

*Commissioner's
Base Briefing Book*



Naval Air Station Brunswick, ME

The Honorable Samuel Skinner

**NAVAL AIR STATION BRUNSWICK, ME
COMMISSION BASE VISIT
July 26, 2005**

TABLE OF CONTENTS

TAB

- A. ITINERARY
- B. BASE SUMMARY SHEET
- C. BASE VISIT REPORT
- D. SECRETARY OF DEFENSE RECOMMENDATION
- E. INSTALLATION REVIEW
- F. SITE MAP AND STATISTICAL DATA
- G. STATE CLOSURE HISTORY LIST
- H. PRESS ARTICLES AND CORRESPONDENCE

Naval Air Station Brunswick, ME ITINERARY

TIME	EVENT	LOCATION	POC	NOTES
25 July Commissioner Turner arrives 1300; Commissioner Skinner arrives 2200	Travel	Portland Airport	Hal Tickle	Travel
About one hour Airport to BOQ	Travel	Portland- Brunswick (Base VIP Suite)	Hal Tickle	Rental Cars
26 July 0800-0900	Commissioners' Brief	NAS Brunswick	Captain Womack/Commodore Hewitt	Briefing
0900-1000	Windshield Tour	NAS Brunswick	Captain Womack	Tour
1000-1015	En route to Community Meeting	Cook's Corner	Hal Tickle	Travel
1015-1115	Community Meeting	Cook's Corner	Hal Tickle	Briefing
1115-1125	Press Availability	Cook's Corner	Jim Shaefer	Press Meeting
1125-1500 Commissioner Skinner	Travel	Brunswick to Boston	Hal Tickle	Rental Car
1125-? Commissioner Turner	Travel	NAS Brunswick to Portsmouth Naval Shipyards	Jim Hanna	Travel Rental Car or MILAIR

Note: RADM Kenny, Commander Navy Region Northeast/Commander Subgroup TWO and TEN will join the Commissioners at Brunswick and attend briefings at Portsmouth and New London as well

Briefing Officers:

Captain George Womack-Commanding Officer, NAS Brunswick

Captain Mike Hewitt-Commander, Patrol & Reconnaissance Wing FIVE

Captain Alan LaBeouf-Commander, Naval Air Reserve

Captain Womack assumed command of NAS Brunswick on Friday July 22, 2005

ENVIRONMENTAL CONSIDERATIONS

Naval Air Station Jacksonville, FL, is in Maintenance for Ozone (1-Hour) and no Air Conformity Determination is required. This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; or water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$0.2M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of relocating aircraft, personnel, equipment and support. Potential environmental impact issues associated with closure of NAS Brunswick have not yet been determined.

REPRESENTATION

- Governor: The Honorable John Baldacci (D)
- Senators: The Honorable Olympia Snowe (R)
The Honorable Susan Collins (R)
- Representative: The Honorable Thomas Allen (D)

ECONOMIC IMPACT

- Potential Employment Loss: 6,017 jobs (3,358 direct and 2659 indirect)
- MSA Job Base: 265,612 jobs
- Percentage: 1.8 percent decrease

MILITARY ISSUES

- Relocate aircraft along with dedicated personnel, equipment, and support to Naval Station Jacksonville, FL
- Consolidate the Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL
- Close Naval Air Station Brunswick

COMMUNITY CONCERNS/ISSUES

- Economic impact of NAS Brunswick closure
- Strategic military value

ITEMS OF SPECIAL EMPHASIS

- Strategic Military Value
- Surge capability
- Community reuse of base property

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

NAVAL AIR STATION BRUNSWICK, ME

Realign

INSTALLATION MISSION

- To operate DOD's primary military air station in the northeast region of the United States in support of the operational forces of the U.S. and its allies.

DOD RECOMMENDATION

- Realign Naval Air Station Brunswick, ME to a Naval Air Facility
- Relocate aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL.
- Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL.

DOD JUSTIFICATION

- The realignment of Naval Air Station Brunswick will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville. This recommendation retains an operational airfield in the northeast that can be used to support the homeland defense mission, as needed, and maintains strategic flexibility. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DOD and Naval transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

COST CONSIDERATIONS DEVELOPED BY DOD

- | | |
|---|-----------------|
| • One-Time Costs: | \$147.2 million |
| • Net Savings (Cost) during Implementation: | \$112.6 million |
| • Annual Recurring Savings: | \$34.9 million |
| • Return on Investment Year: | 2115 (Four) |
| • Net Present Value over 20 Years: | \$238.8 million |

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>
Baseline	2705	395
Reductions		
Realignments	(2317)	(61)
Total	(2317)	(61)

ENVIRONMENTAL CONSIDERATIONS

Naval Air Station Jacksonville, FL, is in Maintenance for Ozone (1-Hour) and no Air Conformity Determination is required. This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; or water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$0.2M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

REPRESENTATION

- Governor: The Honorable John Baldacci (D)
- Senators: The Honorable Olympia Snowe (R)
The Honorable Susan Collins (R)
- Representative: The Honorable Thomas Allen (D)

ECONOMIC IMPACT

- Potential Employment Loss: 4,266 jobs (2,420 direct and 1,846 indirect)
- MSA Job Base: 265,612 jobs
- Percentage: 1.3 percent decrease

MILITARY ISSUES

- Realign aircraft along with dedicated personnel, equipment, and support to Naval Station Jacksonville, FL
- Consolidate the Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL
- Realign Naval Air Station into a naval Air Facility

COMMUNITY CONCERNS/ISSUES

- Economic impact of station realignment

ITEMS OF SPECIAL EMPHASIS

- Strategic Military Value

BASE VISIT REPORT

Naval Air Station Brunswick

2 June 2005

LEAD COMMISSIONER: Chairman Anthony Principi

COMMISSIONERS: The Honorable James Bilbray, The Honorable Philip Coyle and General Lloyd Newton

COMMISSION STAFF: Jim Hanna, Navy/Marine Corps Team Leader, Hal Tickle, Senior Navy/Marine Corps Lead Analyst and Michael Kessler, Associate Navy/Marine Corps Analyst.

LIST OF ATTENDEES:

Captain Hewitt – Commander Patrol and Reconnaissance Wing FIVE
Captain Winneg – Commanding Officer, Naval Air Station Brunswick
Captain LaBeouf – Commanding Officer, Naval Air Reserve

Senator Snowe
Senator Collins
Governor Baldacci
Congressman Allen
Congressman Michaud
Major General Libby (TAG)

CPRW FIVE MISSION:

- Our mission is to ensure that patrol squadrons are trained, equipped, and resourced to achieve the required levels of operational readiness necessary to meet ever Changing theater commander requirements.
- Major tenants are: CPRW FIVE, VP-8, VP-10, VP-26 (Active P-3s), VPU-1 (Special Projects P-3s), VP-92 (Reserve P-3s) and VR-62 (Reserve C-130s)

NAVAL AIR STATION BRUNSWICK MISSION:

- To operate DoD's primary military air station in the northeast region of the United States in support of the operational forces of the U.S. and its allies.
- Major tenants are: CPRW FIVE, VP-8, VP-10, VP-26 (Active P-3s), VPU-1 (Special Projects P-3s), VP-92 (Reserve P-3s) and VR-62 (Reserve C-130s), AIMD, FASO and Air Reserve Center.

SECRETARY OF DEFENSE RECOMMENDATION:

- Realign Naval Air Station Brunswick, ME to a Naval Air Facility and relocate its aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL. Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL.

SECRETARY OF DEFENSE JUSTIFICATION The realignment of Naval Air Station Brunswick will reduce operating costs while

- The realignment of Naval Air Station Brunswick will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville. This recommendation retains an operational airfield in the northeast that can be used to support the homeland defense mission, as needed, and maintains strategic flexibility. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Naval transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

MAIN FACILITIES REVIEWED:

- NAS Brunswick facilities
- CPRW FIVE
- AIMD

KEY ISSUES IDENTIFIED

- Strategic location
- Existing facilities, airspace and expansion capability to support MMA
- Commissioner Bilbray: concerned that this the only remaining active Naval Air Station in New England.
- Commissioner Newton: concerned about the total loss of military in the Northeast. There will be little connection of the military to/with the community in this part of the Nation.

