont anyway. Vermont's entire congressional delegation <http://www.vpr.net/news_detail/95003/for-vt-delegation-little-political-risk-in-defendi/> supports the F-35 base, as does the governor <http://www.vpr.net/news_detail/95889/issues-abound-in-first-gubernatorial-debate/> and his Republican challenger, as does the Mayor of Burlington, even though none of them <http://7dvt.com/2012f-35-fighter-jets-south-burlington-air-force-idea-bombs-and-soars> has offered any detailed analysis of the benefits that they think outweigh the widely-acknowledged human and economic costs. Mostly these elected officials <http://vtdigger.org/2012/07/19/stop-the-f-35-organization-protests-democratic-party-fundraiser-on-july-19/> say something vague about "jobs" or supporting the Vermont Air National Guard, and then try to change the subject.

Independent Sen. Bernie Sanders <http://www.orionmagazine.org/index.php/articles/discuss/7006> , who's running for re-election, doesn't have the F-35 issue on his campaign website <http://www.bernie.org/> . Sanders has said <http://www.vpr.net/news_detail/95003/for-vt-delegation-little-political-risk-in-defendi/> , somewhat irrelevantly, " I think by and large that decision has already been reached." Sanders is under no pressure from his campaign opponent, Republican John MacGovern, who has expressed some concern over the F-35, but is not making it an issue.

"I think it would be a very good thing for Vermont to have the F-35 here," is about as detailed as Democratic Sen. Patrick Leahy <http://www.wcax.com/story/18951488/leahy-satisfied-f-35-siting-process-is-reliable> gets on the issue. Democratic Cong. Peter Welch gets slightly more expansive, and leaves himself plenty of running room, when he says: "I do support the F-35s for the Guard. There's two issues about that -- one is this is very good for the jobs and the economy. Number two -- it's an indication of how highly regarded the Vermont guard is. But there is a third issue that is very important and that's the environmental assessment process, and that should be an independent process free from political interference and I will accept whatever the outcome of that process is."

Germanos, Nicholas M Civ USAF HQ ACC/A7NS

From: William Boardman
Sent: Friday, July 12, 2013 2:45 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7NS
Subject: NO to F-35 in Vermont #14

… because the Air Force treats too many Vermonters like enemy combatants [see below].

William Boardman

US Air Force Wages Class Warfare

VERMONT CITY RESISTS GETTING BOMBED-OUT FEELING FROM F-35s

By William Boardman

Faced with the community-damaging possibility of the U.S. Air Force basing its soon-to-be-testing F-35 <http://www.opednews.com/articles/Pentagon-Pushes-F-35-on-Ve-by-William-Boardman-121117-973.html> nuclear capable fighter bomber at the Burlington Airport in their city, South Burlington's City Councilors have once again expressed carefully and coherently argued opposition to the plan that the Air Force's own study found would render more than a thousand nearby homes "incompatible with residential use."

The impact of an F-35 base would, by the Air Force's own calculation, destroy houses and displace people on a scale akin to a military campaign. Of all its proposed basing options, the Air Force acknowledges that by far the most damaging civilian impact would be felt by South Burlington and Winooski.

With that level of destruction in mind, together with the reality that it would fall, like class warfare, on the less well off, the city council has stated its determination to defend <http://www.opednews.com/articles/More-Opposition-to-F-35-in-by-William-Boardman-121017-226.html> its community and its residents "against industrial, military, and political interests," against what some have called vulture capitalism.

In response to two recent pro-F-35 petitions from regional business groups, the city council met November 23 and voted 4-0 with one member absent to approve similar three-page, single-spaced, analytical responses <http://www.sburl.com/vertical/sites/%7BD1A8A14E-F9A2-40BE-A701-417111F9426B%7D/uploads/11-23-2012_Agenda_Meeting.pdf> to the two sets of petitioners, the Greater Burlington Industrial Corporation (largely unaffected by the air base) and Business Development of Montpelier (the state capitol, some 35 miles away) .

