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MOFFETT FIELD
SSIC NO. 5090.3.A.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION (BRAC)

HANGAR 1 PUBLIC MEETING

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DATE: Tuesday, May 23, 2006

TIME: 5:00 p.m.

LOCATION: Former NAS Moffett Field
Building 943
Moffett Field
Mountain View, CA

REPORTED BY: Peter D. Torreano, CSR, CRR
Certified Shorthand Reporter
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1 wealth and a multitude of physicists, scientists in
 2 this area, I think that is important for us to hold on
 3 to our legacy and to hold on to our history.
 4 And so my statement is please do what you can
 5 to retain Hangar 1.
 6 (Whereupon, at 7:15 p.m. the public hearing
 7 portion of the proceedings were held as follows):
 8 NASA PUBLIC SAFETY OFFICER: Good evening,
 9 everyone. Attention, please.
 10 For the safety of everyone, we ask that you
 11 do not put any heavy objects in the aiseways. Please
 12 do not extend the aisles with your chairs or any other
 13 objects like that.
 14 You'll see exits on both sides there and
 15 there, and the exit to the rear. In the event of an
 16 emergency, we ask that you exit as quickly as
 17 possible. We understand that some of you have
 18 personal belongings you would like to hang on to. If
 19 they are large items, we ask that you leave them
 20 behind to be gathered afterwards. Everyone will meet
 21 out in the large parking lot around the space camp.
 22 okay? We have some senior citizens in here,
 23 and we ask that you aid them if they so need it in
 24 exiting the structure.
 25 Does anyone have any questions?

1 Mountain View, California May 23, 2006
 2 PROCEEDINGS
 3 (Whereupon, Elizabeth Lara of 18872 Devon
 4 Avenue, Saratoga, California, in the non-public
 5 comment portion gave the following oral comment at
 6 5:55 p.m.):
 7 MS. LARA: My name is Elizabeth Lara, and I
 8 was born and raised in Saratoga, California right here
 9 in the South Bay, and I had the privilege to attend
 10 all the different open houses held here at Moffett
 11 Field for the annual Blue Angels flyover events,
 12 normally during the 4th of July.
 13 And I just wanted to say that how important I
 14 see the Hangar 1 as really being an institution to the
 15 development and growth of technology and scientists
 16 and really what is now our Silicon Valley.
 17 Hangar 1 signifies not only that development
 18 but also the -- the interest that we have as humans to
 19 understand, you know, our space, our environment and
 20 everything that encapsulates around that.
 21 As a married woman with a son, I can only
 22 hope that, you know, my son can continue and see that
 23 same legacy that having not just Moffett Field but the
 24 hangar here and what that represents.
 25 And the fact that we have a multitude of

1 MR. WEISSENBORN: Thank you. Let's get
 2 started.
 3 I'm Rick Weissenborn. I'm the BRAC
 4 environmental coordinator for Moffett Field.
 5 Basically I oversee the environmental restoration that
 6 the Navy is doing here.
 7 I have with me tonight the Director of Base
 8 Realignment and Closure, that's BRAC, Program
 9 Management Office, Laura Duchnak.
 10 John Hill is the base closure manager for
 11 Moffett Field.
 12 Sarah Anne Moore is the deputy base closure.
 13 We're going to be up here tonight so we can
 14 hear your comments and so you have someone to speak
 15 to. It's sort of hard when you're giving a comment to
 16 talk to the wall. We've got some faces for you to
 17 make your comments to.
 18 Now it's time for us to open this public
 19 comment meeting. The purpose of this meeting is to
 20 hear --
 21 UNIDENTIFIED SPECTATOR: Can everyone turn
 22 off their radios, if they have radios? It sounds like
 23 a radio.
 24 MR. WEISSENBORN: Can you correct that in the
 25 back?

1 UNIDENTIFIED WORKER: Working on it.
2 MR. WEISSENBORN: Thank you. I thought my
3 earpiece was hidden while I listened to the radio.
4 Okay. If anybody here wants to make a
5 comment tonight, we are glad to hear it. If you
6 haven't filled out a white comment request form, it's
7 about this size. It's half of an 8-1/2-by-11 sheet.
8 Patsy is holding some up in the back. Just put up
9 your hand, and we'll get you the form.
10 We have scheduled this meeting to last from
11 7:00 o'clock until 9:00 o'clock. We can be flexible
12 on that time. I'm not going to say 9:01 we're out of
13 here. I think we need to be out of the building by
14 10:00, but we do have -- we have some flexibility in
15 our schedule.
16 Everything that is said tonight is being --
17 will be recorded by a court reporter. We did start
18 out to have two court reporters in case you didn't
19 want to come up and make your comment up here in front
20 of everybody.
21 If that's the case, and somebody let me know
22 if I'm wrong, we have another court reporter sitting
23 out by the entry where you came in. You can go and
24 make your comments. They will be recorded. They will
25 be part of the record. It's a little more

6

1 confidential for you.
2 I'd like to start or back up a little bit and
3 say thank you all for coming out tonight. Thank you
4 for your courtesy.
5 We understand there's a lot of concern about
6 the recommendation we presented in the EE/CA, the
7 engineering evaluation/cost analysis. We've been
8 doing what we can to satisfy our obligation for
9 environmental restoration, keep the contamination from
10 spreading, and we have heard and are doing what we can
11 to address the public's desire to keep the hangar.
12 I'm going to give you a little presentation
13 now on the -- what's in it, what it presents and why
14 we did the EE/CA.
15 So if I can have the next slide, please.
16 The EE/CA was for Hangar 1. Everybody knows
17 Hangar 1. We did an EE/CA. A little bit about the
18 background. It was constructed in 1932 and 1933.
19 Yes, sir?
20 UNIDENTIFIED SPECTATOR: Can you use the
21 mike, would you please?
22 MR. WEISSENBORN: Okay. I can hear a voice,
23 and I'm assuming it's out of the speakers. Thank you.
24 The Navy owned and operated Hangar 1 from
25 1933 until 1935 when it gave it to the Army. 1942 the

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1 Army gave it back to the Navy. Since '42 until
2 Moffett Naval Air Station -- Moffett Field was closed
3 in 1994 -- it's been a Navy facility.
4 In 1994 NASA became the federal caretaker for
5 the facility. The Naval Air Station was closed. All
6 the Navy -- active duty Navy activities moved to other
7 bases or eliminated.
8 In that time frame since NASA has held the
9 hangar, there was a Naval Reserve, Naval Air Reserve
10 unit stationed at Hangar 1. It was used for air
11 shows, open houses, public functions. The Moffett
12 Field Museum was there. A lot of uses for the hangar.
13 In the late '90s, arsenic and -- I'm sorry,
14 lead and asbestos were detected in samples from around
15 the hangar.
16 2002 PCBs were found at Hangar 1, and they
17 were detected at Hangar 1 because NASA detected them
18 in a storm water settling pot, and they backtracked to
19 figure out what the source was.
20 That's the background of how we got to where
21 we are. We know there are PCBs there. We know there
22 are pretty high concentrations. We know they have
23 been released in the environment.
24 Next slide.
25 Here's some of the data presented in

8

1 table 2-1 in the EE/CA, the engineering
2 evaluation/cost analysis. Some of the concentrations
3 of the PCBs and lead that have shown up. Aroclor
4 1260, about 5,000 milligrams per kilogram. Aroclor
5 1268, almost 200,000 milligrams per kilogram. This
6 was on one of the posters outside. I'm going to throw
7 this out just for your consideration.
8 We're cleaning up -- we have proposed to
9 clean up site 25, which is that storm water pond, to a
10 level of .2 milligrams per kilogram just for
11 comparison.
12 We have asbestos at .7 percent to 18 percent,
13 and this is nice woven chrysotile asbestos, good
14 asbestos fabric. It's not friable right now. Most of
15 it's not. So it's not an issue yet.
16 We have lead-based paint, all kinds of lead
17 in the paint chips.
18 On the structural steel inside the hangar,
19 the big arches, all of the intermediaries, we have
20 lead-based paint coating those. This paint also
21 contains PCBs. They don't seem to be going anywhere.
22 We had to scrape to get the paint sample off of
23 there.
24 That's just an idea of some of the
25 contaminants that have been detected at the hangar.

9

1 All references and all reports where those came from
2 are documented in that table 2-1.
3 A little bit more about the environmental
4 history of the hangar. In 2003 we did a time-critical
5 removal action. We coated the outside of the hangar
6 with asphalt emulsion. It's like a roofing material
7 only we used basically a white material and a black
8 material that gave it the new painted look.
9 At the same time NASA or just before that
10 NASA also did a time-critical removal action. They
11 excavated all the sediments that were in the storm
12 drain trench around the hangar and the storm drain
13 basins downstream of the hangar, collected those and
14 disposed appropriately.
15 Since the time-critical removal action or
16 since March of last year, NASA and other public groups
17 haven't been able to find funding to support reusing
18 the hangar.
19 There's a lot of desire, a lot of hopes that
20 we can reuse it for this. There has been an issue of
21 getting the funding for that.
22 In 2003 Hangar 1 was closed off. It's
23 fenced off just to keep people out and keep them safe.
24 Next.
25 The main environmental hazard at the hangar

1 harvest mouse for lack of a -- I can't think of a
2 better example right now -- comes along and eats some
3 of the plants that grow there.
4 While they're eating that they coincidentally
5 ingest sediment that has PCPs in it. The sediment
6 stays in the -- or the PCBs stay in their body.
7 Then a raptor comes along, an osprey or
8 something, and grabs the salt marsh harvest mouse and
9 has that for dinner. The PCBs that are in the mouse
10 go into the raptor and stay there. Each step up the
11 food chain the PCBs stay and grow. The concentration
12 increases.
13 I mentioned our cleanup numbers before.
14 Here's some examples. The industrial PRG. That's a
15 preliminary remediation goal. That's where you start
16 a comparison that there is an unacceptable risk or
17 not.
18 The PRG for PCBs in soil is .74 milligrams
19 per kilogram. Less than 1.
20 The ecological cleanup number, as I mentioned
21 for site 25, is .2. And I did mention that the
22 structural framing is coated with a lead-based paint
23 containing PCBs.
24 All these things and the fact that there have
25 been contaminants released from the hangar led the

1 is the hangar itself. Does that make sense? The
2 siding on there is Robertson Protected Metal. There's
3 a picture of it if you went through the little open
4 house displays. This material is about a quarter of
5 an inch thick. It's not very big, not very thick.
6 It's got a core of steel. The steel is then
7 dipped in an asphalt emulsion. That was pulled out
8 and covered with the woven chrysotile asbestos, dipped
9 into another asphalt coating. This asphalt coating
10 was really high in PCBs. The asbestos and the PCBs
11 are a fire protectant for the hangar. This structure
12 would be very hard to burn.
13 Then there's a weatherproofing layer on the
14 outside on both sides. This is a mirror image.
15 Inside and outside are the same. Both sides were
16 painted with a lead-based paint several times on the
17 outside and not so often on the inside, and what's
18 left on the outside layer now is the asphalt emulsion
19 that went on in 2003.
20 This siding is pretty ingenious. It's good
21 material. It won't burn. It lasts a long time. But
22 it contains PCBs. PCBs are probable human
23 carcinogens. They are known ecological risk drivers.
24 They bioaccumulate. When it gets into the sediment
25 out at the storm water retention pond, a salt marsh

1 Navy to the conclusion that the hangar is a threat to
2 human health and the environment.
3 Next slide, please.
4 Here's the siding. This picture is very
5 beneficial in understanding what's there. As I
6 mentioned, this is about a quarter of an inch thick.
7 It shows the layers there, the steel core, the
8 rustproofing asphalt, asphaltic, PCB-containing
9 material mixed in with the asbestos felt, the
10 weatherproofing layer of asbestos and the paint.
11 That's just what the siding looks like.
12 Next slide.
13 Why are we doing a removal action? That's
14 been a question. Why don't you go through the RIFS,
15 remedial investigation/feasibility study? Why are you
16 jumping to this shortcut approach?
17 It gets down to a thought process basically.
18 Remedial investigation, you need to determine what the
19 contaminant is, where it is and does it present a
20 risk. Because of work that NASA has done and some
21 work the Navy has done, we know where the contaminant
22 is on Hangar 1. As I mentioned, we know it has been
23 released and will be released again once the coating
24 that's on there is removed.
25 We don't need to determine if there is a

1 problem. A remedial investigation, the basic question
2 is do we have a problem, do we have a risk. We know
3 we have a risk. It's on existing data.
4 CERCLA processes -- the Comprehensive
5 Environmental Response Compensation and Liability Act,
6 CERCLA, Superfund has certain requirements that we
7 have to meet. We want to reduce the risk, and there
8 are requirements for community involvement.
9 In addition to the CERCLA requirements, there
10 is a Navy installation restoration program requirement
11 for public involvement.
12 And I want to jump a little bit on the Navy
13 bandwagon and say this meeting tonight is a result of
14 Navy policy. It's not a requirement of the law. But
15 we do take public comment, public concerns very
16 seriously. We will address them when we know what
17 they are. This is your opportunity to let us know
18 your concerns.
19 Removal action expedites a response action.
20 It expedites an environment cleanup. Removal action
21 might be or might not be the final action for the
22 site. For example, we did a time-critical removal
23 action that I mentioned. We repainted the hangar,
24 coated the hangar. That was never intended to be the
25 final action. It stopped the release. It did not

14

1 These are order-of-magnitude type costs. A
2 little bit better than order of magnitude, but not a
3 whole lot.
4 Then the alternatives are identified, and we
5 evaluate the alternatives based on implementability.
6 That basically is can this be done. Effectiveness is
7 another evaluation criteria, does it work, does this
8 stop contamination from being released.
9 We compared all 13 alternatives that we've
10 started with for effectiveness and implementability.
11 Some got eliminated. Some wouldn't comply with the
12 ARARs. One of those was, for example, chemical
13 stripping. That would be -- one of the byproducts,
14 one of the results of that would be a large release
15 into the atmosphere, air quality issues.
16 Then we compared the alternatives that were
17 left. 6 out of the 13 alternatives were carried
18 through for a cost analysis and a comparative
19 analysis. Comparative analysis, we said how do these
20 compare to each other.
21 An example of a comparative analysis might be
22 painting your house light blue, dark blue or gray.
23 You just compare them. Which one do you like better
24 for the house example. This one gets a little more
25 detailed in a technical evaluation.

16

1 stop contamination from being present.
2 We developed for the Hangar 1
3 non-time-critical removal action. What that means is
4 we had a little time to plan for it. Time-critical
5 means are going to go right now, within 30 days.
6 Non-time critical means we have time to plan it.
7 We're going to control the release of
8 contamination from Hangar 1. By doing that, we'll
9 eliminate the threats to human health and the
10 environment, and we will do these while complying with
11 the ARARs, applicable, relevant and appropriate
12 requirements, those and other state, federal and local
13 laws that we have to consider when we do our
14 environmental response.
15 Next slide, please.
16 The EE/CA, it's an engineering
17 evaluation/cost analysis as I have said. It
18 identified alternative ways for addressing the problem
19 that was already established. The engineering
20 evaluation has developed these methods, technologies,
21 whatever you might want to call it, that can be used
22 that will solve the environmental problem.
23 Cost analysis is what are these going to
24 cost. It's not a relative cost, but it's not a bid
25 level cost. That's been an issue that's been raised.

