

MARTIN STATE AIR GUARD STATION, MD

BASE VISIT

June 14, 2005

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

MARTIN STATE AIR GUARD STATION, MD

INSTALLATION MISSION

- The Martin State Air Guard Station provides support for the C-130 and A-10 aircraft.

DOD RECOMMENDATION

- Realign Martin State Air Guard Station (AGS), MD. Distribute the eight C-130J aircraft of the 175th Wing (ANG) to the 146th Airlift Wing (ANG), Channel Islands AGS, CA (four aircraft), and 143d Airlift Wing (ANG), Quonset State Airport AGS, RI (four aircraft).
- The Aerial Port Squadron will move to Andrews Air Force Base, MD. The 143rd and 146th Airlift Wings will each retire two C-130E aircraft (total of four).
- Realign Barnes Air Guard Station, MA; Selfridge ANGB, MI; Shaw Air Force Base, SC; and Martin State Airport Air Guard Station, MD, by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

DOD JUSTIFICATION

- Martin State (140) had a low military value ranking. This recommendation moves C-130Js to Channel Islands AGS (96), and Quonset State (125), both of which rank higher in military value and already operate the J-model C-130--avoiding conversion training costs. Additionally, this recommendation creates two right sized C-130J squadrons. The Aerial Port Squadron is realigned to a nearby base with a robust airlift mission, retaining these skilled and highly trained ANG personnel.
- Establishing a CIRF at Bradley for TF-34 engine maintenance compliments the realignment of the A-10 fleet. The CIRF at Bradley will consolidate TF-34 engine maintenance for ANG A-10 aircraft from Barnes, Selfridge, Martin State and active duty aircraft at Spangdahlem, Germany. Establishing this CIRF at Bradley rather than at Barnes avoids relocation of a hush house facility at an estimated cost of \$3.5M, and avoids construction of additional 18,000 square feet of maintenance facilities already existing at Bradley and that will be available.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$ 12.6 million
- Net Savings (Cost) during Implementation: \$ 19.8 million
- Annual Recurring Savings: \$ 10.7 million
- Return on Investment Year: 2006
- Net Present Value over 20 Years: \$ 116.9 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline	137	285	
Reductions			
Realignments	17	102	
Total	120	183	

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	17	102			17	102
Other Recommendation(s)						
Total	17	102			17	102

ENVIRONMENTAL CONSIDERATIONS

There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or waste management. Impacts of costs include \$0.09M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

There are potential impacts to air quality; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; or waste management. Impacts of costs include \$0.6M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. 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 the implementation of this recommendation.

REPRESENTATION

- Governor: Robert L. Ehrlich (R)
- Senators: Paul Sarbanes (D)
Barbera Mikulski (D)
- Representative: Dutch Ruppersberger (D)

ECONOMIC IMPACT

- Potential Employment Loss: 237 jobs (123 direct and 114 indirect)
- MSA Job Base: 1,568,140 jobs
- Percentage: 0.01% percent decrease
- Cumulative Economic Impact (Year-Year): 2006-2011 percent decrease

MILITARY ISSUES

- Realign Martin State Air Guard Station (AGS), MD. Distribute the eight C-130J aircraft of the 175th Wing (ANG) to the 146th Airlift Wing (ANG), Channel Islands AGS, CA (four aircraft), and 143d Airlift Wing (ANG), Quonset State Airport AGS, RI (four aircraft).
- Decrease in military presence around National Capital Region

Community Concerns/Issues

- Loss of Reserve units in the area

Martin State Air Guard Station, MD

Recommendation: Realign Martin State Air Guard Station (AGS), MD. Distribute the eight C-130J aircraft of the 175th Wing (ANG) to the 146th Airlift Wing (ANG), Channel Islands AGS, CA (four aircraft), and 143d Airlift Wing (ANG), Quonset State Airport AGS, RI (four aircraft). The Aerial Port Squadron will move to Andrews Air Force Base, MD. The 143rd and 146th Airlift Wings will each retire two C-130E aircraft (total of four).