City Affirms Position From Six Months Ago

This new vote in effect affirmed the council's earlier vote in May 2012, when it met with Air Force representatives who didn't answer some of their most substantive questions. The vote in May was 4-1, with recently-elected councilor Pam Mackenzie <http://www.otherpapersbvt.com/pam-mackenzie-city-council-clerk.html> voting to support the F-35. The daughter of an Air Force serviceman, Mackenzie's job with Comcast brought her to Vermont in 2009. She was elected <http://www.otherpapersbvt.com/your-vote-does-count.html> to a two-year council term in March, winning by two votes, with 36.8% of the vote in a three-way race that ended with a recount.

She was the only absent city councilor on November 23, although one other participated by phone. The council president is retired Air Force colonel Rosanne Greco who was for years a Pentagon planner and who has identified errors in the Air Force environmental impact statement. She and others have sought the scoring sheets that led to the errors, but the Air Force and the Vermont Congressional delegation have so far stonewalled their fellow government officials on sharing information on which the F-35 basing decision could be based.

The city council's letter responds point-by-point to the text of the petition from the Burlington group (the Montpelier group did not provide the council with the text of its petition).

Citing passages in the Air Force report (the petition used only the summary), the South Burlington response rebuts the petition on issues of noise, protection of children, operations activity, and air pollution – all of which the petition erroneously minimized.

Why Shouldn't South Burlington Be Sacrificed?

On "Safety" the petition quotes the summary that "the risks of a mishap are not expected to increase substantially," a conclusion reached in the context of projecting the life of the F-35 compared to the life of the older F-22 (one of which crashed this month, after the petition was written).

This misses the point, as the city council points out – that South Burlington would be exchanging the risks of a mature aircraft, the F-16, for the risks of an untested new craft going through its testing period, usually the most dangerous period of an aircraft's useful life.

Similarly, the petition seriously overstates the economic gains likely to be had from the F-35 basing. The Air Force study estimates these benefits as "none" under its first scenario and "minor" under its second scenario.

What the economic argument fails to make clear is that such gains as there might be and what benefits as there are tend to be spread across the region, while the risks and costs tend to be concentrated in South Burlington and other proximate communities.

Rejecting Class Warfare is Truly Democratic

In concluding its letter, the city council confronted the arrogance and pressure tactics of supporters of the F-35, as well as their willingness to use coercion and fear where they don't have arguments or facts. The petition was misleadingly titled "Save the Guard," when its clear intent was "Sacrifice South Burlington," in response to which the council wrote:

Your petition stated, "the So Burlington Council's position is wrong." We do not believe that it is ever wrong to speak up for our residents and our community. The majority of the people who would be directly affected by the basing of the F-35A are of moderate to low income (the average Vermonter). These people are at a distinct disadvantage compared to those who support the F-35A. The F-35A proponents have far more financial and organizational resources than individuals or communities. If we do not speak up for the average resident, who will? This is what we have done, and what we will continue to do, even if it means going up against industrial, military, and political interests.

We support the Vermont National Guard, and are willing to work to continue their presence in our area. However, that does not mean we support basing the F-35A weapon system in South Burlington. We believe the best way to "Save the Guard" is to insure their operations are compatible with the surrounding community and region.

When the Greater Burlington Industrial Corporation announced <http://www.opednews.com/articles/Fact-Averse-News-Media-in-by-William-Boardman-121120-745.html> its petition in October, with an alleged 10,000-plus signatures, media coverage was as widespread as it was uncritical, and bereft of opposing points of view.

Vermont media have all but ignored the official response of the City Of South Burlington, except for the Burlington Free Press

<http://www.burlingtonfreepress.com/article/20121123/NEWS02/311230019/?odyssey=tab%7Cmostpopular%7Ctext%7CFRONTPAGE> which reported the decision three days later, in a story by John Briggs, who emphasizes the noise issue at the expense of housing, health, safety or any other issue cited by the city.