15

1 Then we developed and recommended an
2 alternative based on the cost, based on the
3 effectiveness and based on the implementability.
4 Here are the 13 alternatives we evaluated.
5 I'm not going to read them to you. I will note the
6 ones with the checkmark we received at public
7 meetings, Restoration Advisory Board meetings, public
8 meetings about the hangar, workshops since last May.
9 I think we had our big meeting was the
10 Restoration Advisory Board meeting last May, and then
11 we've had public meetings or workshops monthly since
12 then, either at the Restoration Advisory Board or in
13 workshops such as tonight's.
14 Next slide, please.
15 One of the things we had to consider was the
16 historic mitigation. The National Historic
17 Preservation Act was one of our ARARs, one of the laws
18 we had to comply with. And we did that. For each of
19 the 13 alternatives, we presented from one to three
20 mitigation alternatives.
21 One that went with every alternative was a
22 Historic American Engineering Record, the HAER
23 document. This is a document report that includes
24 archive quality photographs. It includes a historic
25 description of the building, architectural description

17

1 of the building and plans that were available. Some
2 of the original design documents are part of that.
3 That was applied to all 13 alternatives.
4 That work has been completed.
5 Other alternatives, some of the historic
6 mitigation would be match the colors. That would be
7 for any of the coating or cladding options.
8 Alternatives 1, 2, 3, 4, 5, 6, 7, 8, 9 are primarily
9 coating options. The matching color costs ranged from
10 roughly one and a half million to 40,000. One and a
11 half million was for alternative 6, which we'd have to
12 paint the new siding that went on.
13 Install new siding with a similar appearance
14 was for two of the alternatives. 6, which would be
15 just put similar-looking siding over the hangar and,
16 10, to re-cover the frame with similar-looking siding.
17 What was a little bit confusing was the
18 alternative for -- the mitigation for alternative 11,
19 which would implement alternative 10 with re-siding
20 the hangar. Basically the demolition that was
21 recommended or presented in alternative 11 would stop
22 when it got to the frame and a clean concrete slab,
23 and we'd re-side the hangar. That would be one
24 historical mitigation.
25 Next slide.

18

1 What's included in the EE/CA as a
2 recommendation for alternative 11 is demarcation. We
3 preserve the four corners of the existing hangar. We
4 would replace the navigational beacon that's on top of
5 the hangar now at the same height and in the same
6 physical location.
7 We started checking with the FAA on that.
8 There's an issue about how high a structure can be so
9 close to a runway. You have to go seven feet
10 horizontal to every one foot you go up. We're working
11 to see if a tower would be acceptable.
12 Then for alternative 12 and 13, these were
13 storm water alternatives. Treat the storm water,
14 collect and treat it on-site or collect and treat it
15 offsite. Historical mitigation included making the
16 storage tanks aesthetically pleasing, make them fit in
17 with the decoration of the area.
18 As I mentioned, each alternative 1 through 13
19 had at least two historical mitigation measures, and
20 they were usually a combination of the HAER
21 documentation, repaint it, match the color. That's
22 just one example of the combination of these
23 mitigation options.
24 Now, before we get into detail on this slide
25 I wanted to make very clear that the Navy and

19

1 regulatory agencies don't agree on all of these
2 options. Okay? There's discussions, debate between
3 our legal staff and regulatory agencies legal staff
4 about inside and outside of the hangar.
5 We believe that the alternative that we
6 recommended addresses their concerns by incorporating
7 all cost -- all the hangar as a whole. These are the
8 six alternatives that were left after the comparative
9 analysis, the ARARs comparison and the costs for the
10 removal action. The removal action costs are the
11 environmental costs.
12 The HAER documentation costs is the same for
13 all of them. That's been completed.
14 Other historic mitigation is, as I mentioned
15 before, the matching original color, the install the
16 re, siding or demarcate the extent of the hangar.
17 And the total cost.
18 We have to note none of these costs here
19 include making the building usable. They address the
20 environmental contamination. They address the
21 historic effect where we would have an adverse effect
22 on an historic structure. These historic mitigation
23 costs address that.
24 To get the building usable, to get it up to
25 building code, NASA has prepared estimates that it

20

1 would cost 43 to \$58 million more. That's not a cost
2 that the Navy would bear. Our responsibility is
3 environmental, but I just throw that out just to give
4 you an idea of the total cost of making the building
5 usable again. Just to get it up to code, we're
6 talking \$75 million, \$80 million.
7 And I understand that the -- excuse me for
8 not -- if I don't use your right name, but the
9 SpaceWorld Hangar 1 group has estimated roughly 380 to
10 400 million more to make it fit for their purpose.
11 Again, those numbers are just -- I'll be real blunt.
12 Those numbers don't matter to the Navy.
13 That's for somebody's else's vision of the use of the
14 building, but you need to consider all of those when
15 you consider the cost impacts of the hangar.
16 As I mentioned, four of these don't include
17 the cost or evaluate the feasibility of making the
18 inside of the hangar safe. There's -- this hangar has
19 a bad dandruff problem. There's material flaking off
20 the siding that collects on the floors. That's why
21 it's sealed off. If people were inside, they'd be
22 inhaling it, they'd be touching it, probably
23 coincidentally eating it. So that's why it's closed
24 off.
25 And none of those -- none of our alternatives

21

6 (Pages 18 to 21)

1 address that inside issue. I want to make that real
 2 clear. Okay?
 3 Here's what we recommend, in case you haven't
 4 heard. We recommended hangar demolition with offsite
 5 disposal of the materials. Recycle the structural
 6 steel, demarc the corners and the height of the
 7 hangar, as I described. The advantages of this option
 8 are it meets the remedial action objectives.
 9 The contaminant source is removed. No more
 10 contamination will be released from the hangar. It's
 11 technically and administratively feasible. That means
 12 there are craftspeople available who can do the work.
 13 Administratively feasible includes the Navy has got
 14 funding to do it is one of the criteria.
 15 There are no real permit issues, except for
 16 transportation, and those can be addressed. It
 17 provides the highest degree of protection for public
 18 health and the environment. It does that by having
 19 the contaminant source removed.
 20 It's effective. Short-term and long-term
 21 effectiveness are some of the criteria that are
 22 included in the effectiveness evaluation.
 23 There would be short-term measures, we think,
 24 to protect the workers and the people around the
 25 hangar. I've mentioned in the past there would be

22

1 yours and what the response was. And no matter how
 2 many comments, it's a lot easier for us to keep track
 3 of.
 4 Each one will be responded to. Rest assured
 5 of that.
 6 After the EE/CA, we have to do a document, a
 7 CERCLA document that obligates the Navy to do what we
 8 said we would do. That's the action memorandum. It's
 9 the decision document in the CERCLA process. We're
 10 going to do whatever is decided. We're going to start
 11 the work by this date, signed by me and by the agency
 12 RPMs.
 13 But that's a legal obligation. Once we do
 14 that, we're committed. We can't back out and say, oh,
 15 wait a minute. We changed our mind. So that's an
 16 important document to keep in mind, too.
 17 Another thing to keep in mind is the
 18 recommendation in the action memorandum might be
 19 different than the recommendation in the EE/CA. We've
 20 said in this essentially planning level document our
 21 recommendation is tear down the hangar.
 22 What we're going to do based on comments from
 23 the RAB, from basically journalists, letters to the
 24 editor, there's been a lot of concerns expressed about
 25 our costs. Before we issue the action memorandum

24

1 lots of dust control. We don't want to see any dust
 2 at all, and if there's dust, we can't -- air
 3 monitoring will be part of the remedy. Upwind,
 4 downwind and at the site we'll have constant air
 5 monitoring.
 6 It complies with all the other applicable or
 7 relevant and appropriate rules or regulations. All
 8 the other laws, state, federal, local, are fulfilled
 9 when we do this, a substantive portion for those.
 10 The estimated cost, 12.2 million, as the
 11 previous table showed.
 12 Next.
 13 So what's coming next? The public comment
 14 period that we're in now, this meeting. If you hadn't
 15 heard, we got a request from the Restoration Advisory
 16 Board community co-chair to extend the comment period
 17 from 30 to 60 days, and we concurred with that
 18 request. The comment period ends July 5th.
 19 Every comment we get will be responded to,
 20 and it won't be a "comment noted" as I mentioned
 21 earlier. If there's an answer to a question, a
 22 response to your concerns, it will be presented. And
 23 just so you know off the top right now, we're looking
 24 at probably an alphabetical by last name because if
 25 there's a lot of comments, it would be easier to find

23

1 we're going to issue an RFP, request for proposal to
 2 contractors, and this RFP is going to define as a
 3 scope of work option 1, which would be alternative 11,
 4 and option 2, which right now looks like would be
 5 alternative 10, to give us a detailed cost for each of
 6 the two alternatives.
 7 This will be one of the costs that is line by
 8 line -- you know, this is an outrageous example again,
 9 but we want you to take out 27 bolts and throw them
 10 away, haul them offsite. That's a level of detail
 11 that will be prepared.
 12 Right now we're looking at the action
 13 memorandum coming out in early to mid August. A lot
 14 of that timing will depend on how quickly we get our
 15 responses back, how quickly the bids come in. A lot
 16 of it will also depend on how many responses we need
 17 to write.
 18 So that's an overview of what's in the EE/CA,
 19 what the process is that we will follow.
 20 What I'm going to do now is open it up for
 21 comments. Anybody that turned in a speakers request
 22 form --
 23 MR. GAUNT: I'm sitting over there, and I
 24 can't see the screen, but if I understand you right,
 25 it's \$12 million to tear it down?

25

1 MR. WEISSENBORN: That's correct.
2 MR. GAUNT: 400 million to keep it and
3 preserve it?
4 MR. WEISSENBORN: That's -- no, no.
5 MR. GAUNT: No.
6 MR. WEISSENBORN: That's a cost to make it
7 usable as SpaceWorld Hangar 1.
8 UNIDENTIFIED SPECTATOR: Repeat the question.
9 MR. WEISSENBORN: Okay. The question was he
10 couldn't see the screen, but, as he understood it, it
11 cost 12 million to tear it down and 400 million to
12 make it ready to use. My response was the 12 million
13 is correct. The 400 million is the cost to get it
14 ready to use as SpaceWorld Hangar 1.
15 The risk I took when I mentioned that total
16 number was right there.
17 MR. GAUNT: Yeah. I'm still confused. If
18 you want to put it back the way it was used before,
19 safe for people, how much would it cost?
20 MR. WEISSENBORN: To put it back safe for
21 people, it costs roughly 43 to \$58 million.
22 MR. GAUNT: Well, what's this 400 million you
23 just mentioned before?
24 MR. WEISSENBORN: The 400 million --
25 MR. GAUNT: Just put it in a lump sum. What

26

1 it's going to cost a lump sum to get it done?
2 MR. WEISSENBORN: What I'm going to do --
3 what I'm going to do is ask you to make that as a
4 comment either written or up here tonight, and then
5 we'll continue.
6 One thing -- one thing we're not going to do
7 that I already did, and I won't do again, we're not
8 responding to questions. We're here for you to
9 present your comments to. You'll get an answer, a
10 response in writing as part of the response in
11 summary.
12 That's it. I'm going to turn it over to
13 Patsy who will invite people up to speak.
14 MS. TENNYSON: Thank you.
15 Again, as Rick mentioned, this meeting is to
16 take public comments, not to respond to questions. So
17 if you need -- if you want to make an oral comment
18 tonight, you need one of these speaker slips.
19 Do you want a speaker slip?
20 And then once you have that filled out, if
21 you will hold it up, we'll come and pick it up.
22 I'm going to call on people in order that
23 they have filled in their slip and we have received
24 it. I think you can understand by looking at the room
25 that we've got a lot of people who want to speak, and

27

1 we want to be sure that everybody gets a chance to
2 speak.
3 Consequently, we are going to time the
4 comments. You'll be given three minutes to make your
5 comment. My colleague Emily who's sitting right here,
6 and she's in really good eye contact -- or eye contact
7 with this podium, which is where you're going to come
8 to make your comment.
9 Emily will be timing everyone. She will hold
10 up a sign that says one minute when you have one
11 minute left. She'll hold up a sign that says "30
12 seconds" when you have 30 seconds left. This looks a
13 lot like stoplights; right? And so when she holds up
14 the red one, we all know what that means, and that
15 means you need to wrap it up because your turn has
16 ended.
17 And we want to be sure, as I said, that
18 everybody has an opportunity. So if you can bear with
19 us on this and cooperate, I know that -- that everyone
20 will appreciate that.
21 The other thing that I want to say is as I
22 call out names, I'm going to call out three names,
23 John Smith followed by Jerry Jones followed by Paula
24 Brown. If you can make your way to the front in that
25 order, that will help, and that way you will always

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1 know who's coming next. We have two chairs up here
2 with the little reserved sign on them, and that's what
3 they are for, so that you can sit down and wait your
4 turn.
5 Again three minutes. Please speak into the
6 microphone. We have a court reporter here in the
7 front who is taking down all your comments verbatim.
8 As Rick explained, they will be responded to.
9 I apologize in advance if I mispronounce your
10 name. What we would like for you to do when you come
11 to the microphone is the very first thing if you would
12 please state your name and address. State your name
13 and address for the record.
14 We have this also on the form that you filled
15 out, but that will help us as we go through making our
16 notes to know we've done that correctly.
17 There are also lots of yellow comment forms,
18 if you would prefer to make a written comment or want
19 to make a written comment in addition.
20 My colleague Tania will go around the room.
21 She's right over here. She will collect any
22 additional speaker slips.
23 And without further ado, let's get started.
24 The first person is Steve Williams followed
25 by Larry Shapiro followed by Beth Bunnenberg. If

29

1 those three individuals will come up first, Steve
 2 Williams, Larry Shapiro, Beth Bunnenberg, and then
 3 I'll call the next three people.
 4 Thank you. We're on the clock.
 5 MR. WILLIAMS: I'm Steve Williams. 1734 West
 6 El Camino Real --
 7 MS. TENNYSON: He'll get on.
 8 MR. WILLIAMS: I'm Steve Williams. My
 9 address is 1734 West El Camino Real, Number 10, in
 10 Mountain View.
 11 I am one of the founders of the Save Hangar 1
 12 Committee, and I'm also a pilot and aircraft owner.
 13 I want to thank the Navy for holding this
 14 public meeting and giving us the opportunity to
 15 respond to the EE/CA, and, of course, I want to thank
 16 all of my fellow community members for coming out
 17 tonight and participating in this very important
 18 process.
 19 My own position is that the hangar is very
 20 important historically and should be preserved, and my
 21 understanding from reading the EE/CA is that it is
 22 feasible to preserve the hangar, and so I feel that's
 23 what should be done.
 24 Having said that, I believe that there are
 25 significant errors and flaws in the EE/CA that make it

30

1 very difficult for the public to meaningfully comment
 2 on it, and, in my opinion, that means that it would be
 3 a mistake to -- to make a final decision based on the
 4 EE/CA that we have in front of us now.
 5 I hope that the Navy will address the many
 6 questions that have been raised about the accuracy of
 7 the EE/CA and will do so in a timely way, and I hope
 8 that the Navy will take the time that's necessary to
 9 accept public comment and public input on the process,
 10 even if that means that it's going to go beyond the
 11 timelines that were outlined here tonight.
 12 Again, I thank you for holding this meeting,
 13 and I am very inspired by all the people that came
 14 here tonight to -- to participate.
 15 Thank you very much.
 16 MR. SHAPIRO: My name is Larry Shapiro. My
 17 address for this purpose is 1901 Embarcadero Road.
 18 I'm a pilot of more than 50 years. I've been
 19 coming to this hangar for more than 60 years, and I
 20 fly over it and look at it daily, as I did today,
 21 also. And as a courtesy, I thank you all for this
 22 opportunity, and if I may.
 23 Is there anyone in this room who wants the
 24 hangar to go away?
 25 (Applause.)