Justification: Martin State (140) had a low military value ranking. This recommendation moves C-130Js to Channel Islands AGS (96), and Quonset State (125), both of which rank higher in military value and already operate the J-model C-130--avoiding conversion training costs. Additionally, this recommendation creates to right sized C-130J squadrons. The Aerial Port Squadron is realigned to a nearby base with a robust airlift mission, retaining these skilled and highly trained ANG personnel.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$9.4M. The net of all costs and savings to the Department during the implementation period is a savings of \$13.7M. Annual recurring savings after implementation are \$8.7M, with payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of \$97.1M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 229 jobs (119 direct jobs and 110 indirect jobs) over the 2006-2011 period in the Baltimore-Towson, MD, Metropolitan Statistical economic area, which is less than 0.1 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: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or waste management. Impacts of costs include \$0.09M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

MARTIN STATE AIR GUARD STATION, MD

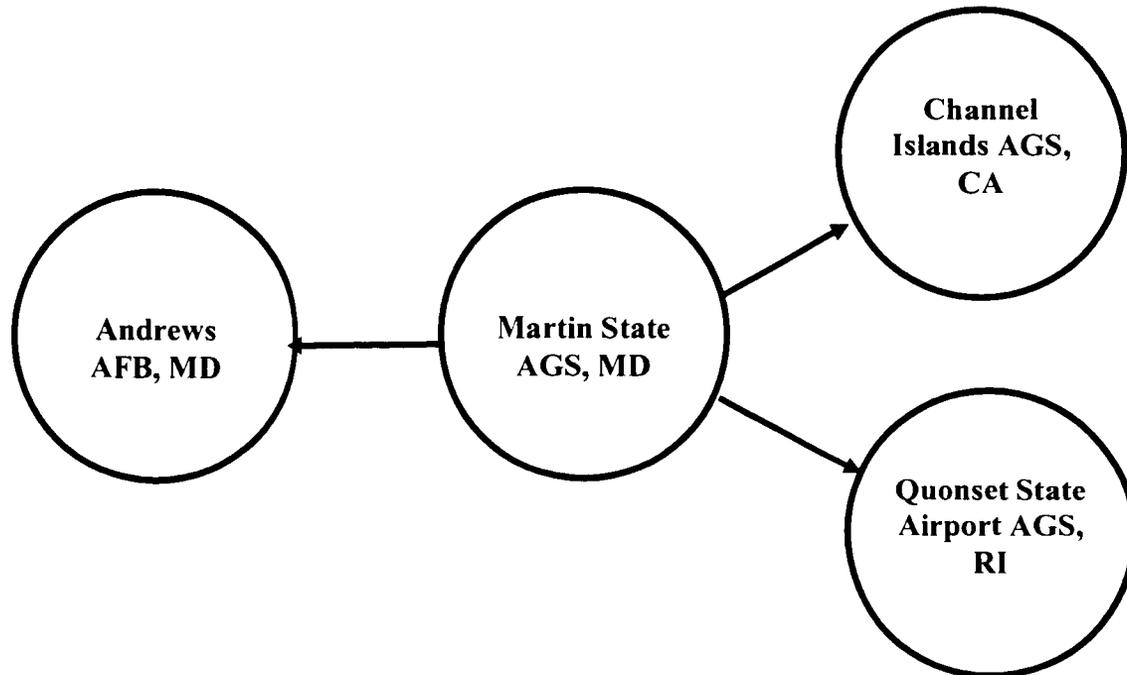
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MARTIN STATE AIR GUARD STATION, MD

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Mil	Civ	Mil
(17)	(102)	0	0	(17)	(102)	0	(119)

Recommendation: Realign Martin State Air Guard Station (AGS), MD. Distribute the eight C-130J aircraft of the 175th Wing (ANG) to the 146th Airlift Wing (ANG), Channel Islands AGS, CA (four aircraft), and 143d Airlift Wing (ANG), Quonset State Airport AGS, RI (four aircraft). The Aerial Port Squadron will move to Andrews Air Force Base, MD. The 143rd and 146th Airlift Wings will each retire two C-130E aircraft (total of four).



**Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA,
Selfridge Air National Guard Base, MI, Shaw Air Force Base, SC,
and Martin State Air Guard Station, MD**

Recommendation: Realign Bradley International Airport Air Guard Station, CT. The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, MA (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a Homeland Defense mission. Realign Barnes Air Guard Station, MA; Selfridge ANGB, MI; Shaw Air Force Base, SC; and Martin State Airport Air Guard Station, MD, by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

Justification: Barnes (97) and Bradley (98) are located approximately 12 miles apart. The Air Force placed one full squadron at Barnes because it ranked higher in military value. By combining the two units into one squadron the Air Force retains the trained A-10 pilots and maintenance technicians in the area and creates an optimum-sized and more effective squadron. The recommendation to close Otis ANGB, MA, generated a requirement to build an air sovereignty alert (ASA) site in the region. The Air Force priced an alert facility at both Barnes and Bradley, and chose Bradley on the basis of lower cost. The Bradley ECS elements remain in place to support the ASA mission.

