US Army Corps
of Engineers
HUNTSVILLE DIVISION

Defense Environmental Restoration Program
for
Formerly Used Defense Sites

Ordnance and Explosive Waste
Chemical Warfare Materials

ARCHIVES SEARCH REPORT FINDINGS

CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)

Ventura County, California

Project No. J09CA012603

May 1995

Prepared by
US ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FINDINGS
FOR
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
VENTURA COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA012603

TABLE OF CONTENTS

Section		Page
1.0	**Introduction**	
1.1	Authority	1-1
1.2	Subject	1-2
1.3	Purpose	1-2
1.4	Scope	1-3
2.0	**Previous Site Investigations**	
2.1	Project Inventory Report	2-1
2.2	Environmental Impact Statement - Disposal of the Former Oxnard Air Force Base	2-1
2.3	Associated Studies to Environmental Impact Statement	2-2
2.4	Other Recent Available Studies and Reports	2-2
3.0	**Site and Site Area Description**	
3.1	Location	3-1
3.2	Past Uses	3-1
3.3	Current Uses of Site	3-4
3.4	Demographics of the Area	3-4
4.0	**Physical Characteristics of the Site**	
4.1	Geology/Physiography	4-1
4.2	Soils	4-1
4.3	Hydrology	4-2
4.4	Weather	4-2
4.5	Ecology	4-4
5.0	**Real Estate**	
5.1	DOD Ownership	5-1
5.2	Present Ownership	5-1
5.3	Significant Past Ownership other than DOD	5-2

6.0	**OEW/CWM Site Analysis**	
6.1	Historical Summary of OEW/CWM Activities	6-1
6.2	Records Review	6-3
6.3	Summary of Interviews	6-8
6.4	Site Inspection	6-9
7.0	**Evaluation of Ordnance Contamination**	
7.1	CWM Contamination Evaluation	7-1
7.2	OEW Contamination Evaluation	7-1

MAPS/DRAWINGS

M-1	Location Map
M-2	Vicinity Map
M-3	Oxnard Flight Strip 1943 - 1947 Site Map
M-4	Oxnard AFB Layout Plan
M-5	Air Defense Command Master Plan
M-6	Ammunition Storage Area
M-7	Aerial Photo Interpretation - 1953 Photography
M-8	Aerial Photo Interpretation - 1959 Photography
M-9	Aerial Photo Interpretation - 1965 Photography
M-10	Aerial Photo Interpretation - 1981 Photography
M-11	Aerial Photo Interpretation - 1994 Photography
M-12	Current Conditions
M-13	Historical Map - 1943

APPENDICES

A	REFERENCES
B	ACRONYMS
C	REPORTS/STUDIES/LETTERS/MEMORANDUMS
D	HISTORICAL PHOTOGRAPHS -- NOT USED
E	INTERVIEWS
F	NEWSPAPERS/JOURNALS
G	PRESENT SITE PHOTOGRAPHS
H	HISTORICAL MAPS/DRAWINGS -- NOT USED
I	RISK ASSESSMENT CODE PROCEDURE FORMS
J	REPORT DISTRIBUTION LIST
K	ARCHIVE ADDRESSES

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FINDINGS
FOR
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
VENTURA COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. *J09CA012603*

1.0 Introduction

1.1 Authority

In 1980, Congress enacted the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) 42 USC 9601 et seq. Ordnance and Explosive Wastes (OEW) are included in the CERCLA definition of pollutants and contaminants that require a remedial response.

In 1983, the Environmental Restoration Defense Account (ERDA) was established by Public Law 98-212. This Congressionally directed fund was to be used for environmental restoration at Department of Defense (DOD) active installations and formerly used properties. The DOD designated the Army as the sole manager for environmental restoration at closed installations and formerly used properties. The Secretary of the Army assigned this mission to the Corps of Engineers (USACE) in 1984.

The 1986 Superfund Amendments and Reauthorization Act (SARA) amended certain aspects of CERCLA, some of which directly related to OEW contamination. Chapter 160 of the SARA established the Defense Environmental Restoration Program (DERP). One of the goals specified for the DERP is "correction of environmental damage (such as detection and disposal of unexploded ordnance) which creates an imminent and substantial endangerment to the public health or welfare or to the environment."

The DERP requires that a CERCLA response action be undertaken whenever such "imminent and substantial endangerment" is found at:

A. A facility or site that is owned by, leased to, or otherwise possessed by the United States and under the jurisdiction of the Secretary of Defense.