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1 MR. SHAPIRO: Ladies and gentlemen, I've been
 2 here for three hours. I was getting a little nervous
 3 because I was sitting by myself a good part of that
 4 time, and I am so tickled to see the amount of people
 5 here.
 6 You've had to deal with me before. I try not
 7 to be disrespectful, and I am emotional about this
 8 building. To me it's our Statute of Liberty. It's
 9 our Golden Gate Bridge down here on the Peninsula.
 10 It's our World Trade Center. It's a lot to a lot of
 11 people. And since I travel all over the world, I'm
 12 asked about this hangar, if it's still here. It's one
 13 of the things on the A list that guests visiting me
 14 want to see.
 15 We would never be anywhere discussing tearing
 16 down the Golden Gate Bridge because there's lead in
 17 the paint, and the same thing would happen to the
 18 Statute of Liberty. We just wouldn't do it.
 19 So here's the way I see this problem: We
 20 need to save a patient's life. It's dying. First
 21 let's save the life, which is what we're asking for.
 22 We can deal with the plastic surgery or artificial
 23 limbs later on. There should be only one thing now.
 24 Let's save the life of Hangar 1.
 25 Here's your people right here behind me.

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1 They are telling you that. When the Navy talks about
 2 \$12 million, that's less than a fighter. It's less
 3 than a lot of things.
 4 We have so many alternatives to look at.
 5 There is money out there to make the hangar usable.
 6 If the hangar didn't do anything but stay right where
 7 it is, that would almost be enough, but it wouldn't be
 8 enough for the people sitting behind me.
 9 So, again, I would ask you. Help us save the
 10 life of this hangar. Give us the time for the plastic
 11 surgery and the other treatments necessary for it to
 12 live a healthy life again.
 13 And thank you.
 14 And thank all of you.
 15 (Applause.)
 16 MS. TENNYSON: After Beth we have Cheryl Orth
 17 followed by Jack Nadeau and Vanessa Nadeau.
 18 MS. BUNNENBERG: Hello. I'm Beth Bunnenberg,
 19 2351 Ramona Street in Palo Alto, and I wanted to
 20 address you on historic preservation matters.
 21 The EE/CA recommends -- the recommended
 22 alternative is demolition. The report discusses
 23 historical mitigation measures. In reality, there is
 24 no mitigation matter that takes away demolition. The
 25 structure is gone.

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1 Now then, all the oral histories,
2 photographs, bronze markers, footprint designs,
3 et cetera, are mere shadows of the reality of this
4 magnificent structure. It is on the National Register
5 of Historic Places and has national historic
6 significance.
7 I urge the Navy through this process to have
8 the foresight to save Hangar 1. Alternative 10
9 appears to be a viable way to do this. The report
10 does discuss the loss of some historic fabric on the
11 roof and the siding.
12 Now, historic regulations regularly allow to
13 replace roofs and to replace siding, whether they be
14 shingles or wood or metal, when they are decomposing.
15 In this case the decomposition is that the
16 hangar is having toxic chemical problems, not dry rot,
17 but the result is the same. The roof and the siding
18 need to be replaced.
19 Therefore, a visually comparable replacement
20 of non-toxic material is a much more desirable
21 historic outcome. Please choose alternative 10.
22 Also, the public has been asking what would
23 you do if Hangar 1 is saved. Suggestions range from a
24 convention center, a major display space, great
25 parties, I hear, and a -- a big favorite is

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1 Smithsonian West. There are uses.
2 Please support tradition by saving this
3 structure for future generations and leaving them with
4 the reality rather than mere shadows of what might
5 have been.
6 Thank you.
7 (Applause.)
8 MS. TENNYSON: I'm going to ask you just to
9 hold your applause because I think you've made your
10 point, but I think that's going to slow us down a
11 little bit.
12 Cheryl? And if we could just move
13 expeditiously, and then the rest of you come on up to
14 the front when your name is called.
15 MS. ORTH: My name is Cheryl Orth. ✓Address
16 P.O. Box 209, Moffett Field.
17 I attended a meeting a week and a half ago
18 that NASA employees were invited to. Mr. Richard
19 Weissenborn who gave the earlier presentation here
20 spoke at that time, and he gave basically the same
21 presentation.
22 I'd like to read what I wrote to Senator
23 Feinstein afterwards. It says: "I attended the
24 disclosure meeting given for NASA employees by Richard
25 Weissenborn, BRAC environmental coordinator. It was a

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1 very informative meeting on how the most economical
2 solution to the pollution to the environment by
3 Hangar 1 is to demolish it and clean the site. It
4 appeared to be a no-brainer of 12 million for
5 demolition versus 24 million for fixing it.
6 "Then during the question time at the end of
7 the presentation, a NASA employee of Code JF, which is
8 facility logistics and airfield management division,
9 started asking Mr. Weissenborn questions. It was a
10 real eye-opening time. The \$12 million for demolition
11 and cleanup does not include the removal of the
12 asbestos and lead contamination of the numerous
13 structures inside the hangar where the former Navy
14 flight simulators and offices were contained.
15 "It does not include the removal of the
16 concrete pillars and the electrical conduit inside of
17 them. There were several other items as well, but
18 these are the most expensive due to the asbestos,
19 lead, et cetera, involved in their removal.
20 "When asked why these items and their costs
21 weren't included, Mr. Weissenborn replied, quote:
22 'They are separate contracts that have not yet been
23 set for bid.' The NASA employee stated that the cost
24 of these projects could easily exceed 5 to \$8
25 million.

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1 "This certainly puts a new light on the true
2 cost of the demolition of the hangar and gives a
3 better cost comparison to the solution of the
4 problem."
5 I have worked in Building 243 at NASA-Ames
6 Research Center for 22 years. I am approximately 200
7 yards from the hangar, the north end of the hangar,
8 where on top of our building we have large air
9 handlers where the air is being pulled in all year
10 long when the wind is coming right past Hangar 1 and
11 into our building. Many of my fellow employees have
12 been there for over 30 years, and none of us are sick
13 yet, and I don't see why the hangar needs to come
14 down.
15 Thank you for your time.
16 MR. NADEAU: My name is Jack Nadeau. ✓I'm
17 here, of course, to speak for most people here, I
18 think.
19 The hangar is actual history. Tearing it
20 down and having a video or markers delineating where
21 it stood is not good enough. The history of aviation
22 has an exciting chapter, a very short-lived chapter,
23 the lighter-than-air ships. It's a marvelously
24 interesting and exciting period of time.
25 I'd like to see young people for now and

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1 forever to be able to actually stand and be awestruck
 2 by the wonderful structure that stands right -- I've
 3 been there many times inside. I'm a life member of
 4 the historical museum. And to pull that chapter out
 5 of the book of aviation and just let it be destroyed
 6 would be a crime, I think a very serious crime, and,
 7 frankly, I can't believe that the Navy would even
 8 consider tearing it down.
 9 I can't believe that. I thought as a child
 10 growing up that that structure would always be
 11 around. It was built to protect the USS Macon, and
 12 now I think it's up to us who really care to make sure
 13 that it is protected for all time.
 14 What worries me is that the Navy has
 15 basically already made the decision to tear it down,
 16 and that's what bothers me so much because I don't
 17 know how much public opinion is, quote, "necessary" to
 18 convince the Navy that we really would like to keep
 19 the structure intact.
 20 That's all I'd like to say. Thank you.
 21 MS. TENNYSON: Vanessa?
 22 Okay. After Vanessa, we have Carl Gillespie,
 23 Patrick Williams and Peter Strauss.
 24 MS. NADEAU: My name is Vanessa Nadeau. And
 25 I really want you guys to save the hangar because I

1 around on Mars. That's been there for about two years
 2 now, and they are still working. Don't you ever
 3 believe that everything associated on the ground here
 4 on Earth will be preserved for our kids.
 5 The -- one minute. The history, there's all
 6 kinds of things. There's the Alamo, the Golden Gate
 7 Bridge, the Space Needle in Seattle. You know, if --
 8 I can't -- I spent some time in Texas. I know if I
 9 took two men and -- one of them with a bulldozer and
 10 one with a wrecking ball, and we went to the Alamo and
 11 started working on it, it wouldn't be long before it
 12 would be stopped.
 13 And I call you ladies and gentlemen to stop
 14 this.
 15 Thank you.
 16 MS. TENNYSON: Patrick Williams and then
 17 followed by Peter Strauss.
 18 MR. WILLIAMS: Patrick Williams, 1156 West
 19 Iowa, Sunnyvale.
 20 I -- when I was a kid, 17 years old, I used
 21 to walk by the Murphy House which was in Sunnyvale,
 22 and they decided for some odd reason to tear that
 23 thing down. I would watch it, and I would look at it,
 24 and I'd say, wow, what a beautiful building, you
 25 know. Now they want to make a facsimile of it.

1 want it to be there forever for -- for generations.
 2 And thank you.
 3 MS. TENNYSON: Just give your name and
 4 address, if you would, please.
 5 MR. GILLESPIE: I'm Carl Gillespie, Jr. ✓
 6 live at 4142 Amaranta Court in Palo Alto.
 7 The gentleman a while ago mentioned that
 8 there's a good deal of aviation history in our
 9 country. If you go back to the Wright brothers, and
 10 I've been back where the first flights were made.
 11 That's there. You can go see it. I can take the kids
 12 and the grandkids and go there.
 13 There's also the -- the Lindbergh flight in
 14 1927 across the North Atlantic, and, of course, you
 15 can go into the building in Washington DC and see the
 16 Spirit of St. Louis.
 17 Another thing is the hangar in 1933,
 18 '32-'33. Again, the last speaker, the other speaker,
 19 did speak about the history there. We -- we have come
 20 a long ways. I remember early in his presidency,
 21 President Jack Kennedy called for the building of a
 22 spaceship to go to Mars -- to go to the moon and to
 23 return safely within this decade, and, by George, we
 24 did it, and those spaceships are preserved.
 25 There is -- we have two machines walking

1 My goodness. I don't understand that at
 2 all. The real thing is here. I don't trust the
 3 Government to say, oh, we'll make a facsimile of that
 4 some day. I don't trust that at all.
 5 I -- I'm a Navy vet. I'm a resident of this
 6 community for 45 years or so, and that is an
 7 historical building that needs to be preserved unlike
 8 the Murphy House.
 9 Thank you very much.
 10 MS. TENNYSON: Peter, wait just one second.
 11 After Peter -- I'm know I'm not going to do
 12 this name right. Zoltan Szoboszlai. Okay. And
 13 Stuart McGee and Carl Honaker.
 14 Go ahead, please.
 15 MR. STRAUSS: My name is Peter Strauss, ✓ 317
 16 Rutledge Street, San Francisco, California.
 17 I'm the technical advisor to the Silicon
 18 Valley Toxics Coalition and have been working on
 19 Moffett Field in the mediation since -- since 1993.
 20 What I do for a job is I review documents,
 21 and I prepare comments, and from the environmental
 22 aspect of these -- of those documents. And speaking
 23 to all the regulators and having spoken to the Navy
 24 many times, I know that there's a great deal of what
 25 everybody assumes is a risk, but I think the EE/CA

1 fails to convey that.
 2 And I urge you to take what is now
 3 circumstantial evidence that is in the -- in the -- in
 4 all the documents that I've been able to review and
 5 prove it to me. And there might be some documents
 6 that I don't -- that I don't possess or information
 7 that I don't possess, but I can't see the path that --
 8 where, Rick, you've said that your -- you know, this
 9 is -- this is a problem. We all know it's a problem.
 10 So we're going to -- we're going to get rid of it.
 11 It's not conveyed in the EE/CA, and I ask you
 12 to convey that in the EE/CA.
 13 Thank you.
 14 MS. TENNYSON: Zoltan?
 15 MR. SZOBOSZLAY: Thank you. The last name is
 16 spelled S-Z-O-B-O-S-Z-L-A-Y. Address is 6248 Blossom
 17 Avenue, San Jose.
 18 I represent the Moffett Field Historical
 19 Society. We have several members here, including our
 20 president, Bernie. It's the position of the
 21 Historical Society that the EE/CA report is wrong in
 22 concluding -- or in recommending option 11, demolition
 23 of the hangar. The report should have recommended
 24 option 10, removing the siding, but preserving the
 25 framework, and here's the reason.

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1 If you look at table 4-1, these are the goals
 2 of the cleanup, such as feasibility, public health and
 3 long-term effectiveness. Option 10 meets all the same
 4 goals as option 11.
 5 If you look at table 5-1 of the report, there
 6 is only a 3 percent difference in cost, \$350,000,
 7 between option 10 and option 11.
 8 Option 11, there is an omission, which is the
 9 cost of building the tower to hold the beacon. Also
 10 omitted was the cost of carefully removing,
 11 decontaminating and storing the historical artifacts.
 12 If those are included, option 10 is, in fact,
 13 the lower cost option, not option 11, demolition of
 14 the hangar.
 15 Most importantly, option 10 preserves most of
 16 the historical properties of the hangar, such as the
 17 orange peel doors, the beacon in its original
 18 location, the electric service cars that ride on rails
 19 suspended from the ceiling of the hangar. This is the
 20 only hangar in the world that has that feature.
 21 So for these reasons we'd like the Navy to
 22 correct the EE/CA report, and, if the Navy does that,
 23 we believe that option 10 should be recommended.
 24 Thank you.
 25 MR. MCGEE: Stuart McGee, city of Sunnyvale,

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1 alternate RAB member for Vice Mayor Otto Lee. With
 2 your permission, I'd like to read a letter from our
 3 Honorable Mayor, Ron Swegles.
 4 "May 23, 2006. Mr. Richard Weissenborn, BRAC
 5 Environmental Coordinator, Former NAS Moffett Field,
 6 Base Realignment and Closure Program Management Office
 7 West, 1455 Frazee Road, Suite 900, San Diego,
 8 California.
 9 "Re: Support restoration of Hangar 1 at
 10 Moffett Field -- at Moffett Federal Air Field.
 11 "Dear Mr. Richard Weissenborn: The City of
 12 Sunnyvale strongly opposes demolition and supports use
 13 of federal funding for preservation of Moffett Field's
 14 Hangar 1. Our position remains unchanged even in
 15 light of the recent 100-plus page document,
 16 engineering evaluation/cost analysis CD and document
 17 that was made available to the public on May 5th,
 18 2006. It includes estimates for the costs to preserve
 19 Hangar 1 at \$26 million versus \$12 million for
 20 demolition.
 21 "As a senior executive of a major
 22 metropolitan city who provides leadership in response
 23 to a constituency of citizens and taxpayers, I ask you
 24 to balance the significant benefits of restoration
 25 against the estimated project costs.