Establishing a CIRF at Bradley for TF-34 engine maintenance compliments the realignment of the A-10 fleet. The CIRF at Bradley will consolidate TF-34 engine maintenance for ANG A-10 aircraft from Barnes, Selfridge, Martin State and active duty aircraft at Spangdahlem, Germany. Establishing this CIRF at Bradley rather than at Barnes avoids relocation of a hush house facility at an estimated cost of \$3.5M, and avoids construction of additional 18,000 square feet of maintenance facilities already existing at Bradley and that will be available.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$3.2M. The net of all costs and savings to the Department during the implementation period is a savings of \$6.1M. Annual recurring savings to the Department after implementation are \$2.0M with a payback expected in two years. The net present value of the costs and savings to the Department over 20 years is a savings of \$25.2M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 154 jobs (92 direct jobs and 62 indirect jobs) over the 2006-2011 period in the Hartford-West-East Hartford, CT, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7 jobs (4 direct jobs and 3 indirect jobs) over the 2006-2011 period in the Warren-Farmington Hills-Troy, MI, economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 43 jobs (25 direct jobs and 18 indirect jobs) over the 2006-2011 period in the Sumter, SC, economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 8 jobs (4 direct jobs and 4 indirect jobs) over the 2006-2011 period in the Baltimore-Towson, MD, economic area, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions 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: There are potential impacts to air quality; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; or waste management. Impacts of costs include \$0.6M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. 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 the implementation of this recommendation.

BRADLEY INTERNATIONAL AIRPORT AIR GUARD STATION, CT, BARNES AIR GUARD STATION, MA, SELFRIDGE AIR NATIONAL GUARD BASE, MI, SHAW AIR FORCE BASE, SC, AND MARTIN STATE AIR GUARD STATION, MD

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BRADLEY INTERNATIONAL AIRPORT AIR GUARD STATION, CT

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(23)	(88)	6	13	(17)	(75)	0	(92)

BARNES AIR GUARD STATION, MA

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(5)	23	88	23	83	0	106

SELFRRIDGE AIR NATIONAL GUARD BASE, MI

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(4)	0	0	0	(4)	0	(4)

SHAW AIR FORCE BASE, SC

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(24)	(1)	0	0	(24)	(1)	0	(25)

MARTIN STATE AIR GUARD STATION, MD

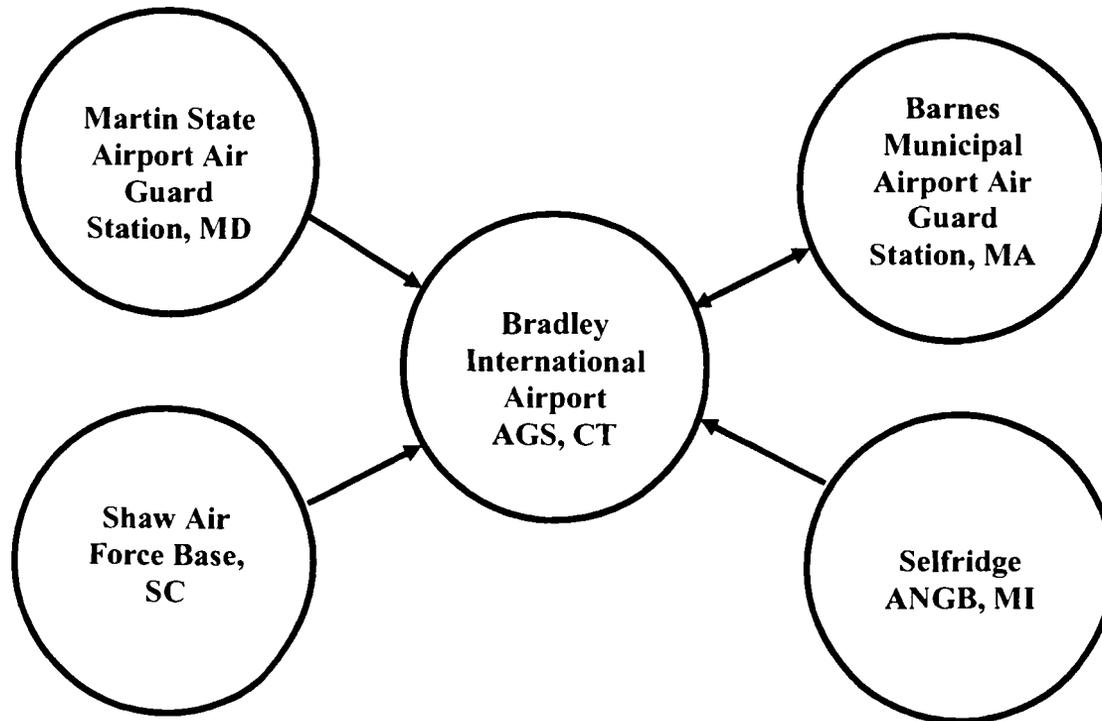
REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(4)	0	0	0	(4)	0	(4)

Recommendation: Realign Bradley International Airport Air Guard Station, CT. The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, MA (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a Homeland Defense mission.