INSTALLATION CONCERNS RAISED

- Degradation of training, mission effectiveness and Sailor quality of life associated with the realignment

COMMUNITY CONCERNS RAISED:

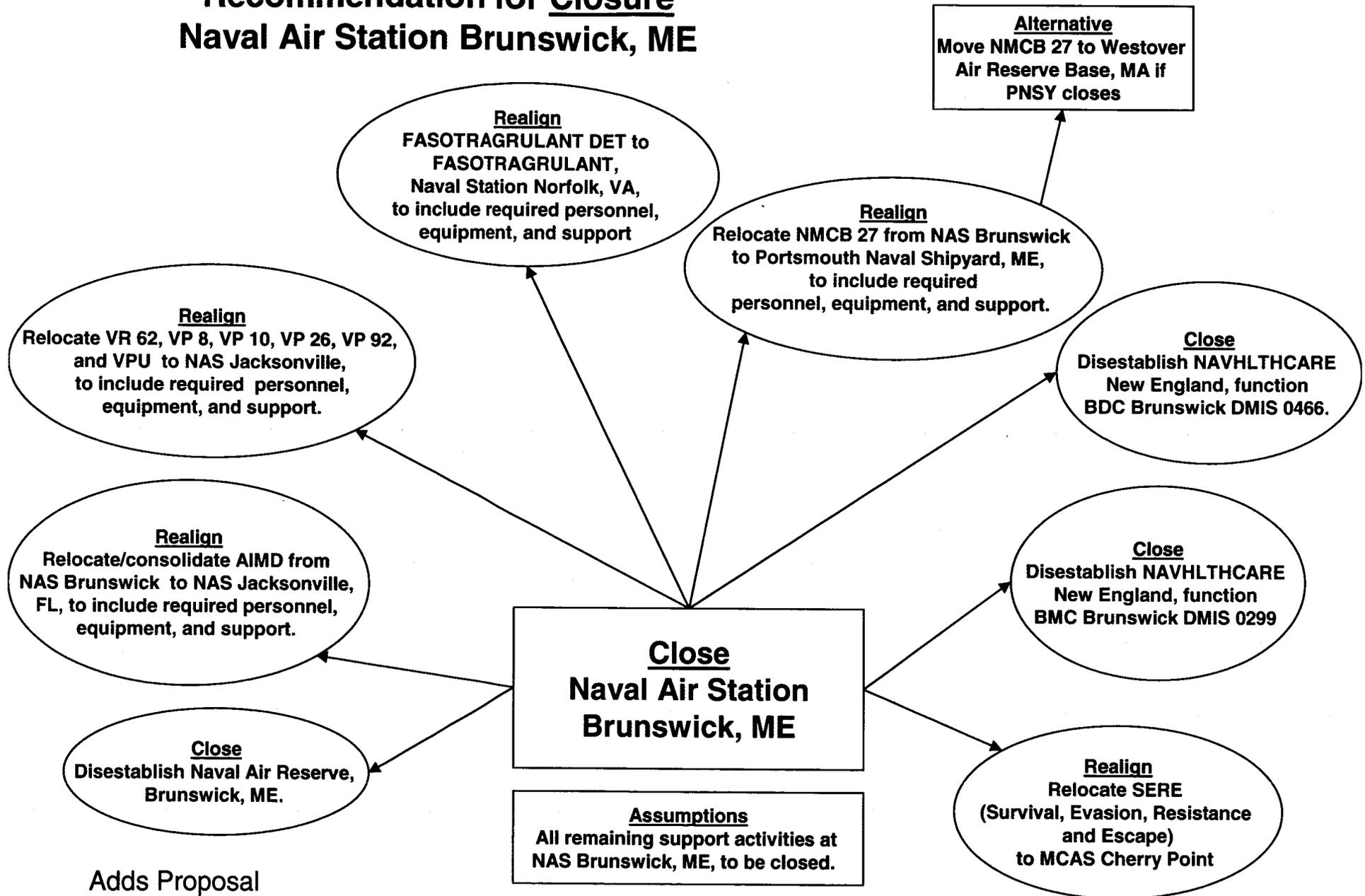
- Military value of NAS Brunswick underestimated
- Realignment costs underestimated
- Economic impact on community underestimated

REQUESTS FOR STAFF AS A RESULT OF VISIT:

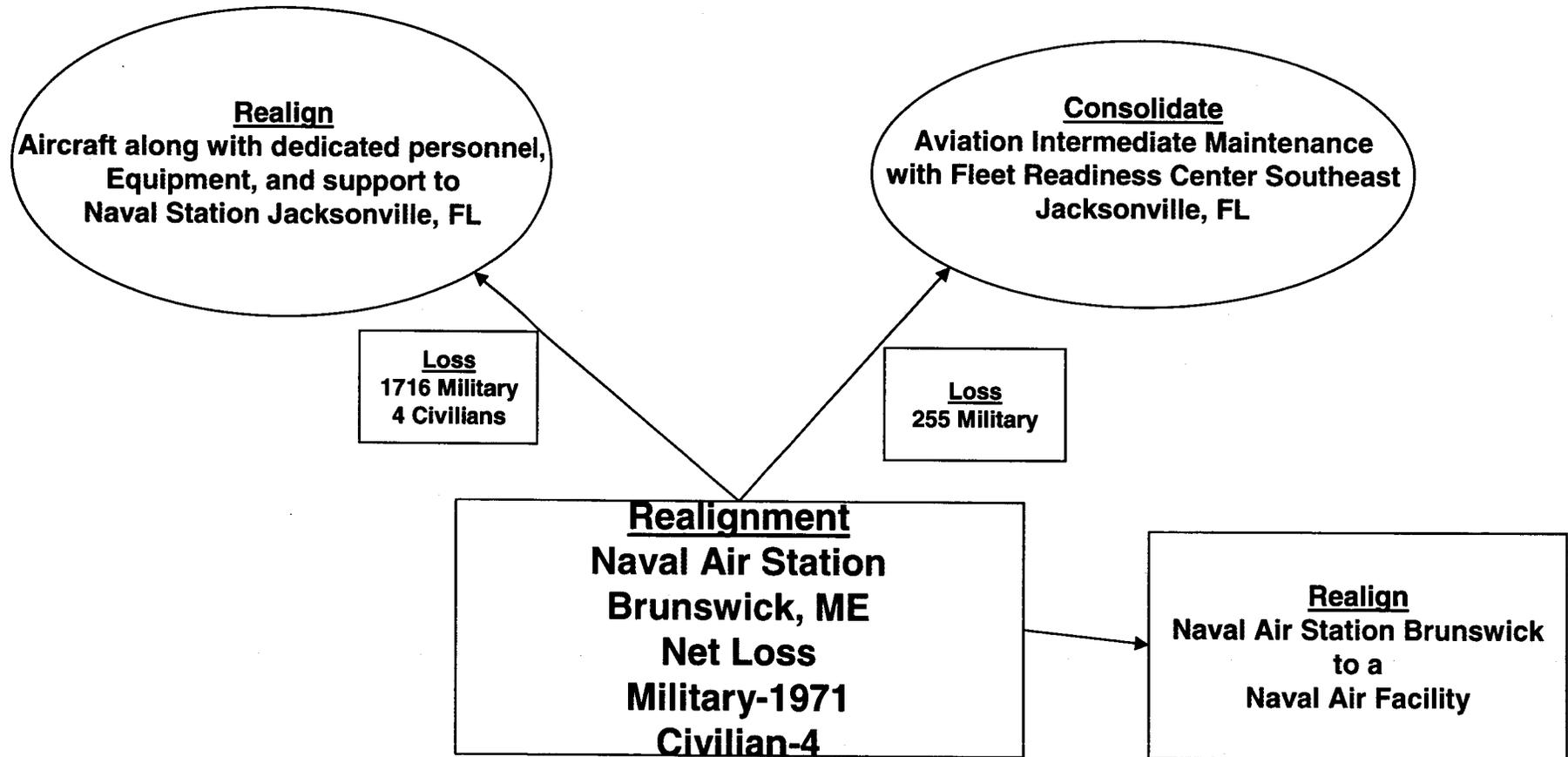
DCN: 11655

- A staff visit was conducted prior to Commissioners' visit with appropriate contact information exchanged. There were no requests from the base for additional visits.