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1 "There will be a tremendous benefit to the
 2 community in having an operational, multifunctional
 3 historical facility on the scale of Hangar 1 in our
 4 area. The structure is a unique monument to the
 5 lengthy and distinguished presence of the US Navy in
 6 Santa Clara County.
 7 "I believe the community overwhelmingly
 8 supports the restoration of Hangar 1. Therefore, I
 9 would be willing to engage in discussions with the
 10 Navy, NASA and other stakeholders to explore all
 11 options which could make this monument a habitable and
 12 code-compliant asset for the region.
 13 "Although the bottom line established in the
 14 engineering evaluation/cost analysis is important to
 15 this decision, the needs and wishes of the community
 16 must hold a prominent position in the process. I
 17 urge -- I urge the US Navy to consider all public
 18 input and then work with the community to preserve
 19 Hangar 1, a landmark worth saving for the future.
 20 "Thank you for your attention to this issue
 21 surrounding restoration versus demolition of
 22 Hangar 1. Please contact Cory Campbell,
 23 Intergovernmental Relations Manager, 408-730-7475 or
 24 e-mail her at ccampbell@sunnyvale.ca.us. if you wish
 25 to have any questions regarding this city's interest

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1 in this important issue.
 2 "Sincerely, Honorable Ron Swegles, Mayor,
 3 City of Sunnyvale."
 4 MS. TENNYSON: Carl, just one second.
 5 After Carl, Stephanie Munoz, Linda Montgomery
 6 and Rory Mulholland.
 7 MR. HONAKER: Thank you. My name is Carl
 8 Honaker. My address is 2500 Cunningham Avenue in San
 9 Jose, California.
 10 The first thing I want to do is thank all of
 11 our friends and supporters of the Save Hangar 1
 12 movement for showing up tonight. It's both a good
 13 news story and a bad news story. The good news story
 14 is we have a tremendous amount of public support this
 15 evening. The bad news is a tremendous number of them
 16 were turned away at the door because we do not have
 17 sufficient room here for a meeting for that number of
 18 people.
 19 I want to thank the NASA public safety folks
 20 for making sure that we're all safe in this building,
 21 but the unfortunate circumstances are that the Save
 22 Hangar 1 Committee asks that we have another public
 23 meeting to allow those who were not able to come in
 24 today to make their statement.
 25 Most of the folks here know I was the last

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1 sticker if you'd sign up. We've got letters that you
 2 can send to your elected officials, easy letters, form
 3 letters, or you can write your own. We've got the
 4 addresses for you.
 5 And, of course, the written comment sheet
 6 that the folks from the Navy have brought along is
 7 probably your most direct way to make a comment this
 8 evening. We encourage you to do that.
 9 Everybody here probably already knows my
 10 position on this thing. It's -- aside from the
 11 article I wrote and some articles that Lenny has
 12 written and others trying to convince folks that we
 13 need to take another look at this, the potential
 14 incremental cost for restoring the hangar versus
 15 demolishing it is what we consider to be almost
 16 inconsequential.
 17 It's less than 5 or 6 percent of the total
 18 outlay that the Navy is going to spend on their
 19 mitigations at Moffett Field, and so we need to make
 20 sure that the EE/CA properly shows that.
 21 I just wanted to make sure that everybody
 22 knew that what the Navy intends to do with the
 23 demolished hangar is basically the same thing as a
 24 crime scene. They want to put a chalk outline around
 25 the dead body and put a stake in the heart of the

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1 executive officer at Moffett Field, kind of an
 2 emotional connection to this facility and especially
 3 Hangar 1. I was also a founding member of the Moffett
 4 Field Historical Society and the vice-president of the
 5 Air Club of Northern California. My connections here
 6 go on and on.
 7 Larry Shapiro asked a very good question, so
 8 I won't ask it again about how many people support the
 9 movement here, but I did want to find out how many of
 10 you heard about this through posters and things that
 11 you saw in town. Just raise your hand.
 12 That's great. So the movement was working.
 13 It's nice to have articles and other things that
 14 reflect our concerns, but it's really nice to have
 15 that grass roots effort of people out there in the
 16 streets handing out flyers to let people know about
 17 this.
 18 I also want to thank those of the Greatest
 19 Generation for turning out today. It's not easy for
 20 those folks to be here, so give yourself a big hand
 21 for being here.
 22 There are other things you can do, folks, to
 23 help this cause. There's a petition signing out in
 24 the lobby, if you want to catch that on your way out.
 25 We'd be happy to give you another Save Hangar 1

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1 hangar.
 2 MS. TENNYSON: You need to wrap up.
 3 MR. HONAKER: I think that it's extremely
 4 short-sighted and disappointing. For a little bit
 5 more effort, the Navy can be a hero to the local
 6 community instead of a villain.
 7 MS. TENNYSON: Thank you.
 8 Stephanie Munoz, followed by Linda
 9 Montgomery, and then followed by Rory Mulholland.
 10 Is Stephanie Munoz around?
 11 Okay. We're really like to make sure that
 12 everybody gets a chance. So is Linda Montgomery
 13 here?
 14 MS. MONTGOMERY: I'm right here.
 15 MS. TENNYSON: Great. Thank you, Linda.
 16 MS. MONTGOMERY: My name is Linda
 17 Montgomery. My address is 460 Zaton Avenue -- that's
 18 Z-A-T-O-N -- in San Jose.
 19 I'm a fifth-generation native of this area.
 20 Hangar 1 has been a part of my life. I gazed at it in
 21 wonder as a child as we drove by on our way north. I
 22 gaze at it in wonder now. It's just been a wondrous
 23 thing to look at. It's just got so much history in
 24 it.
 25 When I went to the meetings last fall, I

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1 talked about it at the holidays with my family
2 members, and that brought out so many stories of
3 watching the Macon go over, of watching the hangar be
4 built.
5 And, you know, if I didn't have the hangar to
6 look at, I wouldn't have a clue how big the Macon
7 really was. We need to keep it. I know we can't keep
8 it the way it is because it's poisoning the land. We
9 can't do that. But we need to keep it in some way.
10 The posts and the beacon and the chalked outline,
11 that's not going to work for really showing someone
12 how big that thing was.
13 That's pretty much all I had to say. It's
14 just that it's just a wonderful thing, and my family
15 members were just -- they all were so very upset when
16 they heard that there's a chance it may go away. And
17 so I feel like I'm speaking for them, too.
18 Please do what you can to try to save it.
19 Take those other costs into consideration that aren't
20 in the original quote because I believe they are in
21 the other ones, and that would kind of level the
22 playing field a lot.
23 Thanks a lot.
24 MS. TENNYSON: Thank you. Rory Mulholland,
25 followed by Sandy, Sanford Gum -- Sandy Sanford Gum,

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1 and my buddy and I, only the second time in my life --
2 that was the first time I ever cut school. We got on
3 our bicycles and we rode out to Moffett Field to see
4 the plane coming in -- the plane -- the dirigible
5 coming in.
6 See, I've only been flying since -- I have a
7 pilot's license for 65 years, a Navy pilot for 33,
8 and -- thanks. You're taking my time.
9 But I realize there's a balance between the
10 historical and the practical. I'm more of a
11 practical. My wife is more of a philosophical. So 63
12 years we've had a lot of good discussions. But save a
13 life? Yeah, it is. You know, that's what we want to
14 do. I believe that those of us that -- that believe
15 that we own the land because we're natives of our
16 country, and we have the will and the desire and the
17 knowhow to save this life.
18 Thank you.
19 MS. TENNYSON: Robert Kennel, followed by
20 Lincoln Worsham, followed by Stanley Cherniack.
21 MR. KENNEL: Robert Kennel, 236 West
22 Hillsdale Boulevard, San Mateo.
23 I just wanted to read this.
24 "Out of the softening sunset came the
25 airship, and the manner of its moving was beautiful.

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1 and then Robert Kennel. Thank you.
2 MR. MULHOLLAND: My name is Rory Mulholland.
3 I'm from 381 Manila Drive, San Jose, California.
4 I'd like to say that if the hangar goes,
5 there will be no more, you know, Moffett Field
6 anymore. That's it. That's the head of the dog. You
7 cut it off, the tail goes.
8 What's going to happen then? I think that it
9 would be left open to some kind of development, and,
10 you know, maybe that's what this is all about, you
11 know, what's behind the scenes here.
12 Also, Moffett Field is named for Rear Admiral
13 Moffett who died in the USS Shenandoah disaster, I
14 believe. At least I think so anyway. If he was
15 alive, he would say to you, you know, do not take this
16 hangar down.
17 Thank you.
18 MS. TENNYSON: Sanford Gum, is it? Yes.
19 It's your turn.
20 MR. GUM: Great. My name is Sanford Gum,
21 2517 Fairbrook Drive, Mountain View.
22 I may be one of the -- one of the first
23 civilians in Hangar 1. I was born in 1922 in San Jose
24 and started flying at age 12, and I remember
25 distinctively in 1933, '33, the Macon was flying over,

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1 Few inanimate objects attain beauty in the pursuance
2 of their course, and yet to me at least the flight of
3 the ship was far lovelier than the swooping of a bird
4 or the jumping of a horse. For it seemed to carry
5 with it a calm dignity and a consciousness of destiny
6 which ranked it among the wonders of time itself."
7 The Zeppelins are gone. All we have is the
8 hangars. I feel fortunate -- I feel unfortunate that
9 the Zeppelins -- that I don't get to experience that,
10 but I do feel fortunate I get to experience the
11 hangars.
12 I, too, flew over it last night at 1,500
13 feet. It's a beautiful sight. It's sad that -- it
14 would be sad if other generations -- other generations
15 didn't get to enjoy it. Please save it.
16 Thanks.
17 MR. WORSHAM: Lincoln Worsham, 1271, Number
18 1, Ayala Drive in Sunnyvale.
19 I'd like to thank the Navy for their -- for
20 opening this forum to public comment. I'm a former
21 NASA civil servant and a current Marine Corps brat.
22 I find the current recommendation to demo the
23 hangar unacceptable. It can be seen from Portola
24 Valley all the way out to the East Bay hills. It
25 chronicles a part that this Valley and the Navy has

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1 played in its fight against evil.
 2 Before me my great-grandfather Robert Davis
 3 served here as crew on the Macon. Long before the
 4 fences went up or 9/11 there wasn't even a tumbler in
 5 the door. You can't replace the feeling you get when
 6 you walk inside and are dwarfed by its structure, the
 7 same way that it dwarfs military aircraft that were
 8 stored inside of it, by a chalk outline and a
 9 tombstone.
 10 This is why I'd like to request -- excuse
 11 me.
 12 I'd like to request that the Navy reevaluate
 13 the other options that would leave the hangar intact
 14 and as a monument to the Navy's commitment to this
 15 country and also as the residents of Sunnyvale who
 16 originally gave the land to the Navy.
 17 Thank you.
 18 MS. TENNYSON: Stanley -- are you on your way
 19 up? And then John Chesnutt, Seth Shostak and Bill
 20 Youngs.
 21 MR. CHERNACK: My name is Stanley Chernack
 22 and I live at 1034 East Rose Circle.
 23 And do you know why all of you are here
 24 today? Because of the action of just one man. I was
 25 in the Bureau of Aeronautics in 1946 and we received a

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1 Leningrad, and when the Germans backed out, they left
 2 over 500,000 bodies at Leningrad. And today it's the
 3 most beautiful city in Russia. It's called
 4 St. Petersburg. It has statues and avenues. It's
 5 beautiful. And if the Russians can remove 500,000
 6 bodies and build a city like Leningrad, somebody
 7 should be able with ingenuity to remove whatever
 8 contaminants you have here at the Moffett Field.
 9 (Applause.)
 10 MR. CHERNACK: I made my point. I could say
 11 more, but I am not Ceasar who said I came, I saw, and
 12 I conquered. Not yet.
 13 MR. CHESNUTT: It's a hard one to follow.
 14 My name is John Chesnutt. 75 Hawthorn Street
 15 in San Francisco.
 16 I'm a manager in the Superfund federal
 17 facility cleanup office at the US Environmental
 18 Protection Agency Region 9 in San Francisco. We're
 19 the lead regulatory agency overseeing the Navy's
 20 cleanup efforts at the Moffett Superfund site, and I
 21 wanted to take this opportunity to briefly speak to
 22 the EPA's interest in the Hangar 1 removal action.
 23 The EPA's primary concern is that the Navy's
 24 response action addresses both the exterior and the
 25 interior of the hangar because environmental samples

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1 letter from the Ford Motor Company. And do you know
 2 what they said to us? We will completely demolish
 3 Hangar 1, and we will cart it away at no cost.
 4 One man said no, Vice Admiral Rosenthal. I
 5 worked for him. I'm qualified both as a Naval aviator
 6 and a Naval airship pilot.
 7 I talk about Moffett Field in a practical
 8 way. In 1946 the Department of the Interior came to
 9 us and said will you build us an airship that could
 10 carry flame-retardant liquid so we can fight forest
 11 fires. Every single year we lose thousands of acres,
 12 and helicopters don't carry too much, the airplanes
 13 are too fast, but the airship can hover, and we can
 14 put the fire out. The Navy said no.
 15 Be practical about it. Today 9/11 has
 16 changed our view about insurgencies. The Coast Guard
 17 is chafing at the bit. They want airships to patrol
 18 the East Coast from the hangar at Lakehurst and patrol
 19 the West Coast with a hangar at Moffett Field. The
 20 hangar is about 75 years old. It's good for another
 21 75 years. After all, the Panama Canal locks are over
 22 a 100 years old and they are still working. There's
 23 no problem in retaining it.
 24 I flew with the Russians in World War II. It
 25 took 999 days to bombard and destroy the City of

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1 from both indicate that the hangar presents a threat
 2 to the public health and the environment.
 3 The Navy began addressing the exterior
 4 contamination, as Rick has presented, in October of
 5 2003 by recoating the corrugated siding through a
 6 time-critical removal action. They contested the need
 7 to address the interior pursuant to CERCLA, although
 8 the hangar had been closed and fenced off since the
 9 discovery of the contamination as he also indicated.
 10 So in February of 2005, the EPA and the San
 11 Francisco Regional Water Quality Control Board lodged
 12 a formal dispute with the Navy under our federal
 13 facility agreement to have the hangar addressed as a
 14 whole.
 15 Through an informal dispute resolution, we
 16 did agree to disagree on the applicability of the
 17 CERCLA law itself to the interior of the structure
 18 primarily because the Navy agreed to address the
 19 hangar in its entirety by conducting the
 20 non-time-critical removal action.
 21 We understood the Navy's need to address the
 22 hangar quickly before the coating wears thin, and they
 23 also committed to address the substantive aspects of
 24 historic preservation requirements, having identified
 25 them as an applicable or relevant and appropriate

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1 requirement.
 2 Like the public, the EPA's reviewing the
 3 engineering evaluation/cost analysis, particularly
 4 looking to see that it is consistent with our dispute
 5 resolution in that it provides a number of options,
 6 both preservation and destruction, that holistically
 7 addressed the structure's contamination.
 8 We provided some verbal comments to the Navy
 9 at the May 11th Restoration Advisory Board meeting and
 10 will be submitting formal comments within this
 11 period.
 12 If the Navy's selected alternative does not
 13 permanently address the contamination, both the
 14 exterior and the interior, when we'll require that the
 15 Navy conduct a follow-on remedial action that does
 16 another feasibility study and a record decision with
 17 another opportunity for public comment.
 18 Thank you.
 19 MS. TENNYSON: Thank you.
 20 Seth?
 21 MR. SHOSTAK: My name is Seth Shostak. ✓1372
 22 Cuernavaca Circulo, Mountain View, California.
 23 I am also on the board. I am on the board of
 24 the SpaceWorld Foundation that has been mentioned
 25 here.