Recommendation: Realign Barnes Air Guard Station, MA; Selfridge ANGB, MI; Shaw Air Force Base, SC; and Martin State Airport Air Guard Station, MD, by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

BRADLEY INTERNATIONAL AIRPORT AIR GUARD STATION, CT, BARNES AIR GUARD STATION, MA, SELFRIDGE AIR NATIONAL GUARD BASE, MI, SHAW AIR FORCE BASE, SC, AND MARTIN STATE AIR GUARD STATION, MD



Martin State AGS, MD
BRAC 2005 Recommendations

Air Force Recommendations

Realign Martin State Airport Air Guard Station (AGS), MD. Move four C-130J aircraft to Channel Islands AGS, CA. Move four C-130J aircraft to Quonset State Airport AGS, RI. Receive three A-10s from NAS Willow Grove JRB, PA. Move aerial port squadron to Andrews AFB, MD.

Joint Recommendations

NONE.

Incoming Activities

Air Force Actions: NONE.

Joint Actions:

What: Receive three A-10s from NAS Willow Grove.

Why: This action is part of a larger effort to consolidate the A-10 fleet.

Departing Activities

Air Force Actions:

What: Move Martin State C-130Js to Channel Islands AGS and Quonset State Airport AGS.

Why: Martin State AGS will become a single MDS installation for A-10s. Martin State C-130s are distributed to Channel Islands and Quonset State Airport AGS to form larger, more effective squadrons.

What: Move the ANG Aerial Port function from Martin State to Andrews AFB.

Why: Martin State will no longer have an airlift mission. The aerial port function moves to a base with an airlift mission.

What: Move base-level TF-34 engine intermediate maintenance from Martin State AGS to establish a T-34 engine Centralized Intermediate Repair Facility (CIRF) at Moody AFB, GA.

Why: The CIRF at Moody AFB compliments force structure realignment and regionally co-locates intermediate engine maintenance with the supported weapon system.

Joint Actions: NONE.

Quantitative Results

Manpower		
Installation	Full Time	Drill
Impact	-96	-345

Includes BRAC and Non-BRAC Programmatic Changes through FY2011.

Preliminary Manpower Move Year*

Receives A-10s	FY09
Move manpower to establish Bradley CIRF	FY07
Move C-130 and Aerial Port	FY08

* Actual time phasing of manpower moves may be altered during BRAC implementation. According to BRAC law, this (or these) action(s) must be initiated within two years and completed within six years from the date the President transmits the report to Congress.

Internal Communications: (Base Workforce)

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.
- The Air Force recommendations were made carefully and impartially.
- The AF understands the impact BRAC can have on military members, retirees, employees and their families. Base commanders will make every effort to provide forums to share releasable BRAC information and answer questions.
- Your Air Force must operate more efficiently to optimize the value of every taxpayer dollar in the defense of our nation. The defense budget will come under increasing pressure from projected increases in government non-discretionary spending.
- Closing and realigning certain bases helps the Air Force consolidate its aircraft and operations into larger squadrons to get the most out of our critical resources.

- Future Total Force (FTF) will assist the Air Force in implementing BRAC because it is a fundamental element of transformation. Comprised of two major components – a planned force structure through 2025 and new organizational constructs – FTF will create efficiencies, retain invaluable human capital, and above all, maximize the capabilities of all the Air Force components: Active Duty, Air National Guard and Air Force Reserve.

External Communications: (Civilian Community)

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.
- The Secretary of Defense's BRAC recommendations are not final. The President's BRAC Commission will review the list for conformity with OSD's force structure plan and published selection criteria and report its findings and conclusions to the President by September 2005.
- The Air Force recommendations were made carefully and impartially.
- Your Air Force must operate more efficiently to optimize the value of every taxpayer dollar in the defense of our nation. The defense budget will come under increasing pressure from projected increases in government non-discretionary spending.
- Closing and realigning certain bases helps the Air Force consolidate its aircraft and operations into larger squadrons to get the most out of our critical resources.
- Future Total Force (FTF) will assist the Air Force in implementing BRAC because it is a fundamental element of transformation. Comprised of two major components – a planned force structure through 2025 and new organizational constructs – FTF will create efficiencies, retain invaluable human capital, and above all, maximize the capabilities of all the Air Force components: Active Duty, Air National Guard and Air Force Reserve.
- These actions transform the Air Force to better meet future threats. Your Air Force continues to adapt to changes in the world's threat environment. To become more effective in the war on terrorism requires this adjustment to a "Cold War" basing infrastructure.