Recommendation for Closure Naval Air Station Brunswick, ME



Recommendation for Realignment Naval Air Station Brunswick, ME



Recommendation for Realignment Naval Air Station Brunswick, ME

Recommendation: Realign Naval Air Station Brunswick, ME to a Naval Air Facility and relocate its aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL. Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL.

Justification: The realignment of Naval Air Station Brunswick will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville. This recommendation retains an operational airfield in the northeast that can be used to support the homeland defense mission, as needed, and maintains strategic flexibility. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Naval transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$147.2M. The net of all costs and savings to the Department during the implementation period is a cost of \$112.6M. Annual recurring savings to the Department after implementation are \$34.9M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$238.8M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,266 jobs (2,420 direct jobs and 1,846 indirect jobs) over the 2006-2011 period in the Portland-South Portland-Biddeford ME Metropolitan Statistical Area, which is 1.3 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Air Station Jacksonville, FL, is in Maintenance for Ozone (1-Hour) and no Air Conformity Determination is required. This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; or water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$0.2M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not

otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

DCN: 11655



**Captain
George G. Womack**

Captain Womack graduated from the University of South Alabama, where he earned a B.A. in Political Science and Psychology in 1981. In 1982, he was commissioned through the Aviation Officer Candidate Program in Pensacola, FL, and in 1983, earned his Naval Flight Officer "Wings of Gold" at the Naval Air Training Unit, Mather AFB, Sacramento, CA.

Upon completion of Electronic Warfare training at NTTC Corry Station, Pensacola, he reported to his initial operational assignment with the RANGERS of Fleet Air Reconnaissance Squadron TWO (VQ-2) in April 1984. Based at Naval Station Rota, Spain, he conducted EP-3E Orion Signals Intelligence missions throughout the Mediterranean, Baltic and North Atlantic areas of responsibility.

In August 1987, Captain Womack reported to the U.S. Pacific Command, Camp Smith, HI, where he served in the Intelligence Directorate as PACOM's Electronic Intelligence Collection Manager.

In September 1990, Captain Womack joined the WIZARDS of Patrol Squadron Special Projects Unit TWO (VPU-2), aboard NAS Barbers Point, HI. Serving as Operations Officer and Assistant Officer-in-Charge, he commanded P-3B Orion missions in support of operations throughout the Pacific and Indian Oceans, and the Persian Gulf. At the completion of this tour, he was selected for and attended the Naval Command and Staff College in Newport, RI. He graduated in the spring of 1994, with a M.A. in National Security and Strategic Studies.

Captain Womack then reported to the WORLD WATCHERS of VQ-1 aboard NAS Agana, Guam, and was immediately forward-deployed as Officer-in-Charge, Task Group 150.10, VQ-1 Det Southwest Asia, Bahrain. At this time, he directed EP-3E SIGINT missions in support of Operations SOUTHERN WATCH and VIGILANT WARRIOR. Following this three-month assignment, he joined the squadron at its new homeport aboard NAS Whidbey Island, WA, as Operations Officer.

In the summer of 1996, he reported to the Director of Operations, U.S. Pacific Fleet, Pearl Harbor, HI, where he managed all Fleet air and surface Sensitive Reconnaissance Operations, as well as theater VQ and VPU programs.

Captain Womack then reported as Executive Officer to the OLD BUZZARDS of Special Projects Patrol Squadron ONE (VPU-1) aboard NAS Brunswick, ME, and assumed command in July 1999. During his command tour, VPU-1 flew missions in support of operations throughout all five combatant commanders' areas of responsibility.

In July 2000, Captain Womack assumed the duties of Assistant Chief of Staff for Ops and Plans, Patrol and Reconnaissance Force Atlantic, in Norfolk, VA. While aboard, he was temporarily assigned as Operations Officer, Task Force 57 Forward, in Bahrain, where he coordinated U.S. and Coalition Maritime Patrol missions in support of Operation ENDURING FREEDOM.

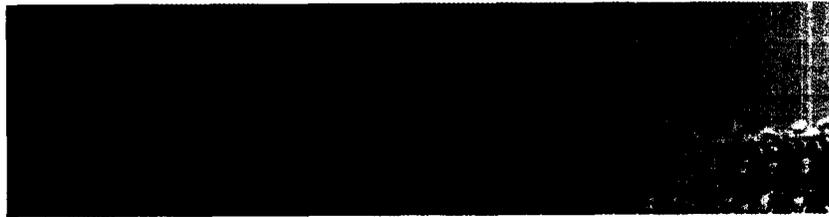
In June 2003, he reported to the Bureau of Naval Personnel, Millington, TN, where he has served as an Aviation Commander and Captain Assignments Officer.

Captain Womack has accumulated over 3700 flight hours, and his personal awards include the Defense Meritorious Service Medal, Meritorious Service Medal, Air Medal, and Navy Commendation Medal.

Originally from Baton Rouge, LA, he is married to the former Susan George of Mobile, AL, and they have two daughters, Kelsey and Paige.

NAVAL AIR STATION

Brunswick, Maine



Commanding
Officer

Welcome Aboard

Squadrons

Base Phone Book

Reserve Units

History

Mission Statement

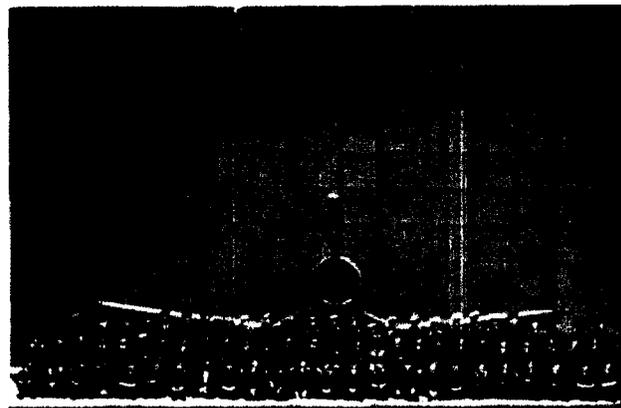
NAVAL AIR STATION BRUNSWICK MAINE HISTORY AS WRITTEN IN 1959



HISTORY OF THE U. S. NAVAL AIR STATION BRUNSWICK, MAINE

(As written in 1959)

Welcome Aboard
Driving Directions
Commanding Officer
NAS Departments
Squadrons
Tenant Commands
Reserve Units
MWR Activities
NAS Base Photos
NAS Local Area Photos
NAS Mission
Local Area
Community Links
Base Phone Book
Related Links



The U. S. Naval Air Station, Brunswick, Maine, originally constructed and occupied in March of 1943, was first commissioned on April 15, 1943, with the primary mission of training

British Naval Command (Royal Canadian Air Force) pilots. The station, encompassing 1,487 acres, was built on a plot of land which had been willed to the needy people of Brunswick for the sole purpose of picking blueberries. It is located two miles east of the town of Brunswick, south of U. S. Route one.

..Up Coming Events

NASB Information & Duty Desk

Voice 207.921.2214
207.921.2622
DSN 476.2214 / 2622
email Public Affairs

This is an official Navy Website
Naval Air Station Brunswick
GILS Record Number 001781
Please read this privacy Policy

Freedom of Information Act (FOIA)

Operating under the motto "Built for Business," the air station carried out a secondary mission during the war years, that of Anti-submarine warfare, which its squadrons performed with 'round the clock' efficiency.

The first U. S. squadron to arrive at NAS Brunswick, was a heavier than air Scouting Squadron (VS1D1), under the command of Lieutenant John G. Shelley, Wellesley, Maine. When they began operations, there was only a half mile of runway, no hangers or operations tower. The ready room the pilots utilized was also incomplete and the men used packing boxes for seats and a pot-bellied stove to warm the hut. It became better known as the "family room" when the mens' wives began making frequent appearances to see the aviators off on missions.