1 phony number to bring up here because, in fact, that's
 2 the cost of exhibiting. All right?
 3 I can buy a \$500,000 house, and if I fill it
 4 with Louis XIV furniture, it might be a \$10 million
 5 house, but that doesn't mean you can't afford to buy
 6 the house. Okay?. Whatever is put inside is
 7 irrelevant to the cost of keeping the hangar.
 8 And the reason for building SpaceWorld is
 9 that it would indeed be a Smithsonian West. In fact,
 10 we have been in touch with The Smithsonian about this
 11 sort of thing, but the point is that it will teach our
 12 kids about what's going to happen in the first part of
 13 the 21st century. We are finally going to sunder the
 14 bonds that have tied us to this planet for 300,000
 15 years of history of homo sapien.
 16 This is the first generation that's going to
 17 do that. There's only one generation that has to do
 18 that. Our kids will be the ones that do that. It
 19 would be terrible shame if we deprive them of the
 20 opportunity to do that right here. Some other place
 21 will do it. It should be here.
 22 I strongly urge that we not walk away from
 23 this opportunity to, in fact, bring our kids into the
 24 21st century, and I would submit to you that 20 years
 25 from now, no one will be proud to say, "Hey, I tore

1 There's several things about this hangar.
 2 Most of the comments have addressed the sentimental
 3 value of the hangar. That is a serious concern. It's
 4 a concern worthy of consideration.
 5 The Eiffel Tower, which has been mentioned
 6 before, was built in the 1880s as part of the Paris
 7 Exposition. The plan was to tear it down a few years
 8 later. They did not. Okay? Despite the fact that it
 9 is very costly in terms of danger to humans. Lots of
 10 people jump off it. It was not torn down.
 11 If the Eiffel Tower had been replaced by four
 12 pylons marking the corners with the tricolor stuck in
 13 the middle, I don't think you would consider it the
 14 same structure. I don't think anybody is going to fly
 15 to Paris to see a book of photographs of the Eiffel
 16 Tower once it is gone.
 17 Those are the sentimental considerations.
 18 This hangar is after all an icon. It is more than
 19 something that has personal meaning to the people
 20 here. It is the icon of the South Bay. It is the
 21 only icon we have in the South Bay.
 22 But I'm here really to talk about the future
 23 of the hangar, and that is in our view to reuse it for
 24 a space center called SpaceWorld. Rick has said that
 25 will cost \$400 million. Well, that's, in fact, a very

1 down the hangar."
 2 MS. TENNYSON: Okay. Bill Youngs, and then
 3 followed by Bill Gaunt, Bill Hough -- we've got a lot
 4 of Bills -- and James Lincoln.
 5 MR. YOUNGS: Bill Youngs, 840 Meridian Way,
 6 San Jose.
 7 In 1963 I attended my first air show here at
 8 Moffett Field as a Cub Scout with a booth in
 9 Hangar 1. In '73 I was transferred to FASOTRAGRUPAC
 10 in Hangar 1. I served in VP-31, VP-19, VP-91, VP-50
 11 and combat wing 10. My statement concerns saving our
 12 hangar and is mostly emotional.
 13 I visited 27 countries in my Naval service.
 14 Each time returning the sight of Hangar 1 meant home
 15 as I'm a Palo Alto native. Many thousands of aviators
 16 were trained at FASO that went out to the fleet,
 17 myself included. Many of these airmen and women went
 18 on to careers in aviation after Naval service, and
 19 many retired here in the Bay Area.
 20 General aviation aircraft have used Hangar 1
 21 as a navigational landmark for decades. It is
 22 important to save the structure for future generations
 23 and to continue to stand as one of the proudest
 24 continuations of traditions.
 25 The mentality of tear down a building and put

1 in a parking lot is rampant in this country, and if it
2 were not for historical societies and other
3 preservationists, our history would be found only on a
4 DVD.
5 On January 14, 1966, the Navy designated
6 Hangar 1 as a Naval historical monument. On my own
7 side, my 14-year-old daughter had her first hot air
8 balloon ride inside Hangar 1 at an air show years
9 ago. She also had her first flight with the Young
10 Eagles organization. I bet others in this room have
11 similar memories that are just as important as mine.
12 We have outspent the Soviets and collapsed that
13 country. The Navy all but left the Bay Area. Look
14 what happened at Hamilton Field. We should not let
15 that happen here. Not again.
16 The amount of money discussed here tonight is
17 not insurmountable, and the way we throw it at an
18 unjust war, we can throw a little at Hangar 1.
19 Moffett Field is one of the most beautiful
20 bases in the United States, and the key is Hangar 1.
21 The Navy should consider the opposition presented here
22 tonight on the merits of saving our history in the
23 South Bay, as well as the scientific and political
24 opinions presented. We will not go quietly.
25 Thank you.

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1 farmers selling their wares on the side of the
2 street.
3 We went up Blossom Hill Road, and Almaden
4 Valley was nothing but a valley of blossoms. The
5 fragrance is something you would never -- you would
6 remember even as a 15 year old.
7 Now all that is gone. They put up houses.
8 The fastest growing city in the United States, San
9 Jose was, if I'm not incorrect, 18 years in a row.
10 That was the Almaden Valley that got consumed, and
11 they went north -- went south of here.
12 Now, the last thing. The thing that
13 everybody has honored and cherished, Hangar 1, you
14 guys want to tear down. I mean, there are places all
15 over the United States where they kept historic --
16 they kept things going. The national parks.
17 Everything that -- the monuments all over, the Civil
18 War monuments, the Revolutionary War.
19 I mean, for crying out loud, for the money
20 you guys are talking about, can't you just save this?
21 This is important to this area and this community, and
22 I'd really like you to take a second thought, and I
23 want my grandchildren to see that building.
24 MR. HOUGH: I'm Bill Hough. I live at 435
25 North Second Street, Apartment 221, in San Jose,

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1 MS. TENNYSON: Okay. Bill Gaunt followed by
2 Bill Hough or Hough -- I'm not sure -- and then James
3 Lincoln.
4 MR. GAUNT: My name is Bill Gaunt. I've
5 lived here for 47 years in Sunnyvale. I'm from 717
6 Hebrides Way. And my throat is getting dry.
7 What I wanted to say was in 1950, we came
8 down here from Seattle to visit my aunt who lived in
9 Palo Alto, and I was 16 years old. And we drove down
10 Bayshore Highway when it was "bloody Bayshore," and
11 the first thing I saw was Hangar 1.
12 At 15 years old, it really, really impressed
13 me, and I just pray that you guys will change your
14 minds because I'd like my grandchildren to see it and
15 be impressed like I was.
16 You know, there's been so many changes in
17 this area. When I got -- when I got here in '50, all
18 the roads behind us, the cities, all this, that was
19 all prune -- oh, thank you.
20 They were all apricot and prune orchards.
21 The main road through here was a dirt road. I can't
22 think. I've been on it a million times. The main
23 road that goes right down through San Jose and clear
24 up to Palo Alto. Stevens Creek Boulevard. It was a
25 dirt road when I came here. It was nothing but

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1 California.
2 I grew up here in the Valley, although I just
3 got back from a 20-year stint in New York. And I can
4 tell you that in New York, they let Penn Station get
5 demolished back in the early '60s, and they're still
6 kicking themselves for that.
7 More recently, there was a certain act of
8 mass murder committed in New York, and officialdom in
9 New York is trying to inflict a very unpleasant
10 replacement for the World Trade Center, and there's a
11 grass roots organization on the Internet, the Twin
12 Towers Alliance. You can Google them at
13 twintowersalliance.org or dotcom and sign their
14 petition because they have the same fight going on
15 back in New York as they have going on here, lack
16 of -- lack of respect for history and vandalized
17 monuments that were destroyed. Well, the less said
18 about that the better.
19 The Navy's EE/CA that recommends tearing down
20 Moffett Hangar 1 is a flawed document that backs into
21 a predetermined conclusion that the Navy had reached a
22 year ago. During the summer of 2005, the Navy's
23 position on Hangar 1 was made clear at the Restoration
24 Advisory Board meeting held at Mountain View City
25 Hall.

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1 The reaction from the public was strongly
 2 opposed to demolition. This opposition was also
 3 expressed by members of the community at the
 4 August 18, 2005 meeting at Moffett Field. After this
 5 widespread criticism of the Navy's demolition
 6 proposal, they agreed to do this EE/CA, although the
 7 results indicate that the study was simply conducted
 8 to reinforce the course of action the Navy wanted to
 9 take all along.

10 An article in the May 19, 2006, and that's
 11 wrong, it should be, I think, July 19, 2006, Mountain
 12 View Voice -- no, I'm sorry. That is the right date.
 13 May 19th, 2006 Mountain View Voice indicates that
 14 NASA's 2003 engineering analysis estimated that the
 15 cost of tearing down the hangar would exceed
 16 \$30 million, not the \$12 million claimed in the
 17 EE/CA.

18 This higher and more believable number
 19 bolsters the case for alternative action, one that
 20 would stabilize the hangar while ensuring it be
 21 preserved and used by future generations.

22 Unfortunately, NASA did not release its study
 23 in a timely manner proving that the fix is in. The
 24 Government is determined to destroy the hangar despite
 25 the strong support from the community to save it.

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1 you have not sent me any notification to go to the VA
 2 or see a doctor. Now, wait a minute, wait a minute.
 3 If there's that much of an effect, why
 4 haven't people been notified? I told you, and I'm
 5 telling everybody else in here, you sat there and said
 6 when that hangar is torn down, the problem will be
 7 cleared. And the man that was talking about the chalk
 8 outline, well, I know what's going on the other side
 9 of it. Those are condos that are going to be worth 2
 10 to \$4 million with your own private garage for your
 11 airplane.

12 Another problem you've never addressed. Has
 13 anybody ever thought of the option Catch-23? That's
 14 where the C&O and the Navy get off their butts and
 15 bring the P3s back to Moffett Field, put them in
 16 Hangar 1. The overflow goes to Hangar 2, and we won't
 17 hear any more about an environmental hazard. If
 18 you're going to sell me on this thing, then notify me
 19 I've got a problem with my health because I'm having
 20 problems breathing.

21 Thank you.

22 MS. TENNYSON: Okay. Thank you.

23 Beth Whyman?

24 Beth Whyman, followed by Lenny Siegel, and
 25 Gerard Heyenga.

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1 The Navy's EE/CA is fundamentally flawed. It
 2 justifies an already-reached conclusion by lowballing
 3 the cost of demolition. It also completely ignored
 4 the community's strong desire to see the hangar
 5 preserved as stated in numerous public forums during
 6 2005.

7 It is time to discard this bogus study and
 8 prepare an honest assessment that meets the joint
 9 goals of protecting the environment and preserving
 10 history. These goals need not be mutually exclusive.

11 Thank you.

12 MS. TENNYSON: Thank you very much.

13 James Lincoln.

14 MR. GAUNT: I have a copy for the press, if
 15 you want to learn how to spell my name correctly.

16 MS. TENNYSON: James Lincoln, followed by
 17 Beth Whyman, followed by Lenny Siegel.

18 MR. LINCOLN: Yeah. My name is Jim Lincoln,
 19 P.O. Box 249, Moffett Field.

20 And I for one, like I told you outside, I'm
 21 very upset with the Navy. How many people were
 22 stationed at Moffett Field? You're stationed here;
 23 right?

24 I was stationed here for 18 years. You're
 25 telling me that hangar is an environmental hazard, and

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1 MS. WHYMAN: Good evening. My name is Beth
 2 Whyman. I live in Saratoga.

3 I didn't expect the person in front of me to
 4 take my speech from me, but what my question, I have
 5 some questions. One was the PCBs did not start in
 6 2001. They were identified in 2001, and when did they
 7 start, and how many years have humans and raptors and
 8 rats been damaged? That's -- you know, I don't know.
 9 Maybe that's in the report. I haven't read all the
 10 report.

11 I also wanted to say that the Historic
 12 American Engineering Record document is not -- it's in
 13 a library, is not a compensation for the loss of
 14 Hangar 1.

15 I don't know why I can't talk here.

16 I'm a long-time Santa Clara County historian,
 17 and my experience with historic preservation is that
 18 if you want to do it, you can find a way to do it.
 19 And I think we should -- I agree with the first
 20 speaker that we should preserve Hangar 1.

21 Thank you.

22 MR. SIEGEL: Good evening. My name is Lenny
 23 Siegel, 269 Loreto Street, Mountain View.

24 I've been a member of the technical review
 25 committee and Restoration Advisory Board at Moffett

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1 Field since 1990. I'm executive director of the
2 Center for Public Environmental Oversight, and I'm one
3 of the founders of the Save Hangar 1 Committee.
4 If our nation's intelligence agencies were to
5 pick up chatter from some terrorist organization
6 around the world that they were looking at symbols of
7 United States history, symbols of United States
8 technical advancement, and learned that they were
9 looking at Hangar 1 at Moffett Field, we'd send the
10 Air Force, we'd send the Navy out to protect this
11 monument.
12 But what do we do when the very institutions
13 that we expect to protect our heritage propose to
14 destroy them?
15 We have to look to ourselves. We have to
16 look to the fact that even though this is being done
17 under the Superfund law, even though it's being done
18 under basically a base closure, this is essentially a
19 political issue. That we have to mobilize, not only
20 tonight, but to write our senators, our member of
21 Congress, to do whatever we can to reverse this
22 unacceptable proposal.
23 I mentioned I'm with the Save Hangar 1
24 Committee. You can go to savehangar1.org and sign up
25 for our e-mail list. We have a meeting on June 5th at

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1 I've done work in this area, and I feel that
2 Hangar 1 represents a problem that's invasive
3 throughout not only this country, but this world.
4 It's estimated that about 4 billion pounds of toxin is
5 released into the US environment in the last year, per
6 year. And America is a clean country. Can you
7 imagine what it's like in other countries?
8 So Hangar 1 has a problem. Maybe we could
9 use this as an opportunity to go and see let's deal
10 with the problem, let's use the community that we
11 have, and that includes all the universities, includes
12 the Navy to go and say is there any way that we can
13 use the latest technologies to either immobilize these
14 toxins, change them in situ rather than moving them
15 off somewhere else to another community?
16 Because we're going to come to a point when
17 there's no point to move these toxins to another place
18 because it's all contaminated, and it makes no
19 difference.
20 So maybe this is an opportunity, if nothing
21 else, to draw people together to say let's deal with
22 this, and in time, let's not, you know, drag it out,
23 say we have 12 months, 24 months to come up with
24 solutions within our community, within the
25 universities in our community, at Ames, to come up

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1 the Moffett museum at 7:00 p.m., that's Monday,
2 June 5th, to plan our next action because we'll be
3 organizing no matter what the Navy decides after
4 listening to us tonight. We are not going to let this
5 hangar fall.
6 Now, why do I think that the Navy is
7 responsible, why they are obligated to -- to not only
8 remove the toxic contamination, which I do feel is a
9 hazard, it's definitely a hazard to the wetlands, but
10 also restore the hangar? Well, when we've had a
11 several-year fight over the Moffett wetlands, what we
12 said, and it's based on EPA guidance, is the Navy has
13 an obligation to clean up the property to meet the
14 reasonably anticipated land use, future land use.
15 Well, once again, we have the same thing.
16 The reasonably anticipated future land use of Hangar 1
17 is a hangar that's going to be a world class air and
18 space center. The Navy has an obligation to clean
19 that hangar so that we can use it in that way. It's
20 as simple as that.
21 Thank you.
22 MS. TENNYSON: Gerard Heyenga. And followed
23 by Jane Horton and Robert Simmen.
24 MR. HEYENGA: Gerard Heyenga, 1730 Plaza
25 Court, Mountain View.