Approving BRAC Recommendations - Statutory Steps

16 May 05	SECDEF forwards Recommendations to BRAC Commission
08 Sept 05	BRAC Commission recommendations due to President
23 Sept 05	President approves/disapproves Commission recommendations

Do Not Release Prior to 13 1030 May 05, EDT

20 Oct 05 Commission resubmits recommendations (if initially rejected by President)
07 Nov 05 President submits final recommendations to Congress. Once submitted, the plan becomes final within 45 legislative days, unless Congress passes a joint resolution to block the entire package.

Martin State Airport, MD Warfield ANGB

Martin State Airport, MD, is home to the 175th Wing of the Maryland Air National Guard, itself composed of the 135th Airlift Group and the 175th Fight Group.

Martin State Airport traces its history to 1929 when 1,260 acres of land located twelve miles east of Baltimore, in Middle River, MD, were purchased by Glenn L. Martin. A pioneer aviation designer and constructor, Martin bought the land for use as a manufacturing site for the company named after him, the Glenn L. Martin Aircraft Company. Among the planes built by at the site was the B-10 in 1932, which would win the company the Collier Trophy. The plant, was, for most of the 1930s, regarded as the most modern in the United States.

The facility saw additional construction from 1939 to 1941. From 1939 to 1940, the airport saw the construction of three runways, Hangars 1-2-3, as well as the Airport Administration Building, while the facility's 4-5-6 and Strawberry Point Hangars would be completed in 1940-1941. It was during that period that the site produced the China Clipper, PBM flying boats, B-26 bomber and Martin Mars aircraft.

Following the end of World War II, the company continued to produce aircraft, ranging from jet-powered aircraft to the Martini 202 and 404 commercial transports.

In September 1961, the Martin Company was consolidated with the American Marietta Corporation. The consolidation resulted in the formation of the Martin Marietta Corporation.

The 747 acres devoted to airfield use were acquired by the State of Maryland on September 20, 1975 for the purpose of retaining a General Aviation facility close to the city of Baltimore.

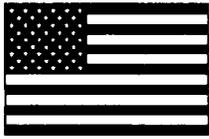


175th Wing [175th WG]

The Maryland Air National Guard's 175th Wing is comprised of two flying units and support staff - the 104th Fighter Squadron and the 135th Airlift Group. Nearly 2,000 full-time and traditional members are employed by the Maryland Air National Guard, contributing \$76 million dollars annually to Maryland's economy.

The 175th Wing has state and federal missions to augment active forces and provide assistance to state authorities during natural disasters, civil disturbances and other emergencies. In peacetime, the 175th Wing prepares for wartime taskings, natural catastrophes, and major civilian accidents by participating in various deployments and exercises. The unit must maintain the capability to meet mobility standards and worldwide deployment when directed by competent authority.

The 175th Wing consists of two distinct flying units with different missions—the 104th Fighter Squadron, flying the A-10 "Thunderbolt II" single-seat jet and the 135th Airlift squadron, operating the C-130J "Hercul



Colonel Guy M. Walsh



Biography



Colonel Guy M. Walsh is the Commander of the 175th Wing, Maryland Air National Guard, Baltimore, Maryland. Originally formed in 1921 under the 29th Infantry Division, today's 175th Wing consists of 4 groups and 19 squadrons/flights tasked with a federal mission to augment active forces and a state mission to provide assistance to state authorities during emergencies. He is responsible for more than 1600 personnel as well as two distinct combat flying units; an A/OA-10A fighter/attack squadron gained by Air Combat Command and a C-130J airlift squadron gained by Air Mobility Command.

Colonel Walsh was born in Jersey City, New Jersey and received his commission in June 1979 as a graduate of the United States Air Force Academy. After completing undergraduate pilot training, he flew the RF-4C as a tactical reconnaissance pilot in Europe. He converted to the F-4C, F-4D, YF-4E, and T-38 at the Air Force Flight Test Center, Edwards Air Force Base, CA, and eventually transitioned to the A-10 Thunderbolt II as a fighter pilot, instructor pilot, flight commander and air operations officer. He commanded the 358th Fighter Squadron at Davis Monthan AFB, AZ and the 1st Air Support Operations Group, Ft. Lewis, WA. During his 24 years on active duty, Colonel Walsh also served as a Plans Officer for Air Combat Command and in the J3 Operations Division at U.S. Central Command (CENTCOM) as Chief of Air Operations. In 2002 Colonel Walsh was Air Liaison Officer to 1st Corps and CENTCOM Coalition Forces Land Component Commander (CFLCC), serving as the principal advisor to the Commanding General on the employment of air power assets supporting combat operations, joint task force, contingency operations, and Stryker Brigade Combat Team transformation. Colonel Walsh is a command pilot with over 3,900 flying hours, principally in fighter aircraft.