At the height of its war-time operations, the air station was supporting three auxiliary landing fields; one at Sanford, one at Lewiston, and one at Rockland, Maine.

DCN: 11655

When the Royal Canadian Air Force crews arrived in 1943, construction was still underway on the runways and various other parts of the station. Soft tar lined the edges of the runways. As the RAF planes neared the air station, they performed a nonchalant style of flight that is still talked about by the old-timers of the area. After they were contacted near Portsmouth, New Hampshire, they were warned of the soft tar on the runways and instructed to land in single formation using the center of the landing area. As the Canadians soared over the field, they seemed determined to smash the control tower as they made low altitude passes, however, they pulled up at the last instant and barrel-rolled over the tower. Lieutenant Shelley was in the tower at the time and stated that if he had had a rock, he could have tossed it into the cockpits of the Canadian planes.

After performing numerous acrobatics in the air, they resumed formation and started to land, three planes abreast. As the first planes touched down, the two on the tip of the formation hit the soft tar and toppled nose-first, skidding 200 feet on their backs. Fortunately, neither of the pilots were injured except for minor scratches.

Lieutenant Commander Allingham was the commanding officer of the first Royal Canadian Air Force Squadron to be given training at the air station. For the assistance rendered to the Canadian pilots, NAS, Brunswick, was presented a plaque by the Royal Navy "in recognition for the training, of British Naval pilots during the periods 1943 through 1945."

After the air station was deactivated in October 1946, the land and buildings were leased jointly to the University of Maine and Bowdoin College as annexes to ease the over-crowded conditions at both colleges caused by G. I. Bill student influx. When the station facilities were no longer needed, both colleges terminated their leases in 1949 and the base was taken over by the Brunswick Flying Service. At this time, the buildings that had housed men and implements of war were put to uses never included in military design. Hanger One was a skating rink; hanger two and the operations tower was a civilian flying school; hanger three housed automobiles; ammunition magazines were mushroom farms; and shrubbery nurseries graced the northern boundaries of the reservation. Any resemblance to a Naval Air Station was purely coincidental.

Following this period of caretaker status, the air station was selected by the Navy as a prime center for development. During the development period, the Air Force reached an agreement with the Navy authorizing the construction on the station of an Air Force Control and Warning Facility, as a part of the continental circumferential radar screen.

On March 15, 1951, the national ensign was again hoisted to the

DCN: 11655

peak of the flag pole, recommissioning the dormant-base as a Naval Air Facility with the established mission of supporting three land-plane patrol squadrons and one Fleet Aircraft Service Squadron, and a planned future mission as a master jet base.

The Navy, in December of 1950, requested \$35,000,000 from Congress to be used for this master jet project. Such a base required dual 8,000 foot runways and two outlying fields, one for gunnery and one for carrier practice landings. In June of 1951, the Secretary of Defense submitted a request to Congress for approximately \$20,000,000 for the station. This money was to be used for additional barracks, officers' quarters, and enlisted mens' club, control tower, storage, and communication buildings, new galleys and mess facility, to make it a permanent installation.

During the reactivation period in the spring of 1951, there were only a handful of men on the base. Today, the working population has sprouted to several thousands, including the personnel of six patrol squadrons, a Fleet Aircraft Service Squadron, a USAF radar squadron, plus hundreds of Navy and civilian personnel in the stations departments. Reserve Navy air units bring many more men to the central Maine station during the summer months for annual cruises. The squadrons at NAS, Brunswick, fly the P2V "Neptune" patrol bomber, but the station is now designed to accommodate jet aircraft.

Since the base was reactivated, several new permanent-type facilities have been erected to replace the World War Two "temporary" buildings. New facilities include a modern operations tower, capable of handling all the complex flights of a jet air field. The air station also has three-deck barracks which can house over two thousand men and a mess hall which can feed five thousand men per meal. In addition to these facilities, a new enlisted mens' club, Navy Exchange, and Bachelor Officers' Quarters have been constructed.

During the early reactivation days, drinking water was at a premium with the only source coming from a local spring water company once a week. Within the first three months, fence repair, and other contractor improvements began to restore the station to usability. On December 1, 1951 the air facility was officially changed to the designation of Naval Air Station. The various departments geared to normal operations in anticipation of incoming squadrons.

The air station has progressed from its first activation mission of training Canadian pilots to the present important mission of support to the fleet. To comply with high standard mission, the squadrons stationed at NAS, Brunswick, deploy to various parts of the world, usually the Mediterranean or Northern portion of the globe. They have demonstrated in past fleet maneuvers their high caliber of efficiency maintained by these deployments.

DCN: 11655

During the Lebanon crises on the fall of 1958, Brunswick based squadrons of Fleet Air Wing Three, under the command of Captain George P. Koch, provided anti-submarine protection for the Sixth Fleet then operating in the Mediterranean.

Special training is provided for air crews of FAW-3 by two units at NAS, Brunswick. The Arctic Survival Training School with Lt(Jg) Leroy Scharpen as Officer in Charge, trains air crew members deploying to the Arctic in north country survival. The survival school was established at Navy Brunswick September 6, 1956.

The NAMTD unit was organized April 16, 1954, at Navy Brunswick, to provide technical training in the field for aviation officers and enlisted man of operating aviation units in the operation, maintenance and repair of the type aircraft and associated equipment utilized by Navy Brunswick based squadrons.

Aside from the aforementioned mission, the air station has another function, that of emergency mooring of airships. The nearest mooring station for blimps is located in South Weymouth, Massachusetts, and on several occasions the airships from that station have arrived at Brunswick to "checkout" the mooring crews. The first airship to be moored at NAS, Brunswick, was during World War Two.

Naval Air Station, Brunswick, flag headquarters is located in Boston, Massachusetts, in the First Naval District.

On 2 July 1958, the Naval Air Station was invaded by a small detachment of Marines of the 2nd Marine Division from Camp Lejuene, North Carolina. The Officer-in-Charge of the group was 1st Lieutenant Robert T. Motherway, USMC. In March of 1959, the detachment became the Marine Barracks of NAS, and Lieutenant Motherway became the Commanding Officer.

The first change of command in the Marine Barracks was held on March 20, when Major Michael V. Palatas, USMC, relieved Lt. Motherway as commanding officer of the barracks. In May, the Marine Barracks, a Sattelite Security Detachment from the Marine Barracks, Portsmouth, New Hampshire, assumed full surveillance of the entrances of the air station from the Civilian Security Police.

In the past year, several facilities have been erected on the station for the convenience of the personnel and their dependents. The new Naval Air Station golf course was officially opened to the public on 15 May 1959, by Captain Frank R. More, the commanding officer of the station.

The course was designed by Mr. Alex Chisholm and he was assisted by Lt(jg) Pierre DuPont, USN, in the ceremony of raising the golf

DCN: 11655

course flag. Captain More, USN, Colonel D. Hornsby, USAF; LCdr H. A. Smith, USAF; and Major R. E. Trapp, USAF, formed a foursome and played the first round of golf on the new course.

On the 2nd of June,, the Naval Air Station opened the doors of its commissary. The commissary is one of the newest and most modern of the facilities added this year and offers a complete line of grocery items to Navy, Air Force and Marine Corps personnel.

In September 1959, +he Naval Air Station experienced its twelfth change in command. Captain Frank R. More, USN, was relieved as commanding officer of the station by Captain Martin T. Hatcher, USN.

On Wednesday, 18 November 1959, the Public Works Department of NAS, commenced operation of a new sewage treatment plant. This plant is located on the bank of the Androscoggin River and discharges treated sewage from the entire Naval Air Station into the river. The station formerly discharged raw sewage into the Androscoggin River.

Construction of the Plant was by Kibler and Storer, Inc., of Yarmouth, Maine, under a contract administered by Captain C. A. Whyte, CEC, USNR, Officer in Charge of Construction. The cost of the plant was approximately \$400,000.

These major additions to the U. S. Naval Air Station, Brunswick, Maine., have bettered conditions for all Navy, Air Force and Marine Corps personnel who live and work aboard this station.