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1 with a decent solution, and, if that fails, then maybe
2 only then say, okay, the ultimate then is to actually
3 remove it.
4 Thank you very much.
5 MS. TENNYSON: Thank you.
6 Jane Horton, followed by Robert Simmen and
7 Megan Bellue.
8 MS. HORTON: My name is Jane Horton. I live
9 at 350 North Whisman in Mountain View.
10 I'm a native of the Bay Area. I've lived in
11 Mountain View for 31 years. On Whisman Road, I'm
12 across the street from a Superfund site. My home is
13 under remediation for contamination, and this is paid
14 for by responsible polluting parties.
15 They are not the Government, but private
16 industry all over the country is being charged for
17 cleanup, and they are doing it and being held
18 responsible for cleanup. I'm just throwing that out
19 as a thought on expenses for cleanup.
20 This hangar is part of our history, and it's
21 an example of an amazing structure. It was made
22 before there was computers, and it's part of an era of
23 excellence and creativity. My 70-year-old neighbor's
24 father helped build this hangar. My mother grew up in
25 Oakland and took the train past the hangar on her

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19 (Pages 70 to 73)

1 childhood summer vacations to the beach. It's an
2 engineering marvel. It's very short-sighted for it to
3 be torn down.
4 In my experience the Navy has not always been
5 quite accurate in cost prediction. In fact, they have
6 a reputation of underpredicting costs. So that my
7 expectation is that the teardown will be at least
8 double what they predict. But how do we put a price
9 on the historical value of the hangar? It cannot be
10 replaced ever, and it is part of our history.
11 If we took two minutes of the cost of this
12 war in Iraq, we could spend that money to make the
13 hangar safe. It's impossible for me to believe that
14 we can put men on the moon but that we can't save
15 Hangar 1.
16 Thank you.
17 MS. TENNYSON: Robert Simmen, followed by
18 Megan Bellue, and then Philip Kurokawa.
19 MR. SIMMEN: Thank you. I'm Robert Simmen,
20 644 Nashua Court in Sunnyvale.
21 I'm here to speak just briefly about one of
22 the many worthwhile uses that the hangar could be put
23 to. I'm the Northern Pacific Regional Director of the
24 Association of Old Crows.
25 I usually pause here for some humorous

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1 laughter.
2 We are an international association of
3 approximately 15,000 people in 55 countries. We are
4 the professional defense electronics association.
5 Much of the equipment that was saving the
6 lives of our aviators from World War II through Desert
7 Storm and Kosovo, a lot of that equipment was built
8 right here in the Bay Area. During the heydays in the
9 '80s when we -- when our local chapter, the Golden
10 Gate Chapter, had 1,500 members right here in Mountain
11 View and Sunnyvale, we held classified conferences
12 here in the base in the auditorium at Hangar 1, in the
13 officers club.
14 During the past 10 or 12 years, we have
15 accumulated representative hardware that was
16 manufactured here in the area that defended the lives
17 of these pilots, including the collision avoidance, by
18 the way, that's used in commercial airliners was
19 developed here on the Peninsula.
20 We've accumulated approximately \$2 million
21 worth of this hardware, and we have it in storage
22 because we're holding it in the hopes that we can use
23 it in Hangar 1. We've been invited into other
24 museums, and we're holding out because we think that
25 this historic equipment should be displayed in a

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1 historic monument like the Hangar 1.
2 Thank you very much.
3 MS. BELLUE: Megan Bellue, 651 West Glen Way,
4 Woodside, California.
5 I'm speaking tonight as executive director
6 of the Preservation Action Council of San Jose and
7 also as a representative of the National Trust for
8 Historic Preservation.
9 The debate about the demolition of the iconic
10 Hangar 1 helps crystallize the modern chapter of
11 historic preservation advocacy. Painted as a hulking
12 toxic dinosaur of a place, the 360,000-square-foot
13 engineering marvel is a testament to the power of the
14 US Armed Forces and human ingenuity while acting as a
15 challenge to us all to retain a sense of place.
16 When historic buildings are torn down we lose
17 tangible links to our past and communities begin to
18 lose touch with the stories that identify them and the
19 places where that history happened. Among historic
20 buildings the Navy's Hangar 1 is a giant. Even its
21 detractors can see that it is Silicon Valley's most
22 recognizable landmark.
23 Sense of place is no less critical to
24 community character and quality of life than good
25 schools, affordable housing and clean water. It's

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1 important for us to remember what drew populations to
2 a place, how they prospered and survived, and the
3 places where they lived, governed, conducted business
4 and in this case innovated.
5 At Moffett Field, we must weigh the
6 monumentality of the historic resource and the iconic
7 richness of the many stories it tells against
8 environmental hazards and the challenges of reuse.
9 The Navy's latest study recommends demolition
10 and removal as the optimal solution. According to the
11 Navy, it's too expensive to retain the remarkable
12 dirigible barn and simply easier and more expedient to
13 tear it down and walk away.
14 It sounds like a clear-cut dollars-and-cents
15 decision, but it is not. The only thing clear-cut
16 about the Navy's report is its failure to provide a
17 single reason compelling enough to justify demolition
18 of one of the West's most important engineering
19 marvels.
20 According to the Navy's own estimates, saving
21 Hangar 1 would increase the cost of base cleanup by
22 \$12 million, a mere 6 percent increase in the \$200
23 million budget for remediation of Moffett Field. At
24 its height and size and given the prevailing winds,
25 questions abound as to how the building can be safely

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1 demolished.
2 The task of demolition is perhaps even more
3 daunting than engineering such a massive structure in
4 the first place, and it is surely fraught with greater
5 uncertainty. Moreover, because of its proximity to
6 active runways nothing can be built in Hangar 1's
7 place.
8 Hangar 1 tower is an irreplaceable icon of
9 Silicon Valley and every effort should be made to
10 ensure its preservation.
11 Thank you.
12 MS. TENNYSON: Thank you.
13 Philip Kurokawa, followed by Kevin Mathieu,
14 followed by Vic Befera.
15 MR. KUROKAWA: My name is Philip Kurokawa. I
16 live at 804 17th Avenue, Menlo Park, and have been
17 here in the Bay area since -- excuse me -- since
18 moving up from Southern California in 1964.
19 I remember seeing Hangar 1 for the very, very
20 first time when I attended a number of the air shows
21 that were put on there by the Blue Angels,
22 Thunderbirds and other aircraft. I also saw the
23 interior of the Hangar 1 with all the exhibits over
24 the years that I've attended the air shows there.
25 To destroy Hangar 1 to me would be destroying

1 that's up in Oregon and Washington.
2 This sense of space is unique. I do
3 sculpture. I'm an artist. I find that it's
4 irreplaceable. It was amazing as a child, as a Boy
5 Scout, as a Cub Scout to check out this place, and I
6 seriously hope that the Navy will consider the
7 thoughts of the local citizens such as myself and
8 future generations.
9 I also want to mention that there's so little
10 preserved in this area. Silicon Valley goes through
11 different waves. We have a Silicon Graphics that's
12 boom and busting and going on one day, and the next
13 day it's gone. There's little that remains of our
14 past except these large objects like Hangar 1.
15 I believe from the comments I've heard
16 before, Hangar 1 can be preserved for a decent cost.
17 If you look at 7 million people in the Bay Area
18 approximately, \$5 apiece, what is that? You know, you
19 spread that over five years or ten years, your costs
20 go down even more.
21 The Navy should consider not just the
22 possibilities of its -- its reputation, but of what
23 has made this country great, and it is here to
24 preserve our country, and it should preserve it in all
25 forms and fashions.

1 the Washington Monument. Since it is a historical
2 landmark, although it's not identified, as far as I
3 know, as a state historical monument or a federal
4 monument, it's been mentioned that they are in both of
5 those categories.
6 To me it's downright rude or should I say
7 unthinkable for the Navy to say let's destroy this
8 historical landmark, and I encourage the Navy to
9 reconsider their steps and preserve Hangar 1. Like
10 other speakers have said, I would not condone seeing
11 four corners to indicate the demolition of Hangar 1
12 in the future.
13 Thank you.
14 MS. TENNYSON: Thank you.
15 Kevin?
16 MR. MATHIEU: I'm Kevin Mathieu, 949 Sycamore
17 Drive, Palo Alto 94303.
18 Hangar 1 to me is an amazing space. I grew
19 up around here. My father did. My grandmother did.
20 Going to the inside of Hangar 1 was remarkable. It
21 was remarkable because there's a sense of space that
22 you just can't find anywhere else. The closest I've
23 ever found it in my entire life of exploring quite a
24 few large buildings was up north in the middle of the
25 just demolished Trojan water cooling power plant

1 Thank you much.
2 MS. TENNYSON: Thank you.
3 Vic Befera, followed by Jeff Segall, followed
4 by Natalie Wells.
5 Is Vic here?
6 Okay. Jeff?
7 MR. SEGALL: Jeff Segall, 655 California
8 Street, Mountain View.
9 I'd really like to thank the Navy for this
10 extraordinary opportunity to hear this testimony this
11 evening. I'm completely blown away by what I've heard
12 this evening.
13 I'm just going to spend a few minutes talking
14 about my involvement with the hangar, although it
15 pales in comparison with what I've heard earlier. You
16 know, I've lived in this area for about 25 years, and
17 the hangar has always been a landmark that identifies
18 the area.
19 Over the past ten years I've been a commuter
20 from my home in Mountain View to my job in Sunnyvale,
21 and I come down Ellis and out Moffett Park Drive going
22 right by Hangar 1 on my bicycle, and only when you get
23 close to the hangar can you really appreciate its
24 immensity. It's like a man-made mountain. It just
25 dominates my day as I come and go to work.

1 So I'm clear that demolition of the hangar
 2 would be a loss to me personally, and that would be
 3 sad, but I ask what will we lose as a community and as
 4 a people when our proudest engineering accomplishments
 5 are destroyed to save some money, to save a few
 6 bucks?
 7 I ask that the Navy think outside the box and
 8 consider what is possible for this community if the
 9 hangar is saved for future generations.
 10 Thank you for consideration of my comments.
 11 MS. TENNYSON: Thank you.
 12 Natalie Wells. And Natalie is followed by
 13 David Hoyt.
 14 MS. WELLS: Good evening. My name is Natalie
 15 Wells. I live at 3259 Alma Street, which becomes
 16 Central Expressway, in Palo Alto.
 17 And I'm here tonight to let you know about a
 18 new evolution that's -- or revolution that's taking
 19 place in the field of historic preservation. It's
 20 really pretty exciting.
 21 In an article several months ago in the San
 22 Francisco Chronicle, the writer researched and found
 23 that there were approximately 70 historic theaters
 24 that were undergoing historic renovation. What does
 25 this mean to us tonight? Well, dollars, lots of

1 dollars. Money, tourism.
 2 All these issues have been mentioned tonight
 3 by other speakers, but I'm telling you that there is a
 4 little revolution taking place, and it's an exciting
 5 one. So all the money that you might spend on the
 6 restoration, renovation, whatever you want to call it
 7 of Hangar 1 could reap and double and triple with some
 8 of the projects that are being proposed by speakers
 9 tonight and I'm sure previous -- at previous meetings.
 10 So historic preservation is becoming the new
 11 thing, and cities are supporting historic preservation
 12 of the old theaters. And why do I mention the old
 13 theaters? Because they are small buildings. Well,
 14 they have some of the same problems, the same
 15 contamination problems that Hangar 1 has.
 16 So I urge you to reconsider alternative or
 17 option 10, and please think outside the box. You'll
 18 find that your investment in this direction will
 19 really pay off.
 20 Thank you.
 21 MS. TENNYSON: Thank you.
 22 David Hoyt, followed by David Tschang,
 23 followed by Bob Moss.
 24 MR. HOYT: I'm Dave Hoyt, 20785 Meadow Oak
 25 Road in Saratoga, and I'm a member of the board of

1 directors of SpaceWorld Foundation.
 2 Unfortunately, I'm not nearly as articulate
 3 as Seth is, who's also a member of the board and spoke
 4 earlier, but I'd like to comment on future use of the
 5 hangar.
 6 Years ago or a number of years ago NASA,
 7 Sunnyvale and Mountain View provided seed funding for
 8 an aviation and space-based museum and education
 9 center that would be housed in Hangar 1 with a mission
 10 to excite and inspire our next generation of
 11 scientists and engineers. At the time it was called
 12 California Air and Space Center. Now it's called
 13 SpaceWorld.
 14 Now, in raising the large amount of money
 15 that you need to develop something on the order of
 16 SpaceWorld, you need to be able to present prospective
 17 donors with detailed plans for how you're going to use
 18 that money.
 19 Now, that requires -- that -- Rick earlier
 20 mentioned that the community had not been able to come
 21 up with money to save -- to find a reuse for Hangar
 22 1. That may be true, but it's also true that there
 23 really was never a chance to do that because with the
 24 uncertainties surrounding Hangar 1 we could never put
 25 together the plans required in order to, you know, in

1 a serious way go out to donors to develop that
 2 funding.
 3 Now, in part due to that uncertainty
 4 regarding to Hangar 1, NASA and SpaceWorld Foundation
 5 are now working on a much scaled-back effort that will
 6 use part of this building and also the tent across the
 7 plaza.
 8 Now, we hope that this will be an interim
 9 step toward a full SpaceWorld in Hangar 1 in the
 10 future, but that requires that the building be put
 11 into an environmentally sound condition so that a
 12 public and private consortium can create a world class
 13 facility.
 14 What better thing can we do with this
 15 incredible historic facility than to put it in the
 16 condition where it can be repurposed to excite,
 17 inspire and train our next generation of scientists,
 18 engineers and explorers? I urge the Navy and all
 19 responsible public officials to include the potential
 20 future use of this hangar in their decision-making
 21 process.
 22 Thank you.
 23 MS. TENNYSON: Thank you.
 24 David? David, it's your turn. And then
 25 David is followed by Bob Moss and then Judy Huang.