EDUCATION:

1979 Bachelor of Science Degree in Aerospace Science, United States Air Force Academy (USAFA), CO
 1985 Squadron Officer School, Maxwell Air Force Base, AL
 1985 Master's Degree in International Relations, University of Southern California (Cambridge University, UK)
 1994 Command and General Staff College, Fort Leavenworth, KS

1998 National Defense Fellowship, Institute for National Security Studies, USAFA, CO
 1999 Senior Officer Space Application Course, Space Warfare Center, Schreiver AFB, CO

1999 Armed Forces Staff College Joint Officer's School, Norfolk, VA
 2002 Joint Firepower Control Course (JFCC) for Senior Leaders, Nellis AFB, NV

ASSIGNMENTS:

1. September 1979- August 1980: student, undergraduate pilot training, Columbus AFB, MS
2. August 1980 - May 1981: RF-4 pilot, 333rd Tactical Fighter Training Squadron, Shaw AFB, SC
3. May 1981- December 1984: RF-4 Pilot, Chief of Wing Flying Safety, 1st Tactical Reconnaissance Wing, RAF Alconbury, UK

4. January 1985 - March 1985: student, Squadron Officer School, Maxwell AFB, AL
5. April 1985 - February 1987: F-4 pilot, T-38 pilot, and Executive Officer, 6512th Test Squadron, USAF Flight Test Center, Edwards Air Force Base, CA
6. May 1987 - July 1988: A-10 Pilot, Chief of Training and Plans, Wing Training Officer, 25th Fighter Squadron, Suwon Air Base, ROK
7. July 1988 - January 1992: A-10 Instructor Pilot, Central Instructor School Commander, Flight Commander, and Operations Officer, 357th Tactical Fighter Training Squadron, Davis-Monthan AFB, AZ
8. January 1992 - June 1992: A-10 Operations Officer, 358th Fighter Squadron, Davis-Monthan AFB, AZ
9. June 1992 - June 1993: Treaty Compliance Officer, Chemical Weapons Convention and START II Program, Panama Canal Treaty Implementation Plan Director, Plans and Policy Division, HQ Air Combat Command, Langley AFB, VA
10. June 1993 - May 1994: student, Command and General Staff College, Fort Leavenworth, KS
11. May 1994 - June 1997: Operations Officer, then Commander, 358th Fighter Squadron, Davis-Monthan AFB, AZ
12. July 1997 - June 1998: National Defense Fellow (Senior Service School), Institute for National Security Studies (INSS), United States Air Force Academy, CO
13. June 1998 - June 2000: Chief of Air Operations, Deputy Chief Current Operations, Operations Directorate, J-3, U.S. Central Command, MacDill AFB, Tampa, FL
14. July 2000 - July 2001: Deputy Commander, 355th Operations Group, Davis-Monthan AFB, AZ
15. July 2001 - November 2002: Commander, 1st Air Support Operations Group and Air Liaison Officer to HQ First Corps, US Army, Ft Lewis, WA
16. May 2002 – September 2002: Air Force Advisor to Coalition Forces Land Component Commander (CFLCC), Camp Doha, Kuwait
17. December 2002 - Present: 175th Wing Commander, Warfield ANG Base, Baltimore, MD

FLIGHT INFORMATION:

Rating: Command Pilot

Flight hours: 3,900

Aircraft flown: A-10, C-130J, F-4D, F-4E, YF-4E, RF-4C and T-38

OTHER ACHIEVEMENTS:

1990 USAF Anthony C. Shine Top Fighter Pilot Award
Air Force Association (Arizona Chapter) Pilot of the Year Award

Co-editor of *Spacepower for a New Millennium* (McGraw-Hill)

2001 AFA Gil Robb Wilson Award nominee for Arts and Literature

2001 AFA Citation of Honor Recipient

2001 CSAF Team Excellence Award as senior military leader for Briefing Room Interactive (BRI)

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant	May 1979	Major	June 1991
First Lieutenant	June 1981	Lieutenant Colonel	February 1995
Captain	June 1984	Colonel	February 2001

Public Affairs

175th Wing





175th Wing



175th Wing

[Public Affairs Office](#)
[Judge Advocate Office](#)
[Family Program](#)
[Base Tours](#)

175th Operations Group

[175th Operations Support Flight](#)
[104th Fighter Squadron](#)