(end 1959 document)

This activity continued until the end of WWII. The base was deactivated in 1947 and reactivated in 1951 with the primary mission of anti-submarine warfare. On July 1, 1971, Commander Patrol Wings US Atlantic Fleet/Commander Patrol Wing Five established his headquarters at NAS Brunswick. Changes have occurred on the base since 1971 so that at present, three patrol squadrons flying the P3 Orion perform their duties here at the NAS. In addition, two reserve squadrons are also based at the Naval Air Station. The NAS also provides support for the ships at Bath, the Navy Security Group at Winter Harbor, the US Naval Radio Station at Cutler, the US Naval Survival School at Ranglely, and the Department of Naval Sciences at the Maine Maritime Academy at Castine, Maine.

DCN: 11655

Naval Air Station Brunswick, Maine

1251 Orion Street, Brunswick, ME 04011

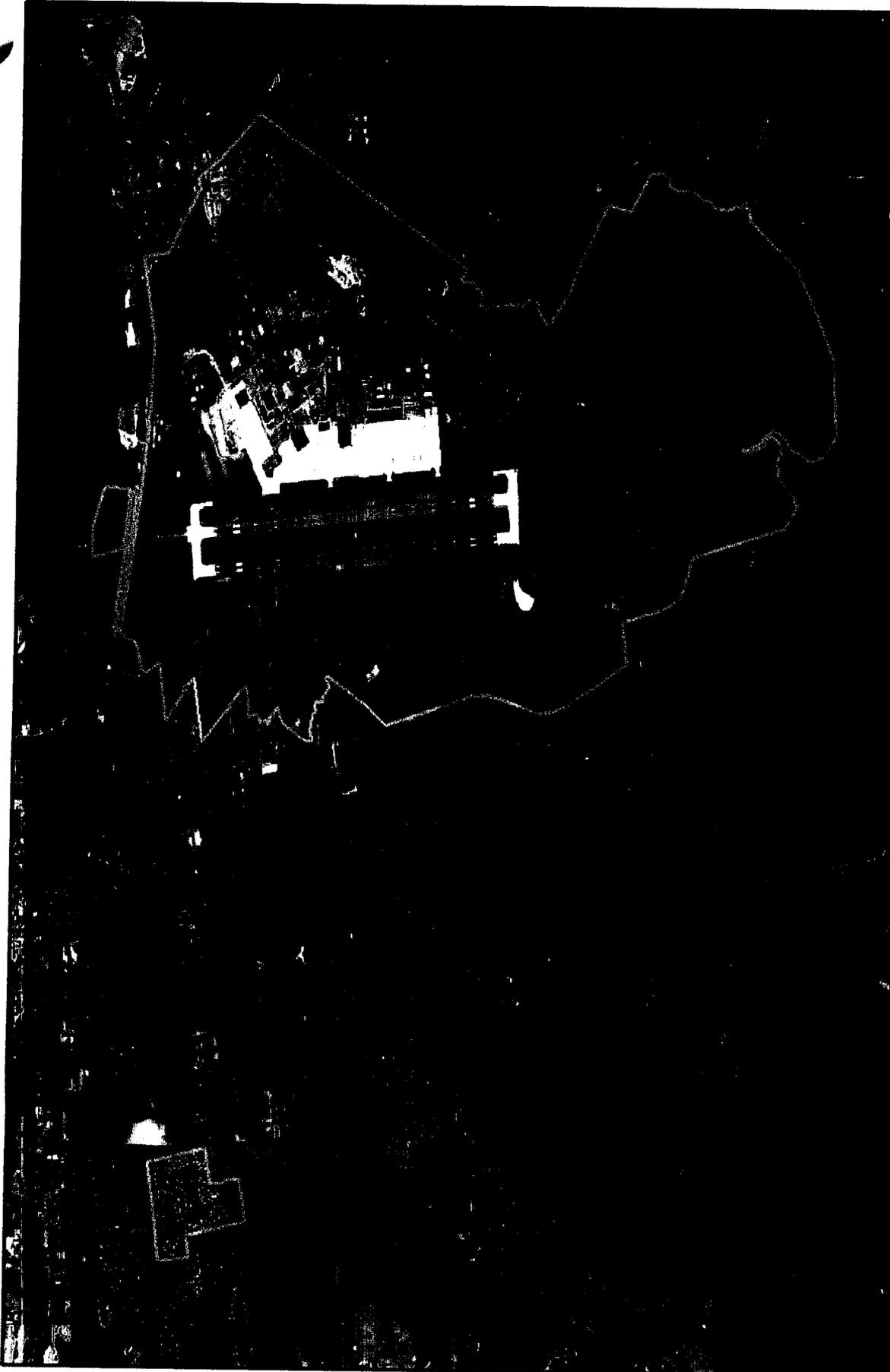


Image © Space Imaging LLC

NAS Brunswick, ME

 Installation Boundary

1  Miles

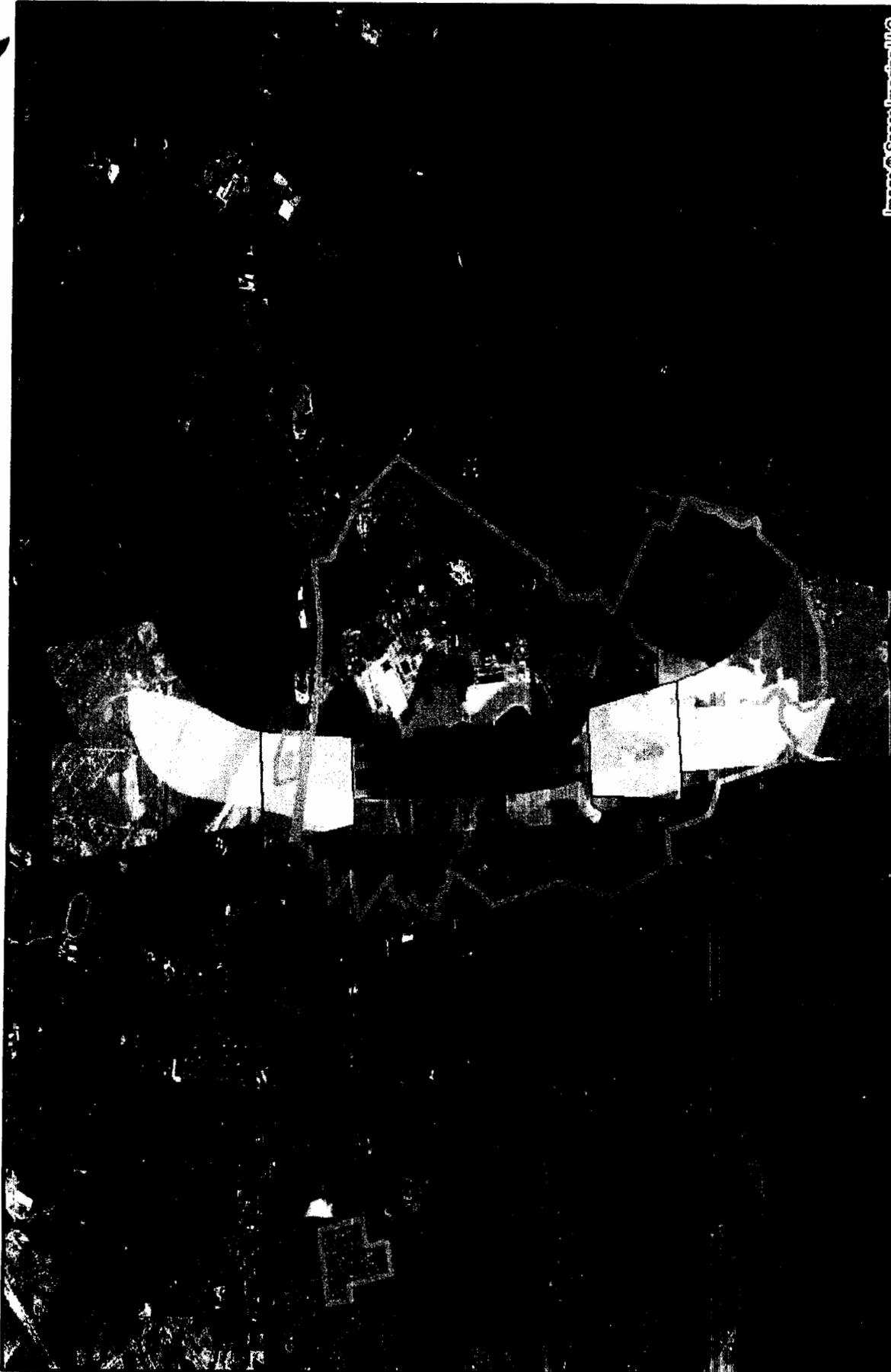


Image Space Imaging LLC

NAS Brunswick, ME

Noise Zones

Floodplains

Wetlands

Accident Potential Zones

Installation Boundary



1 Miles

DEPARTMENT OF DEFENSE - Navy
Base Structure Report - As Of 30 Sept 03

SITE	COMPONENT	NAME NEAREST CITY	PHONE	ZIP CODE	BLDGS OWNED	BLDGS OWNED SQFT	BLDGS LEASED	BLDGS LEASED SQFT	TOTAL ACRES	ACRES OWNED	PRV (\$M)	MIL	CIV	OTHER	TOTAL
NTC Great Lakes (NTC Housing)	Navy Active	Great Lakes			741	3,161,228			528	528	388.5				
PWC Great Lakes	Navy Active	Great Lakes		60088	15	210,138			45	43	473.0	10	698	0	708
OTHER SITE(S) ¹: 8					32	375,758			32	32	87.3	204	2	0	206
Illinois Total:					1,275	15,689,891	0	0	2,048	2,029	3,698.0	6,442	1,739	0	8,181
Indiana															
NAWC-AD Indianapolis CSO	Caretaker	Indianapolis			46	939,121			70	70	199.9	9	12	0	21
NSWC Crane	Navy Active	Crane		47522	2,381	10,966,385			62,469	62,467	3,316.3	197	3,098	0	3,295
OTHER SITE(S) ¹: 4					3	7,184	4	68,052	474	471	13.4	403	0	0	403
Indiana Total:					2,430	11,912,690	4	68,052	63,013	63,008	3,529.5	609	3,110	0	3,719
Iowa															
OTHER SITE(S) ¹: 5					25	110,124	1	8,300	19	4	18.1	183	0	0	183
Iowa Total:					25	110,124	1	8,300	19	4	18.1	183	0	0	183
Kansas															
OTHER SITE(S) ¹: 1					3	40,462			8	8	6.6	162	0	0	162
Kansas Total:					3	40,462	0	0	8	8	6.6	162	0	0	162
Kentucky															
NSWC Louisville CSO	Caretaker	Louisville		40214	75	1,703,126			152	152	308.4				
OTHER SITE(S) ¹: 1					5	37,402			5	5	6.1	49	0	0	49
Kentucky Total:					80	1,740,528	0	0	157	157	314.5	49	0	0	49
Louisiana															
NAS JRB New Orleans	Navy Reserve	Belle Chasse	504-678-3253	70143	159	1,494,181			4,901	3,252	475.5	1,799	924	0	2,723
NRC New Orleans	Navy Reserve	New Orleans		70142	5	69,597			13	13	11.8	576	0	0	576
NSA New Orleans	Navy Reserve	New Orleans	504-678-5011	70142	73	945,436			199	188	199.1	697	128	0	825
NSA New Orleans (East Bank)	Navy Reserve	New Orleans			9	1,017,682			26	25	180.4				
OTHER SITE(S) ¹: 3					19	94,293			13	6	14.8	1,050	0	0	1,050
Louisiana Total:					265	3,621,189	0	0	5,151	3,485	881.7	4,122	1,052	0	5,174
Maine															
NAS Brunswick	Navy Active	Brunswick	207-921-1110	04011	187	1,808,125			3,221	3,181	630.2	3,933	351	0	4,284
NAS Brunswick (Mckeen Street)	Navy Active	Brunswick			187	362,494			75	70	37.4				