1 MR. TSCHANG: My name is David Tschang, 2253
2 University Avenue, East Palo Alto.
3 I do hope that the -- all the audience here
4 would really pass a message clearly that the Navy will
5 not demolish this Hangar 1. To me from East Palo
6 Alto, the Hangar 1 means opportunity of a working
7 space. We don't have stocks. We don't have a lot of
8 money. We don't have working space. I think we need
9 working space for people to migrate up doing
10 mom-and-pop business, which is my TV program is doing
11 trying to advocate that.
12 And this is very serious. You know, in -- in
13 China, there's a city called Hangzhou. They have
14 created 130,000 mom-and-pop factory in their home.
15 See, that is the model. We have to rekindle the
16 spirit of Hangzhou in East Palo Alto, East Oakland,
17 East Menlo Park and East San Jose and also Chicago, so
18 that we can get migration paths set up for the people
19 that need to be organized and become productive.
20 It is very critical that this space be used
21 not just for museum, which is a past thing, but for
22 the future migration path of our next generation, and
23 I really do hope that -- that the mom and pop of this
24 room will have their way.
25 And this is very important. Such a huge

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1 space you can create at least 200 mom-and-pop working
2 spaces. Huge amount of working space. I've been
3 dreaming, talking about garages. This is no garage.
4 It's a huge area.
5 And a friend of mine is a very expert in
6 doing building structure. He can easily line up the
7 things like we're going to have the museum. Then you
8 have a recycled thing. You have a recycled industry
9 set up. And I think the people in Bay Area is really
10 very kind and very sensible. I think there's a good
11 use of this space. Demolishing it is really not a
12 thing to do. And besides wishing that I would win the
13 Lotto, maybe I can buy the whole thing.
14 Thank you. And that's also a vision, working
15 space for the people of East Palo Alto and all these
16 unfortunate people.
17 Thank you.
18 MS. TENNYSON: Thank you.
19 Bob Moss.
20 MR. MOSS: Thank you. I'm Bob Moss. I'm the
21 co-chair and community co-chair of the RAB, and I'm
22 also on the board of directors for the Barron Park
23 Association Foundation which has oversight of the
24 Superfund sites in Palo Alto. So I'm intimately
25 familiar with what it takes to clean up a toxic site,

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1 what it takes for remediation.
2 Let me make a couple of comments that haven't
3 been made before. First of all, when implementation
4 of a cleanup is considered, there are four aspects
5 that are evaluated: Technical feasibility,
6 administrative feasibility, availability of services
7 and materials, and community acceptance.
8 Option 11 to tear down the hangar totally
9 fails community acceptance. What it has is total
10 community condemnation.
11 The San Jose Mercury ran a couple of articles
12 almost two weeks ago on Hangar 1, and they asked
13 people to e-mail in and take a vote, and in about two
14 days they had some 1,700 votes. The vote was almost
15 85 percent to retain Hangar 1.
16 The demolition of Hangar 1 fails your
17 implementation and should be dismissed as an option.
18 Secondly, we've heard a lot about the costs.
19 Sandy Olliges of NASA very kindly sent me a copy of
20 the three-year-old report that was done for two
21 options. One of them was demolition of Hangar 1, and
22 the other was essentially option 10 to replace the
23 siding.
24 They did a very detailed cost analysis, which
25 includes a lot of elements which are missing from the

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1 EE/CA. The NASA report estimates approximately
2 \$27 million for equivalent of option 10 to replace the
3 siding. They estimated a little over \$30 million for
4 demolition.
5 They acknowledge in the report that the
6 materials, the steel would have salvage value. They
7 did not deduct that. If you deducted the salvage
8 value of the steel, it would be approximately
9 \$29 million net. It's interesting that their
10 evaluation of the equivalent of option 10 is very
11 close, within 10 percent, of the Navy's, but
12 demolition is more than twice as high, and we heard
13 some of the reasons why the Navy estimate is wrong.
14 Finally, one of the other things I do, I'm an
15 internationally known expert on materials, especially
16 spacecraft materials. And when I recommended a year
17 ago that you look at coating with epoxy and silicones,
18 the people who wrote the report said we can't do that
19 because epoxy is attacked by UV and silicones are only
20 used for coating circuit boards.
21 Absolute nonsense.
22 The L&F experiment flew over 3,000 materials,
23 including a number of epoxies, in orbit for six years,
24 brought them back, and the epoxies were not damaged.
25 Silicones are used for thermal control paints on

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1 spacecraft. You put them up. You never fix them
 2 because you can't get up there. 20 years in orbit,
 3 and they work just fine.
 4 I insist that you add options 14 and 15,
 5 coating with epoxy and coating with silicone, and do a
 6 full RIFS.
 7 MS. TENNYSON: Thank you, Bob.
 8 Judy?
 9 Judy is followed by Robert Zimmerman and
 10 Georganna Hymes and Terry Terman.
 11 MS. HUANG: Judy Huang, San Francisco Bay
 12 Regional Water Quality Control Board, 1515 Clay
 13 Street, Suite 1400, Oakland, California.
 14 I am the project manager assigned to
 15 Hangar 1. I will be reviewing the EE/CA for
 16 compliance with state laws and regulations and will be
 17 providing comments to the Navy.
 18 Along with the EPA, the Water Board will
 19 require the Navy to address both the interior and the
 20 exterior of the hangar. That means that all potential
 21 sources of contaminants originating from both the
 22 exterior and the interior of the hangar need to be
 23 eliminated.
 24 One point I would like to emphasize is that
 25 under section 13360 of the California Water Code, the

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1 Water Board cannot specify a method of compliance nor
 2 does the Board have any input on land use issues
 3 outside the scope of environmental and human health
 4 protection. The Water Board's mandate is to ensure
 5 that the selected remedy will protect the environment,
 6 human health and comply with all state laws and
 7 regulations.
 8 Thank you.
 9 MS. TENNYSON: Thank you.
 10 Robert Zimmerman?
 11 MR. ZIMMERMAN: I'm Robert Zimmerman, 265 Old
 12 Spanish Trail, Portola Valley.
 13 I've been employed here at NASA as a civil
 14 servant in the '70s, and I'm now back as a contractor.
 15 A number of people have very articulately
 16 addressed the protection of the heritage and the fact
 17 that we have the technology to save it. I want to
 18 take a slightly different approach on what I've been
 19 hearing here tonight.
 20 The Navy spends tens of millions of dollars a
 21 year on image and recruitment. The proposed markers,
 22 beacons and outlines would be a stunning monument to
 23 the Navy's lack of vision and to the shortsighted
 24 vision of the perpetrators.
 25 Among the -- among the values the Navy

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1 attempts to instill in recruits and cadets at the
 2 Academy is protecting the values and the culture of
 3 our country. That the Navy would willfully destroy
 4 such symbols is beyond imagining.
 5 Hangar 1 is a very significant part of that
 6 heritage. Markers and photos are no substitute for
 7 its value as a symbol of American ingenuity and
 8 creativity and an inspiration to future generations.
 9 The Navy must preserve Hangar 1.
 10 MS. TENNYSON: Georganna Hymes?
 11 And after Georganna Hymes speaks, then Terry
 12 Terman, Frances Grabau and Mary Levine.
 13 MS. HYMES: I'm Georganna Hymes. I live at
 14 140 Azalia Drive. That's in East Palo Alto. And I've
 15 been there for 59 years.
 16 I was here in 1947 until in the '50s, and the
 17 hangar was here at that time. And then when the Navy
 18 closed down the base, I was down in the officers club
 19 where we had counselors telling us what we would have,
 20 and they would not destroy the base.
 21 We were made promises at that time, and now
 22 the promises are failing. I keep looking around, and
 23 I got on my computer. I sent e-mails out to Sunnyvale
 24 and Mountain View when they had their meetings. I
 25 attended the Sunnyvale one, and the Mountain View, I

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1 was late getting there, but I attended both of them.
 2 And I made my recommendations and I told them get busy
 3 because of what the Navy was going to do to us.
 4 And I think the people in Sunnyvale were
 5 shocked to see a lady walk in and demand that they do
 6 something about the Navy. I said I can't believe they
 7 are doing this to us. They promised us all these
 8 things. Now they've taken away everything from the
 9 base. They kicked the military families out the other
 10 day.
 11 And I said, oh, my goodness. I couldn't help
 12 but cry. They said they couldn't live on the base any
 13 longer. You can't have the hangar any longer. And I
 14 have my grandkids waiting to go to the hangar, and
 15 they keep closing it down. Even NASA is stationed
 16 outside the gate.
 17 I don't think you can do anything there
 18 anymore. So what are we doing? Is this the Navy? I
 19 can't believe it's the Navy. I thought the Navy -- my
 20 husband did a career there, and they always called me
 21 the chief, too, because I worked right along with
 22 him. And even in Alaska they -- when I get there,
 23 they said, okay, the doctors, they are going to help
 24 you, they're going up the hill, anywhere you want to
 25 go, and I helped him until I left him two years.

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1 So I'm used to the Navy.
2 Please, Navy, please, leave the hangar
3 alone. This is for our children, our grandchildren.
4 I know you left. And we do not need any money. They
5 just give away 40 billion overseas. They don't know
6 where it is. They don't know where it is.
7 I get calls all the time from all over the
8 country. The last one was to revamp the Bay Area in
9 43 minutes. The Pentagon, I told them to save
10 Monterey. I recommended that when I read it, and all
11 that were stationed out here, I recommend save that,
12 too. I said we don't have anything.
13 Do you know what they told me? The nearest
14 station if something happened to us is in Nevada.
15 They said if anything happened to you, it's in
16 Nevada. So think about that.
17 Navy, we want the hangar, and the kids want
18 something to do over there, and we are going to be
19 here to see the hangar redone.
20 MS. TENNYSON: Thank you very much.
21 Terry Terman?
22 MS. TERMAN: I'm Terry Terman. I live at
23 1450 Todd Street in Mountain View, and born in Palo
24 Alto a couple years before the hangar was built. I
25 can remember the Macon flying around in my youth

1 space. And, of course, you've got to put in new
2 restrooms and new utilities and so on because the old
3 ones got sealed off outside and inside.
4 But, you know, it's got to be cheaper than
5 realistic estimates of how you demolish the thing
6 without spreading contaminants. I'm afraid the Navy
7 would be in for a terrible, terrible public relations
8 disaster if they end up with monstrous overruns on
9 their demolition and making everyone unhappy. Say,
10 gosh, you know, for that kind of money, we could have
11 saved the structure.
12 So okay. 30 seconds more.
13 So really they need to go back. I
14 particularly endorse that speaker who talked about
15 options 14, 15, addressing epoxies and silicone
16 coatings. Let's get reasonable -- you know, just do
17 reasonable engineering estimates. Let some outsiders
18 get in and make some estimates on this.
19 Thank you.
20 MS. TENNYSON: Thank you.
21 Frances? And then Mary Levine and Diane
22 Farrar, I think, is the next.
23 MS. GRABAU: First of all, I'm Frances
24 Grabau, 555 Tyrella Avenue, Mountain View.
25 I'm just across the street. If you think

1 before its disaster at sea.
2 I want to speak in criticism of the
3 demolition cost estimates. They talk about spilling
4 no dust as they tear it down. If no contaminated dust
5 is going to be spilled, it means you've got to clean
6 up the interior completely before you start tearing
7 down the exterior. Otherwise you spread that
8 contaminated interior all around.
9 Now, the -- as for replacing the siding,
10 don't even need to do that. They've got a thin coat
11 of paint on it now, and they worry about it being
12 thin. Well, you can put on thicker stuff. It's been
13 mentioned that epoxies and silicone coatings hold up
14 in space for decades where they are exposed to extreme
15 ultraviolet and solar-charged particles and all kinds
16 of stuff that you don't have down here at the bottom
17 of the atmosphere. So you can certainly get coatings
18 on the exterior that will hold up, if you want to.
19 On the interior, you don't need to do a total
20 cleanup on the interior. You can erect plastic or
21 whatever inside that structural steel skeleton, and
22 it's not exposed to the UV and the weather and so on,
23 and you can seal off that interior, and then -- at
24 reasonable cost, and then you are in a good position
25 to go ahead and develop the interior for usable

1 about 101, I'm just on the other side. So I look at
2 the airport all the time with the hangars and so
3 forth.
4 I've also followed the difficulties that they
5 found with troubles on both the buildings and the
6 grounds, and I have attended the -- from time to time
7 the cleanup that has gone on, and I appreciate it very
8 much. Thanks to the Navy for doing this and carrying
9 it on, and I hope to see it happen more. And thanks
10 to the people who are interested enough to turn out
11 like this.
12 Thank you.
13 I'm an ex-pilot. I'm a history buff. I have
14 something to say, though, about too emotional
15 attachment to the hangar.
16 The most important thing we have here is the
17 health of our citizens. I was shocked when shortly
18 after the time that I bought my house that -- to
19 discover that this is a hotbed of pollution around
20 here from Fairchild, et cetera, from the different
21 companies that built here, and then, in addition, the
22 airport and the buildings.
23 So I think we have to remember when we're
24 looking at this that the first thing that comes is
25 cleanup beyond all reasonable doubt because all these

1 people who are in the neighborhood are counting on
2 having a healthy environment.
3 So my encouragement to the Navy is be sure
4 that you keep a balanced look at all the values of the
5 community, and while I love history and go everywhere
6 to look at all of the historical places here in
7 California, the first thing I did was to learn the
8 history and to look at the places here that have made
9 this a wonderful community, but don't get carried away
10 by the passions. Look at it reasonably. Look at it
11 valuwewise, budgetwise. Keep it balanced. But we must
12 get rid of the pollution.
13 Thank you.
14 MS. TENNYSON: Thank you.
15 Mary Levine and Diane Farrar.
16 MS. LEVINE: My name is Mary S. Levine. ✓ I
17 live on Cesano Court in Palo Alto.
18 My father was Navy in World War I. He was
19 asked to leave the Navy and go into service as a
20 civilian with the Navy at the Philadelphia Navy yard.
21 There he supplied and equipped Admiral Byrd's
22 expedition to the South Pole.
23 I worked later at the same aircraft factory
24 in Philadelphia as an inspector, and when we went to
25 Seattle I worked at Boeing. I was the only woman

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1 time and have those figures compared to what you're
2 using now to try to justify the demolition of the
3 hangar.
4 Thank you.
5 MS. TENNYSON: Thank you very much.
6 Diane Farrar, followed by Jack Webb and
7 Janice Moore and Ron Moore -- and Ron Moon, sorry.
8 MS. FARRAR: Diane Farrar, P.O. Box 397,
9 Moffett Field, California.
10 This is just a question for the record. It
11 might be too specific for this forum, but it does
12 relate to environmental issues. Recently someone in
13 toxicology tried to convince me that PCBs are not
14 carcinogenic to humans if they are ingested, only if
15 they are inhaled, and I just am posing that question
16 for the record. It might be relevant to demolition
17 costs and other matters.
18 I certainly am not a fan of PCBs and want to
19 protect the wastelands, but I'm just curious about
20 this claim.
21 MS. TENNYSON: Okay. Thank you.
22 Jack Webb?
23 MR. WEBB: Yes. My name is -- pardon me.
24 My name is Jack Webb. ✓ I live at 1589 Gretel
25 Lane in Mountain View.

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1 there.
2 When I came here naturally I was interested
3 in the aviation history, and when I was working with
4 Assemblyman Byron Sher's district office on Castro
5 Street in Mountain View, there came a man into our
6 office and talked with me. He was very worried. He
7 was the head of the union for the civil employees here
8 at Moffett Field, and with tears in his eyes he said,
9 "I cannot get the Navy to listen, but our people are
10 getting cancer at a very, very rapid rate."
11 This was over twelve years ago. The
12 contamination was identified. Assemblyman Sher, on
13 his staff I served, was a law professor at Stanford, a
14 former mayor of Palo Alto, a leading environmentalist
15 in California, and in the legislature of our state he
16 developed the Clean Air and Clean Water Acts.
17 He was able to talk to this gentleman and
18 they were able to get identification of contaminants
19 here at Moffett Field. Those cancer victims continued
20 to increase, and they died.
21 Whether or not there is a matter of criminal
22 negligence is a legal question which must be answered
23 before any demolition is considered. I can't tell you
24 how critical it is to also have figures developed that
25 would have taken care of the contamination at that

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1 And I want to open it by saying save Hangar
2 Number 1. There is a heritage here. There have been
3 many comments tonight that are more invasive and have
4 given me a great deal of time for thought, and I
5 couldn't agree more with those comments which involve
6 saving the hangar.
7 I have a special reason for this. In October
8 1933 as a child of six I drove out with my family to
9 watch the landing of the Macon, and I believe that
10 that was the first -- it was the maiden voyage from
11 the East Coast here. I watched that happen, and, of
12 course, it was -- it was quite a thing to see, and it
13 has been indelible on my mind. I can still see the
14 sight in my mind.
15 The other thing that is coincidental and why
16 I thought I wanted to share this with everyone here is
17 today is May the 23rd. It is my father's birthday,
18 the anniversary of his birthday. My father led the
19 electrical team which wired the motors that open and
20 close the doors at Hangar Number 1.
21 I want to see those doors open again. And
22 these are my reasons for it, but I think that -- that
23 it is the biggest icon, as so many have said tonight,
24 of the West Coast, of this area, and I'm proud that
25 I've lived long enough to share this with all of you.