135th Airlift Group

[135th Airlift Squadron](#)
[135th Operations Support Flight](#)
[135th Maintenance Squadron](#)
[135th Aircraft Maintenance Squadron](#)
[135th Maintenance Operations Flight](#)

175th Mission Support Group

[175th Communications Squadron](#)
[175th Security Forces Squadron](#)
[175th Civil Engineer Squadron](#)
[175th Mission Support Flight](#)
[175th Services Flight](#)
[135th Aerial Port Flight](#)
[175th Logistics Readiness Squadron](#)

175th Maintenance Group

[175th Maintenance Operations Flight](#)
[175th Maintenance Squadron](#)
[175th Aircraft Maintenance Squadron](#)

175th Medical Squadron

235th Civil Engineer Flight

MDWLB@MDEALT.ANG.AF.MIL



Colonel Guy M. Walsh
 175th Wing Commander



[Press Room](#)

Mission

Provide World Class Combat Capability
 Excel as a Community Leader
 Foster a Culture of Continuous Improvement

- [United States Air Force](#)
- [Air National Guard](#)
- [Air Combat Command](#)
- [Air Mobility Command](#)
- [United States Air Forces Europe](#)
- [Maryland National Guard](#)



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baltimore, MD



Baltimore, MD

Run ID	DoD Scenario	Recommendation Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
85	Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfrid	Air Force - 14	\$3.20	2	(\$6.12)	(\$25.20)
Lead Team & Analyst: AF (A. Beauchamp, Tim MacGregor, Craig Hall)		Support Team & Analyst: JC-S (Brad McRee)				

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Bradley International Airport Air Guard Station	CT	Realign	-17	-75	0	-92	-61	-153
Gd/Res	Barnes Municipal Airport Air Guard Station	MA	Gainer	23	83	0	106	84	190
Gd/Res	Martin State Airport Air Guard Station	MD	Realign	0	-4	0	-4	-3	-7
Gd/Res	Selfridge Air National Guard Base	MI	Realign	0	-4	0	-4	-3	-7
Gd/Res	Shaw Air Force Base	SC	Realign	-24	-1	0	-25	-17	-42

Run ID	DoD Scenario	Recommendation Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
86	New Castle Airport Air Guard Station, DE	Air Force - 15	\$15.50	1	(\$29.06)	(\$120.10)
Lead Team & Analyst: AF (Tim MacGregor)		Support Team & Analyst: JC-S (Brad McRee)				

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	New Castle County Airport Air Guard Station	DE	Realign	-47	-101	0	-148	-100	-248
Gd/Res	Dover Air Force Base	DE	Gainer	3	5	0	8	8	16
Gd/Res	Savannah International Airport Air Guard Station	GA	Gainer	13	21	0	34	34	68
Gd/Res	Charlotte/Douglas International Airport	NC	Gainer	6	0	0	6	2	8
Gd/Res	McGuire Air Force Base	NJ	Gainer	1	1	0	2	1	3

Run ID	DoD Scenario	Recommendation Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
87	Robins Air Force Base, GA	Air Force - 16	\$6.70	1	(\$31.95)	(\$175.10)
Lead Team & Analyst: AF (Tim MacGregor)		Support Team & Analyst: JC-S (Brad McRee)				

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Active	Robins Air Force Base	GA	Realign	-435	-36	0	-471	-323	-794
Active	McConnell Air Force Base	KS	Gainer	307	12	0	319	228	547

Run ID	DoD Scenario	Recommendation Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
88	Boise Air Terminal Air Guard Station, ID	Air Force - 17	\$2.50	8	\$1.60	(\$1.70)
Lead Team & Analyst: AF (Craig Hall)		Support Team & Analyst: JC-S (Brad McRee)				

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Boise Air Terminal Air Guard Station	ID	Realign	-22	-62	0	-84	-73	-157
Gd/Res	Cheyenne Airport Air Guard Station	WY	Gainer	21	58	0	79	48	127

Run ID	DoD Scenario	Recommendation	Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
92	Andrews Air Force Base, MD, Will Rogers Air Guard Station, OK, Tinker Air Force Base, O	Air Force - 23		\$21.70	2	(\$12.17)	(\$83.10)
Lead Team & Analyst: AF (A. Beauchamp, Brad McRee, Tim MacGregor)		Support Team & Analyst:		JC-S (Brad McRee, Mike Flinn)			