NAS Brunswick (Topsham)	Navy Active	Topsham			60	295,862			91	91	43.4	1	0	0	1
NAVSECGRUACT Winter Harbor (Corea Maine)	Navy Active	Corea			10	77,963			461	461	70.5				

¹ US Locations that do not meet criteria of at least ten (10) Acres AND at least \$10M PRV. US Territories and Non-US Locations that do not meet criteria of at least ten (10) Acres OR at least \$10M PRV.

MAINE

1991	Loring Air Force Base, Caribou	CLOSE
1993	Data Processing Center Naval Air Station Brunswick	CLOSE

MARYLAND

1988	Army Reserve Center Gaithersburg	CLOSE
1988	Former NIKE site at Aberdeen Proving Ground	CLOSE
1988	Fort Detrick	REALIGN
1988	Fort Holabird	REALIGN
1988	Fort Meade	REALIGN
1988	NIKE Washington-Baltimore	CLOSE
1991	U.S. Army Biomedical Research Development Laboratory, Fort Detrick	DISESTAB
1991	David Taylor Research Center Detachment Annapolis	REALIGN
1991	Fuze Development and Production (armament and missile-related) Harry Diamond Laboratories, Adelphi	REALIGN
1991	Naval Ordnance Station Indian Head	REALIGN
1991	Naval Surface Warfare Center Detachment, White Oak	REALIGN
1993	Data Processing Center Naval Air Warfare Center, Aircraft Division, Patuxent River	CLOSE
1993	Naval Electronic Systems Engineering Center St. Inigoes	CLOSE
1993	Naval Surface Warfare Center, Dahlgren White Oak Detachment, White Oak	DISESTAB
1993	Navy Radio Transmission Facility Annapolis	DISESTAB
1993	Sea Automated Data Systems Activity Indian Head	DISESTAB
1995	Fort Ritchie	CLOSE
1995	Naval Surface Warfare Center, Dahlgren Division Detachment, White Oak	CLOSE
1995	Fort Meade	REALIGN
1995	Concepts Analysis Agency	CLOSE
1995	Fort Holabird	CLOSE
1995	Publications Distribution Center, Baltimore	CLOSE
1995	Naval Medical Research Institute Bethesda	CLOSE
1995	Naval Surface Warfare Center, Carderock Division Detachment, Annapolis	CLOSE
1995	Tri-Service Project Reliance, Army Bio-Medical Research Laboratory, Fort Detrick	REDIRECT
1995	Investigations Control and Autoination Directorate. Fort Holabird	RELOCATE

MASSACHUSETTS

1988	Family Housing Bedford 85	CLOSE
1988	Family Housing Beverly 15	CLOSE
1988	Family Housing Burlington 84	CLOSE
1988	Family Housing Hull 36	CLOSE
1988	Family Housing Nahant 17	CLOSE
1988	Family Housing Randolph 55	CLOSE
1988	Family Housing Swansea 29	CLOSE
1988	Family Housing Topsfield 05	CLOSE
1988	Family Housing Wakefield 03	CLOSE
1988	Fort Devens	REALIGN
1988	Army Materials Technology Laboratory, Watertown	CLOSE
1991	Army Materials Technology Laboratory, Watertown	REDIRECT

**Baldacci eyes reuse options at DOD sites;
Officials prepare for closure;
As they fight base committee**

Bangor Daily News (Bangor, ME)

AJ Higgins

June 23, 2005

While the Baldacci administration forges ahead to oppose the potential closure of Department of Defense facilities in Maine, planning efforts are quietly under way for reuse options.

During a media reception Wednesday on renovation concepts for Sanford's Mill Stone Place - formerly the Goodall Mills - Gov. John E. Baldacci confirmed contingency plans were made within the last week to prepare for reuse possibilities at Portsmouth Naval Shipyard and the Defense Finance and Accounting Service office in Limestone. At Brunswick Naval Air Station, reuse options are more complicated since the DOD simply wants to maintain the property at the facility while relocating the base's personnel and aircraft.