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1 Thank you.
2 MS. TENNYSON: Thank you very much.
3 Janice Moore, Ron Moon, Gus Holweger.
4 Is Janice -- Janice Moore?
5 Okay. How about Ron Moon?
6 MR. MOON: My name is Ron Moon, 152 Selby
7 Lane, Atherton, California.
8 I'd like to have Hangar 1 remain for all of
9 the reasons we've all heard, historical, sentimental
10 and everything, but I'd also like it to remain because
11 I'd like to see it used for airships.
12 This may sound like a crazy idea, but
13 airships have been known to carry very, very heavy
14 loads, stay aloft for many hours, land in very -- at
15 least deliver equipment and men at fairly small
16 locations that don't require an airfield. The
17 material and technologies have greatly advanced since
18 the last airships actually flew. You have the control
19 systems, the materials, basically manufacturing
20 techniques, everything has improved.
21 And right now there's a reevaluation of
22 airships going on, and this is particularly in Germany
23 because the old Zeppelin company is now building
24 airships, and they're doing tours around mainly Lake
25 Constance, and they are trying to do between

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1 Friedrichshafen and, say, Cologne or Berlin or
2 something like that. Switzerland is doing it. They
3 are selling these ships to Japan. They are trying to
4 sell some to Africa.
5 And the other thing that's going on is
6 apparently DARPA has a program to use airships to
7 replace AWACS planes because of the time they can
8 remain aloft, and this program apparently is going on
9 in North Carolina.
10 So what I'd like to do is besides considering
11 it for all the reasons we've heard before is
12 considering it as having Moffett as a latent airship
13 terminal in the event that airships do prove to be
14 really useful and fairly economical.
15 Thank you.
16 MS. TENNYSON: Thank you very much.
17 Gus Holweger, Frank Carney, Sheri Morrison.
18 MR. HOLWEGER: I'm Gus Holweger, 5733 Camden
19 Village Court in San Jose.
20 And I thought it wouldn't happen, but my
21 predecessor just stole my thunder.
22 I am -- I grew up Friedrichshafen, the very
23 birthplace of the Zeppelin, and I was there in 1997
24 when the prototype of the new Zeppelin NT was being
25 built. And I was privileged to take a videotape of

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1 the building of that prototype which now circles Lake
2 Constance, as my predecessor said, and its twin
3 brother is cruising over Yokohama, Japan. It's a much
4 smaller version of the Zeppelin. It has a passenger
5 cabin for 12 passengers. One for 19 passengers is
6 under construction.
7 And so dirigibles are alive and well and much
8 safer, and the technology, as my predecessor said, is
9 far advanced to what we saw in the '30s.
10 So I wanted to tell you that, and if you go
11 to Friedrichshafen, you can take a cruise of the Swiss
12 Alps and the lake. It's about \$240 an hour, and that
13 will be a memorable part of your vacation if you
14 choose to do that.
15 But the other thing I wanted to mention, and
16 that's much closer to what we have been hearing all
17 night and what we are discussing, and that is that we
18 have heard an awful lot about costs and why they are
19 being incurred and so forth.
20 And I always like to look at the other side,
21 and that is the potential use of a decontaminated
22 Hangar 1. And I think there were so many good
23 suggestions, and if you would just think about the
24 potential in revenues, it would make up for those
25 millions of dollars that are being spent for

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1 decontaminating Hangar 1 in no time flat.
2 And I was also not too long ago at the Hiller
3 Aviation Museum, and I was most impressed with the
4 aviation history of California and the West Coast, and
5 if all this could be brought together at a refurbished
6 Hangar 1, I believe we would have a greatly enhanced
7 landmark, which it already is in its own right.
8 Thank you.
9 MS. TENNYSON: Thank you.
10 Frank Carney? Is Frank Carney here?
11 Sheri Morrison?
12 MS. MORRISON: Sheri Morrison, 363 Anna,
13 A-N-N-A, Avenue, Mountain View, California.
14 First, I'd like to thank you for your time
15 tonight, which is going on, and the opportunity for
16 the public to give our input.
17 I consider myself an extremely
18 environmentally conscious person, and I've done
19 graduate work in public health. So you can be assured
20 that there's nothing more important to me than
21 cleaning up toxic environments.
22 If there were no other way to deal with this
23 problem than to demolish the hangar, I would be the
24 first one to say do it. But there are other ways.
25 There are other alternatives that are equally --

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1 equally good in term of costs, as we've been talking
2 about.
3 I'm also the mother of an 18-year-old son,
4 and I can tell you all about his growing up in the
5 shadow of Hangar 1 and all that stuff, but the most
6 important thing is that he is intending to be an
7 aerospace engineer, and he's already been accepted
8 into a college with that as a major. And I'm very
9 proud of that, and it's certainly been influenced by
10 where we live and the flight paths of our house.
11 This -- our country in general, this area in
12 particular, is really lacking in terms of science,
13 math and engineering students and education. We know
14 that. It's a huge, huge problem. Hangar 1 is a
15 monumental engineering feat. There's very little --
16 it's very unique and it has the potential, if
17 decontaminated and preserved and turned into an
18 educational facility, of continuing to inspire, as it
19 has my own son, future engineers, which we desperately
20 need in this country.
21 You can't replace being in that space and
22 seeing its structure and hearing about how it was
23 constructed. You can't replace that with pictures.
24 You have to see it. You have to be in it.
25 I really -- I just can't emphasize how

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1 a kid a video of Hangar 1, real neat pictures,
2 graphics, you can do all kinds of cool stuff. It'd be
3 lost in the modern media and a billion channels on
4 cable to whatever purpose and not remembered.
5 I can take a kid, I can put him in the middle
6 of Hangar 1, and I can say this was the history of
7 Naval aviation, dirigibles and what our world has done
8 and our country. It becomes tangible, touchable,
9 feelable, sensible, and all of a sudden instead of
10 having to imagine an image or try to pull something
11 out of a picture or a book, it's now real for this
12 child, and the preservation continues for that child.
13 So I'm going to ask of you guys. Please
14 don't deny our children to have an opportunity to live
15 this history that's sitting right out here at the end
16 of the runway for future generations.
17 Thank you.
18 MS. TENNYSON: Carleton Hoffner.
19 MR. HOFFNER: My name is Carleton Hoffner, I
20 live at 620 Sand Hill Road in Palo Alto. I've lived
21 here for 30 years.
22 I don't know any of you people. My positions
23 are strictly my own. I come from a third generation
24 Navy family. I'm a graduate of the Naval Academy.
25 I'm a civil engineer. I was formerly a director of

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1 important it is to this community but also to the
2 future of this country to have these kinds of
3 inspirations for our young people.
4 And I also can't think of a more appropriate
5 and exciting use of a preserved Hangar 1 than to take
6 it from what was a military facility and show that
7 there are other uses once we no longer need it for
8 that that have an educational purpose, not tearing it
9 down to put in condominiums. I mean, I just think
10 that would be tragic.
11 So I just implore you to reconsider, to
12 really take our public input seriously, to be
13 responsive to the community and be a good partner with
14 us.
15 Thank you.
16 MS. TENNYSON: Thank you.
17 Derek Lyon McKeil?
18 And following Derek is Carleton Hoffner, Ted
19 Chamberlain and Dorothy Morton.
20 MR. McKEIL: My name is Derek Lyon McKeil,
21 1372 Turnstone Way, Sunnyvale, California. I live on
22 the flight path to this place.
23 I want to point out to you guys I can hand a
24 kid a book, the history of Hangar 1. The kid is going
25 to leaf on it, whatever, be tossed aside. I can show

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1 maintenance for the Navy on the West Coast, and prior
2 to that was responsible in Washington DC to provide
3 input and personal justification to the Congress for
4 Navy construction.
5 What I've heard tonight is a lot of things,
6 and they are very emotional. Hangar 1, and I
7 personally -- I have a personal relationship with that
8 hangar. I've been through it. I've been through all
9 the catwalks. I've been up on top of it a number of
10 times. I was responsible for having it -- the siding
11 changed back about 25 years ago when I worked for
12 Naval Air Systems Command in Washington.
13 The thing is a marvel. When it was -- when
14 it was built it was an outstanding engineering feat.
15 It was designed for a single purpose. It was to house
16 an airship that was part of a glorious field in those
17 days. Unfortunately, that glorious era ended when the
18 Macon and its sister airships no longer were
19 serviceable, had crashed and so forth.
20 This facility became obsolete when the Macon
21 left. It has been used for a number of things over a
22 number of years, including P2Vs. The Army had it for
23 a while. P3s and so forth. I was through it at the
24 time when the P3s were there and personally inspecting
25 it.

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1 The facility is not going to last forever
2 without considerable work being done inside. We're
3 not talking about just taking the hazardous waste and
4 so forth that were part of what you have to remove
5 now, but if you -- if the Navy, in fact, does spend
6 extra money and replaces the thing and makes it so
7 that it's useful for some purpose henceforth, I'm not
8 sure what that purpose is. It has not served an
9 adequate function since the Macon crashed.
10 The P3s were in there. It has its -- it is
11 the most energy inefficient building I have ever
12 observed because it has its own weather system
13 inside. It is almost impossible to make that building
14 where you do not lose heat. If you want to keep the
15 working surface where people don't have to wear gloves
16 and work on the aircraft, you have to keep the heat,
17 and it does nothing but go up into the rafters.
18 The Navy has a responsibility to correct the
19 pollutions that were made in it. Congress will fund
20 that. Congress would be very unhappy if the Navy
21 spent, and all of you should be very unhappy if the
22 Navy spent a lot of money on something that had no
23 further function for the Navy.
24 MS. TENNYSON: We need to wrap up your time.
25 MR. HOFFNER: Thank you. I will.

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1 that's not without my getting some medications. This
2 place needs some medications, too, and it really isn't
3 a significant issue that the cost, I think, is pretty
4 infinitesimal compared to other things that our
5 Government is spending its money on, particularly on
6 what it costs a day in Iraq.
7 I think the suggestions of making Hangar 1
8 something like a Smithsonian West or SpaceWorld are
9 excellent. I know that it can be achieved. I read a
10 comment in the paper a couple weeks ago, I guess it
11 was, and somebody else alluded to it saying that it's
12 ugly and it should go and, you know, just get rid of
13 it. And I think this was a tongue-in-cheek comment
14 made by the author because the person was probably
15 asked to write the -- you've got to write the negative
16 side.
17 Well, I think beauty is in the eye of the
18 beholder, and I believe it is beautiful and useful
19 beyond a chalk line in the dust. Do not destroy it,
20 please.
21 MS. TENNYSON: Thank you.
22 It's really almost time for us to be out of
23 this building, and, Dorothy Morton, you're the last
24 speaker.
25 Thank you very much.

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1 Recognize that once the facility is either --
2 is left -- if it's left in place, it's going to be --
3 continue to be a financial sponge because it doesn't
4 stand on its own. It requires additional funding just
5 to keep it maintained and operating.
6 Thank you.
7 MS. TENNYSON: Thank you.
8 Ted Chamberlain and then Dorothy Morton.
9 MR. CHAMBERLAIN: My God, I love that it's
10 got its own climate.
11 My name is Ted Chamberlain. I live at 986
12 Capitola Way, and I'm the first one to speak that
13 lives in Santa Clara.
14 One of the earlier speakers said something
15 about him being here as an 11 year old, he rode his
16 bike over here to watch the first planes land or
17 whatever it was, and he did that on March 3rd of
18 1933. That's my birthday. This building and I are
19 exactly the same age.
20 Now -- and I -- I know that I'm not ready to
21 be going, and I hope this building isn't either. My
22 total cholesterol is only 118. My triglycerides are
23 135, and my PSA is less than 0.1.
24 Now, that's really wonderful information for
25 everybody to know, but the fact of the matter is

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1 MS. MORTON: I'll be very quick.
2 My name is Dorothy Morton. I live at 909
3 South Winchester Boulevard, Apartment 18, San Jose,
4 California.
5 I'm a native San Josean, and my statement is
6 an emotional one. I would not be standing here today
7 if it wasn't for Hangar 1. My parents, Paul W. Morton
8 and Eleanor Reese Morton met at Hangar 1 when they
9 worked there as civilians in World War II, and it just
10 means a lot to me.
11 They are both gone now. But I brought this
12 photo of the 35th anniversary, a reunion of the
13 civilian workers at Moffett Field from 1946, and I
14 just found out tonight that this picture was taken
15 outside of this building. I didn't even know that.
16 So please try to save Hangar 1.
17 Thank you.
18 MS. TENNYSON: Thank you very much. And
19 thanks to -- thanks to everyone who spoke, and thank
20 you for staying within your time limit.
21 Rick, do you want to --
22 Okay. One more person, but we really are
23 right on the edge. So you've got to make it really
24 quick. Thank you.
25 MR. KLINE: Hello. My name is Terry Kline.

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1 124 Castro Street, Mountain View.
2 I'd like to address the land underneath the
3 hangar and -- okay. I wrote my notes on it.
4 I believe the land underneath was the
5 Pastoral Boriagas Rancho that was bought for one
6 dollar. I think through my research the Navy got the
7 land for this facility for one dollar, and the Navy's
8 got a lot of good use out of that one dollar for a
9 long time.
10 So I would hope that the Navy could find a
11 little heart in the bottom of their budget to return a
12 good deal to the people of the here and now.
13 Thank you.
14 MR. WEISSENBORN: As Patsy said, we do need
15 to wrap up now. There is -- I used to hate curfews,
16 and now I'm kind of glad for them.
17 Thank you all for your comments and thank you
18 for coming tonight.
19 (Whereupon, the proceedings concluded.)
20 ---oOo---
21
22
23
24
25

1 STATE OF CALIFORNIA)
)
2 COUNTY OF SANTA CLARA)
3
4
5 I, PETER TORREANO, a Certified Shorthand
6 Reporter in and for the State of California, certify
7 that the foregoing is a full, true and correct
8 transcript of the the BRAC PMO Public Meeting held
9 on May 23, 2006, reported to the best of my ability
10 and transcribed under my direction.
11
12
13
14
15 _____, 2006
16 Date PETER TORREANO, CSR 7623
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October 4, 2007

Ms. Diane Silva
Naval Facilities Engineering Command
Southwest Division
1220 Pacific Highway
FISC Bldg. 1, 3rd Floor
San Diego, CA 92132

Dear Ms. Silva,

Enclosed are two public records for the Former Naval Air Station Moffett Field Administrative Record file and information repository:

1. Transcript of the Former Naval Air Station Moffett Field Hangar 1 Engineering Evaluation/Cost Analysis (EE/CA) Public Meeting, held on 23 May 2006, at Former NAS Moffett Field, Building 943, Mountain View, California.
2. Transcript of public comments for the Former Naval Air Station Moffett Field Hangar 1 Engineering Evaluation/Cost Analysis (EE/CA), recorded at the Moffett Field Restoration Advisory Board Meeting on 11 May 2006, held at the Mountain View City Hall, fourth floor.

Please contact me at 858-926-4022 if you have any questions.

Sincerely,

Tania Fragomeno
Community Relations, Former NAS Moffett Field
Katz & Associates

Enclosures (2)

cc: D. Newton, BRAC PMO West (w/enclosures)