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Active	Andrews Air Force Base	MD	Realign	-85	-30	0	-115	-75	-190
Active	Rosecrans Memorial Airport Air Guard Station	MO	Gainer	8	27	0	35	23	58
Active	Will Rogers World Airport Air Guard Station	OK	Realign	84	-99	0	-15	-49	-64
Active	Tinker Air Force Base	OK	Realign	-2	-16	0	-18	-21	-39
Active	Randolph Air Force Base	TX	Realign	-16	0	0	-16	-13	-29
Active	Carswell ARS, Naval Air Station Fo	TX	Gainer	8	33	0	41	39	80

Run ID	DoD Scenario	Recommendation	Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
93	Martin State Air Guard Station, MD	Air Force - 24		\$9.40	1	(\$13.69)	(\$97.10)
Lead Team & Analyst: JC-S (Brad McRee)		Support Team & Analyst:		AF (Mike Flinn)			

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Martin State Airport Air Guard Station	MD	Realign	-17	-102	0	-119	-109	-228
Gd/Res	Andrews Air Force Base	MD	Gainer	1	0	0	1	0	1
Gd/Res	Quonset State Airport Air Guard Station	RI	Gainer	13	21	0	34	48	82

Run ID	DoD Scenario	Recommendation	Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
94	Otis Air National Guard Base, MA, Lambert St. Louis International Airport Air Guard Stati	Air Force - 25		\$103.00	3	(\$12.25)	(\$336.10)
Lead Team & Analyst: JC-S (Brad McRee, Tanya Cruz)		Support Team & Analyst:		AF (Mike Flinn, Brad McRee)			

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Bradley International Airport Air Guard Station	CT	Gainer	20	2	0	22	7	29
Gd/Res	Jacksonville International Airport Air Guard Station	FL	Gainer	4	16	0	20	26	46
Gd/Res	Otis Air Guard Base	MA	Closure	-62	-443	0	-505	-321	-826
Gd/Res	Barnes Municipal Airport Air Guard Station	MA	Gainer	0	1	0	1	0	1
Gd/Res	Lambert International Airport- St Louis	MO	Realign	-34	-215	0	-249	-260	-509
Gd/Res	Atlantic City International Airport Air Guard Station	NJ	Gainer	40	167	0	207	161	368
Gd/Res	Nellis Air Force Base	NV-Bilbray	Gainer	10	186	0	196	163	359
Gd/Res	Burlington International Airport Air Guard Station	VT	Gainer	3	53	0	56	38	94

Run ID	DoD Scenario	Recommendation	Page	1- Time Cost (\$M)	Payback	6 Yr Net (\$M)	20-Yr NPV (\$M)
95	W.K. Kellogg Airport Air Guard Station, MI	Air Force - 27		\$8.30	1	(\$46.73)	(\$166.80)
Lead Team & Analyst: JC-S (Brad McRee)		Support Team & Analyst:		AF (Mike Flinn)			

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	W. K. Kellogg Airport Air Guard Station	MI	Closure	-68	-206	0	-274	-166	-440
Gd/Res	Selfridge Air National Guard Base	MI	Gainer	18	164	0	182	132	314

Maryland State Closure History List

1988

Army Reserve Center Gaithersburg	CLOSE
Former NIKE site at Aberdeen Proving Ground	CLOSE
Fort Detrick	REALIGN
Fort Holabird	REALIGN
Fort Meade	REALIGN
NIKE Washington-Baltimore	CLOSE

1991

U.S. Army Biomedical Research Development Laboratory, Fort Detrick	DISESTAB
David Taylor Research Center Detachment Annapolis	REALIGN
Fuze Development and Production (armament and Missile-related) Harry Diamond Laboratories, Adelphi	REALIGN
Naval Ordnance Station Indian Head	REALIGN
Naval Surface Warfare Center Detachment, White Oak	REALIGN

1993

Data Processing Center Naval Air Warfare Center, Aircraft Division, Patuxent River	CLOSE
Naval Electronic Systems Engineering Center St. Inigoes	CLOSE
Naval Surface Warfare Center, Dahlgren White Oak Detachment, White Oak	DISESTAB
Navy Radio Transmission Facility Annapolis	DISESTAB
Sea Automated Data Systems Activity Indian Head	DISESTAB

1995

Fort Ritchie	CLOSE
Naval Surface Warfare Center, Dahlgren Division Detachment, White Oak	CLOSE
Fort Meade	REALIGN
Concepts Analysis Agency	CLOSE
Fort Holabird	CLOSE
Publications Distribution Center, Baltimore	CLOSE
Naval Medical Research Institute Bethesda	CLOSE
Naval Surface Warfare Center, Carderock Division Detachment, Annapolis	CLOSE
Tri-Service Project Reliance, Army Bio-Medical Research Laboratory, Fort Detrick	REDIRECT
Investigations Control and Automation Directorate, Fort Holabird	RELOCATE