Baldacci said he has asked Laura Fortman, commissioner of labor, and Jack Cashman, commissioner of the Department of Economic and Community Development, to head a state effort to work with the communities of Limestone, Brunswick and Kittery.

"We've also made an application with the state of New Hampshire for some technical assistance and planning grants that will be helpful whether or not the bases close," the governor said. "Our strategy is to first and foremost fight the case. We think we've got a strong case and that we're building an even stronger case. At the same time we're also applying for participating jointly with New Hampshire on these planning grants and inventorying skills assessments because we need to be able to do both. So those things have begun."

Although the Maine Legislature authorized \$100,000 to address issues raised by the federal Base Realignment and Closure Committee, Baldacci said all of that money has been "geared toward fight." Still, the governor is confident that working jointly with New Hampshire, Maine will be eligible for \$1 million in Department of Labor grants. Additionally, Brunswick and Kittery will be eligible for \$250,000 in economic adjustment funds, Baldacci said. Limestone will also be able to participate in the grant application.

Getting Maine's three DOD facilities off the BRAC list will dominate the governor's agenda over the next two weeks. Baldacci will be in Washington for BRAC-related meetings June 27. He will travel to Boston on July 5 to prepare for a formal hearing on the proposals the following day.

Meanwhile, BRAC panelist retired Air Force Gen. Lloyd Newton plans to visit the DFAS facility in Limestone on June 28. The center, one of more than a dozen DFAS offices targeted for closure across the country, was created as a nod to the devastating impact of the closing of the Loring Air Force Base in 1994. More than 300 jobs would disappear if the center closes.

As devastating a blow as the lost jobs would be to revitalization efforts at the former Loring AFB, some state leaders maintain a strong offense against closure plans must be balanced by an equally effective defense. During an interview Tuesday evening on Adelphia Channel 9 with Maine economic policy analyst Christopher St. John, Kay Rand encouraged communities to prepare for the worst while hoping for the best. Rand, an Ashland native and former chief of staff for Gov. Angus S. King, currently works for BSSN Resources consulting and is the vice chairman of the

board of directors for the Loring Development Authority, which oversaw the establishment of the DFAS center.

"Eighty-five percent of the DOD's recommendations are going to be approved by the commission," she said. "So you can't ignore that reality either. And it's way too important not to prepare for."

Rand said things have changed in the BRAC process since Loring's closure, with the government moving more aggressively to sell its former properties. She said the accelerated resale schedule only underscores the need for advance local planning.

"We know the entities that have done the planning and are ready to say 'this is the plan that we want to implement,' are going to be the best-positioned," Rand said.

Brian Hamel of Hamel Enterprises was also a guest on the Channel 9 "State of the State" show. A former president and CEO of the LDA, he agreed with Rand and observed the government's interests and the local community's plans do not always coincide.

"You run the risk of having the local people ... not having control over what goes on at the property," he said. "That's why it's so important to plan now for land use and zoning control capability on the property."

Balancing efforts to oppose the DOD against preparations for coping with all three worst-case scenarios makes politicians more than a little uneasy. Rand said the challenge lies in keeping the planning process from stealing the headlines away from those actively involved in fighting the closures.

"It's very much a dance, and I'm not sure we've got the rhythm just right yet," she said.

**Towns see dire results from realignment;
Unemployment would double, and the area would lose \$136 million in earnings without
BNAS.**

Portland Press Herald (Portland, ME)
Dennis Hoey
June 28, 2005

Unemployment will more than double, hundreds of homes will become vacant, and millions of dollars in earnings will be lost in the Brunswick-Topsham region if the Brunswick Naval Air Station is downsized. Even worse, officials told residents Monday, realignment means the base would remain federal property, prohibiting the town from redeveloping the land and collecting tax revenue.

"(Realignment) is the worst-case scenario," said Brunswick's assistant town manager, Patricia Harrington. "Eighty-five percent of the active-duty military personnel will be reassigned. The people who live in homes and who eat at our restaurants are the people who will be leaving."

On May 13, Secretary of Defense Donald Rumsfeld released his list of proposed military base closings and realignments. BNAS made the list. But in a bit of a shocker for local officials, Rumsfeld recommended that a skeleton crew operate the base.

He proposed that 2,317 full-time, active-duty military personnel be reassigned and that all of Brunswick's aircraft be moved to a Navy base in Jacksonville, Fla.

Brunswick had commissioned a study that examined the impact of closing the base; it did not look at realignment.

The secretary's proposal left local officials scrambling for information about the impact that downsizing would have on their communities. On Monday night they released those findings.

Harrington and Topsham Town Manager Gary Brown made the following findings:

- n Realignment will result in a loss of 85 percent of the active-duty military personnel at the base, essentially leaving a skeleton crew to operate the installation, which includes a full-service airport.

- n Private businesses on the base such as restaurants, the golf course and gas stations might be forced to close.

- n The Navy would retain all of the property and land at BNAS, preventing local redevelopment efforts. Marine and Army buildings in Topsham would be moved onto BNAS.

- n Brunswick's budget stands to lose \$1.3 million, much of it federal aid that subsidizes the education of children of military families.

- n Unemployment in the Bath, Brunswick and Topsham region would more than double, from 4.7 percent to 11 percent.

- n The region would see an annual loss of \$136 million in direct and indirect earnings.

- n About 2,000 military personnel live off base, and 500 own homes. Those homes will become vacant if the personnel are reassigned.

Art Boulay, a local businessman and entrepreneur, urged the public and local governments to take a more active role in planning for the future.

He said that could mean developing a regional business park to generate new jobs and attract home buyers.

"Empty houses don't buy groceries, cars, or pay the taxes. They don't make the economy work," Boulay said. "We can control the economic development in our communities. No one wants to face 11 percent unemployment and 500 empty houses."

Baldacci: DoD plans would trigger a 'government-induced recession'

Brunswick Times Record (Brunswick, ME)

Christopher Cousins

July 7, 2005

BOSTON — The Pentagon's plan to close two Maine military facilities and downsize Brunswick Naval Air Station would trigger a catastrophic government-induced recession in Maine and New

Hampshire, Gov. John Baldacci told a presidentially appointed commission in Boston on Wednesday.

The closures and realignment proposed under the 2005 Base Realignment and Closure process would affect Maine as much or more than any state in the nation and recovery would take years, he said.

"The closure of any single installation would be painful; the closure of three together will be felt throughout the Maine economy for years to come," said Baldacci during his testimony. "It will be nothing short of a catastrophe."

Baldacci's comments came at the end of a long day of testimony by officials from Maine, New Hampshire, Massachusetts, Rhode Island and Connecticut. The day was full of emotional ups and downs, from impassioned remarks about the impacts closures would have on workers and communities to tedious reviews of data about the minutiae of running military installations.

During the hearings on behalf of Portsmouth Naval Shipyard, thousands of people — most of them with matching yellow shirts — filed into the Boston Convention and Exhibition Center, forcing organizers to add more seating in the gigantic, arched-roof conference hall. All the presentations from states where base closures or realignments will have a negative effect attacked the Pentagon's reasoning in developing its realignment and closure list, specifically outlining how a set of eight criteria was not followed, as required by Congress.

Defending BNAS

Following New Hampshire's defense of Portsmouth Naval Shipyard, Maine's presentation came last — first addressing Brunswick Naval Air Station, then Limestone. The case for Brunswick was made by Sens. Olympia Snowe and Susan Collins, both R-Maine, Rep. Tom Allen, D-Maine, Gov. John Baldacci and retired Navy Adm. Harry Rich, a member of the local task force that was formed to advocate for BNAS during the base realignment and closure process.

"Substantial deviations" was the phrase of the day as Maine's delegation tried to illustrate the gap between the Pentagon's proposed BRAC list and the criteria that were supposed to be used in developing that list.

For Brunswick, the presenters focused on what was characterized as flawed data that was used by the Pentagon in calculating savings to the Navy if all of the aircraft and 85 percent of the active-duty military personnel at BNAS are moved to Naval Air Station Jacksonville, Fla.

The presentations, which were given under oath, were somber in nature and focused on data — in some ways a departure from the caustic attacks the congressional delegation has levied at the Pentagon in less formal settings.

In essence, the presenters said that the Pentagon's number-crunching either misrepresented or ignored reality in everything from construction that would be needed at Jacksonville to how much it would cost for the Navy's P-3 Orion aircraft to patrol the Northeast while based in Florida.

But the most important argument for BNAS is its strategic military value, which is heavily weighted among the eight BRAC criteria.

"A strategy to protect our extensive coastal borders is key to homeland defense, and, as you know, that strategy is just evolving," said retired Adm. Harry Rich. "A fully capable, operational air station strategically located in the Northeast with permanently assigned long-range maritime patrol aircraft is absolutely critical to success."

Rich, whose long Navy career put him in a position to deliver many important speeches, said after the presentation that nothing he's ever done was as important as what he did Wednesday.

"It was more pressure than anything I've ever done before," he said. "Nobody's livelihood ever depended on my success."

Collins also spoke about Brunswick Naval Air Station's military value.

"This location (in the Northeast) makes Brunswick a vital link in our national defense posture and critical for surveillance of ships coming from Europe, the Mediterranean and the Middle East," she said. "Its proximity to major population centers, combined with its ability to support every aircraft in the Department of Defense's inventory, makes BNAS essential across the full range of homeland defense operations and contingencies. By any fair and complete assessment, Brunswick Naval Air Station more than measures up."

Snowe focused on the Pentagon's estimates of cost savings, unraveling them one by one with claims that they were based on faulty or missing data. Her points ranged from the fact that Jacksonville would have to spend millions to accommodate the additional aircraft and personnel from BNAS to the increased cost for the P-3 Orion to fly from Jacksonville to points north. It costs about \$8,000 per flight hour to fly a P-3, which would add \$55,000 to the cost of a flight to the Navy base in Sigonella, Italy, for example.

Snowe concluded that the Pentagon's estimate of 20-year savings of \$238.8 million is more than four times higher than her estimate of \$56.5 million.

"It is clear that the Navy's sole reason for recommending the realignment of BNAS — cost savings — is not supportable by the facts," she said.

BRAC Commission Chairman Anthony Principi said after the hearings that the presentations were comprehensive and compelling, but he didn't hint about what the commission's action might be.

"It is clear to all of us that Maine is hit particularly hard by these recommendations," he told reporters during a brief press conference. "What we saw today makes the commission's job more difficult. No decisions have been made."

The commission has until Sept. 8 to forward a revised list of closure and realignment recommendations to President Bush.

Defense Officials Answer BRAC List Questions

American Forces Press Service

Sgt. 1st Class Doug Sample

July 18, 2005

WASHINGTON— Defense Department leaders appeared today before the Base Realignment and Closure Commission to explain why certain military facilities were not included among Defense Secretary Donald Rumsfeld's May 13 recommendations.

Commissioners were back here to continue their deliberations after visiting military bases around the country in recent weeks being considered for closure or realignment.

Michael Wynne, deputy undersecretary of defense for acquisition, technology and logistics, provided details on several bases in question.

Wynne said Marine Corps Recruiting Depot San Diego, one of two maintained by the Corps - the other is at Parris Island, S.C. - was considered but not recommended for closure because closing the center would compromise the Corps' "geocentric recruiting, shipping and recruit training command and control."

Assistant Commandant of the Marine Corps Gen. William L. Nyland agreed, arguing that the Marine Corps, despite being the smallest military force, needs two training sites because it "recruits more men and women per percentage of total force than any of the other services."

"We have to have a steady flow of these great young men and women to support the Marines' combat forces. Having two depots allows that," he said.

The general also added "the return on our investment would not be realized for over 100 years" if the service had only a single recruit depot.

Commission members also questioned why Pearl Harbor Naval Shipyard was left off the secretary's list.

Wynne said the facility was among four naval shipyards analyzed for closure, but added military judgment favored keeping the base open because of its "strategic location and multiplatform capabilities." Other Navy facilities scrutinized by the commission included the Naval Air Station Brunswick, Maine, and the Broadway Complex in San Diego.

Wynne said consideration was given to close the Brunswick base completely. However, the base was kept open due to its strategic presence in the northeastern United States and for its surge capabilities.

Preparing for base closings wise move for leaders;

Politicians are reluctant to appear accepting of the loss, but it's time to plan for the worst.

Portland Press Herald (Portland, ME)

July 18, 2005

The 11 years since the 1994 Senate race are not long enough to make Maine politicians forget the last time a public official accepted a decision to close a military base here.

Sen. Olympia Snowe used a vote by former U.S. Rep. Tom Andrews to support the base closing process that shuttered Loring Air Force Base to good effect in her first race for the Senate. Since that time, Maine politicians have had only one response to suggestions that bases here might close: fight and fight some more.

That's admirable, but taken to the extreme this attitude can be bad for the state.

It certainly makes sense for Snowe, Sen. Susan Collins, Reps. Tom Allen and Michael Michaud and Gov. Baldacci to do all they can to save the Portsmouth Naval Shipyard, Brunswick Naval Air Station and a defense accounting operation in Limestone. Indeed, Maine's congressional delegation and its governor deserve collective praise in their efforts to convince the Base Realignment and Closure Commission to reconsider the Pentagon's plans to shutter Maine's bases.

Still, only about 15 percent of the bases that are recommended for closure by the military end up being taken off such a list by the commissions that review those recommendations. The odds are Maine is going to lose these bases, and it's not too soon to start preparing.

To that end, York County officials deserve praise. They're bringing together regional planners and area business people to look at how the county can survive the loss of about 2,000 jobs as a result of the shipyard closing.

The idea is to convene a summit sometime next month, a few weeks before the base closing panel issues its final recommendations.

That makes good sense, and these efforts deserve support from the state's major political figures, both behind the scenes and in public view.

Already, Gov. Baldacci says the state Department of Labor is undertaking an analysis of the skills of workers in the affected areas, which is a good way of figuring out what kinds of businesses can be successfully recruited in the event of base closures.

It's not too soon to talk about other steps required to overcome the loss of the bases. Serious discussions ought to be taking place with regard to re-use of the bases - especially when it comes to cleaning up any environmental problems.

While there is a risk that such talk can end up looking like an endorsement of the base closure process, starting these discussions at the highest levels is what is best for the people of Maine.

Two more military facilities targeted for closing

USA Today
June 19, 2005

The Brunswick air base is the last active-duty Defense Department airfield in New England and one of Maine's largest employers, with nearly 4,900 military and civilian workers. It had been slated for force reductions but now will be considered for closure. The Galena airfield is one of the two "forward operation locations" in Alaska that serve as alert bases for aircraft.

Panel Hints It May Save Shipyard N.E. base closings to get more study

Boston Globe (Boston, MA)
Bryan Bender
July 20, 2005

Commissioner Harold Gehman, a retired Navy admiral, said the panel must determine what the Navy means when it says it needs to maintain at least some modest "strategic presence" at Brunswick air station. He suggested that the commission staff could ultimately find that it would make military sense to move additional military units to what he referred to as "the last remaining [active-duty] airfield in New England."

After Tuesday, shipyard supporters will have made their case and shown off the facility to six of the commission's nine members.

"We've had significant face time with a majority of the panel," he said. Previous commissioners that visited "reacted very positively" to the information presented, he said.

"They are doing their job and working hard at it and we're heartened by that," he said.

The visit to Brunswick and plans for a new hearing were triggered Tuesday when the commission voted 8-1 to remove Brunswick from the realignment list and recommend it for closure instead.

The commission has until Sept. 8 to forward recommendations to President Bush. It would take a simple majority vote of 5-4 to remove either Portsmouth or Brunswick from the closure or realignment lists.

"This decision to add Brunswick to the closure list is for study only," Rick Tetrev, chairman of a volunteer task force in Maine, said during a press conference Wednesday. "It is not a final decision, and we believe it is to our advantage."

Tetrev said the task force is gearing up for Tuesday's visit, though much of the preparation is already done. "Our message will not change," he said.

The commissioners are expected to visit Portsmouth during the morning, then travel to Brunswick for the afternoon.