B. A facility or site that was under the jurisdiction of the Secretary of Defense and owned by, leased to, or otherwise possessed by the United States at the time of actions leading to contamination.

C. A vessel owned or operated by the Department of Defense.

The National Contingency Plan (NCP) was established by the Clean Water Act of 1972. The NCP has been revised and broadened several times since then. Its purpose is to provide the organizational structure and procedures for remedial actions to be taken in response to the presence of hazardous substances, pollutants, and contaminants at a site. Section 105 of the 1980 CERCLA states that the NCP shall apply to all response actions taken as a result of CERCLA requirements.

The March 1990 National Oil and Hazardous Substances Pollution Contingency Plan given in 40 CFR part 300 is the latest version of the NCP. Paragraph 300.120 states that "DOD will be the removal response authority with respect to incidents involving DOD military weapons and munitions under the jurisdiction, custody, and control of DOD."

On April 5, 1990, U.S. Army Engineer Division, Huntsville (USAEDH) was designated as the USACE Mandatory Center of Expertise (MCX) and Design Center for Ordnance and Explosive Waste (OEW). As the MCX and Design Center for OEW, USAEDH is responsible for the design and successful implementation of all Department of the Army OEW remediations required by CERCLA. USAEDH also designs and implements OEW remediation programs for other branches of the Department of Defense when requested. In cooperation with the Huntsville Division, the U.S. Army Corps of Engineers St. Louis District has been assigned the task of preparing Archives Search Reports (ASR) for those Formerly Used Defense Sites (FUDS) suspected of Ordnance Explosive Waste (OEW), including Chemical Warfare Materials (CWM) contamination.

1.2 Subject

With the acquisition of about 303 acres in early June 1943, the Department of the Army initiated World War II (WW II) flight operations at a site near the City of Camarillo, California (Figures 1 & 2). The army airfield was known as the **Oxnard Flight Strip**, and was used for flight training, aircraft maintenance, and troop housing. From 1947 to 1951, under ownership of Ventura County, the subject site was jointly used by the Army, California Air National Guard, Naval Air Missile Test Center, and various civilian aircraft. From 1951 to 1969, the site served as a U. S. Air Force base, and under the Aerospace Defense Command of the Air Force was used as a military fighter installation with all appropriate support facilities and services. The site, referenced herein as **Camarillo Airport** DERP-FUDS Site No. J09CA012600 (OEW Project No. J09CA012603), was named the **Oxnard Air Force Base (AFB)**, while under the control of the U. S. Air Force. Air Force improvements at the **Oxnard AFB** included about 60 main buildings; a 8,000 foot paved runway with taxiways and aprons; a number of smaller buildings and other facilities for water, electrical, sewer and heating systems, roads, parking, recreation and fencing.

1.3 Purpose

This Archives Search Report compiles information obtained through historical research at various archives and records-holding facilities, interviews with persons associated with the

site or its operations, and personal visits to the site. All efforts were directed toward determining the possible use or disposal of OEW of any type, including CWM, on the FUDS. Emphasis was placed on establishing the type of munitions, containers, quantities, and area of disposal. Information obtained during this process was used in developing recommendations for further actions at the site.

1.4 Scope

This investigation centered on the potential that OEW and/or CWM contamination could remain on the **Camarillo Airport (Oxnard Air Force Base, a.k.a. Oxnard Flight Strip)** during two distinct periods of use by the DOD. A site plan of the WW II era facilities is provided as Map M-3, which is a 1947 drawing presenting the original disposal of surplus properties. The layout of the **Camarillo Airport** when used as the **Oxnard Air Force Base** is furnished on Maps M-4, Layout Plan, and M-5, Air Defense Command Master Plan. These drawings indicate the areas under investigation and locations of current site photographs. The details of the bomb storage in the southeast corner of the base are provided on Map M-6.

This report presents the history of the site, description and characterization of the immediate surrounding area, real estate ownership information, findings of a visual field survey, and OEW site analysis, including an evaluation of potential ordnance contamination. A separate report supplements these **ASR FINDINGS** and furnishes the **CONCLUSIONS and RECOMMENDATIONS**.

FIGURE 1

CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS# J09CA012603
PROJECT LOCATION MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: 1994
30-MAY-1995 10:20	/n/oew95db/sh46/map/camaloc.dgn

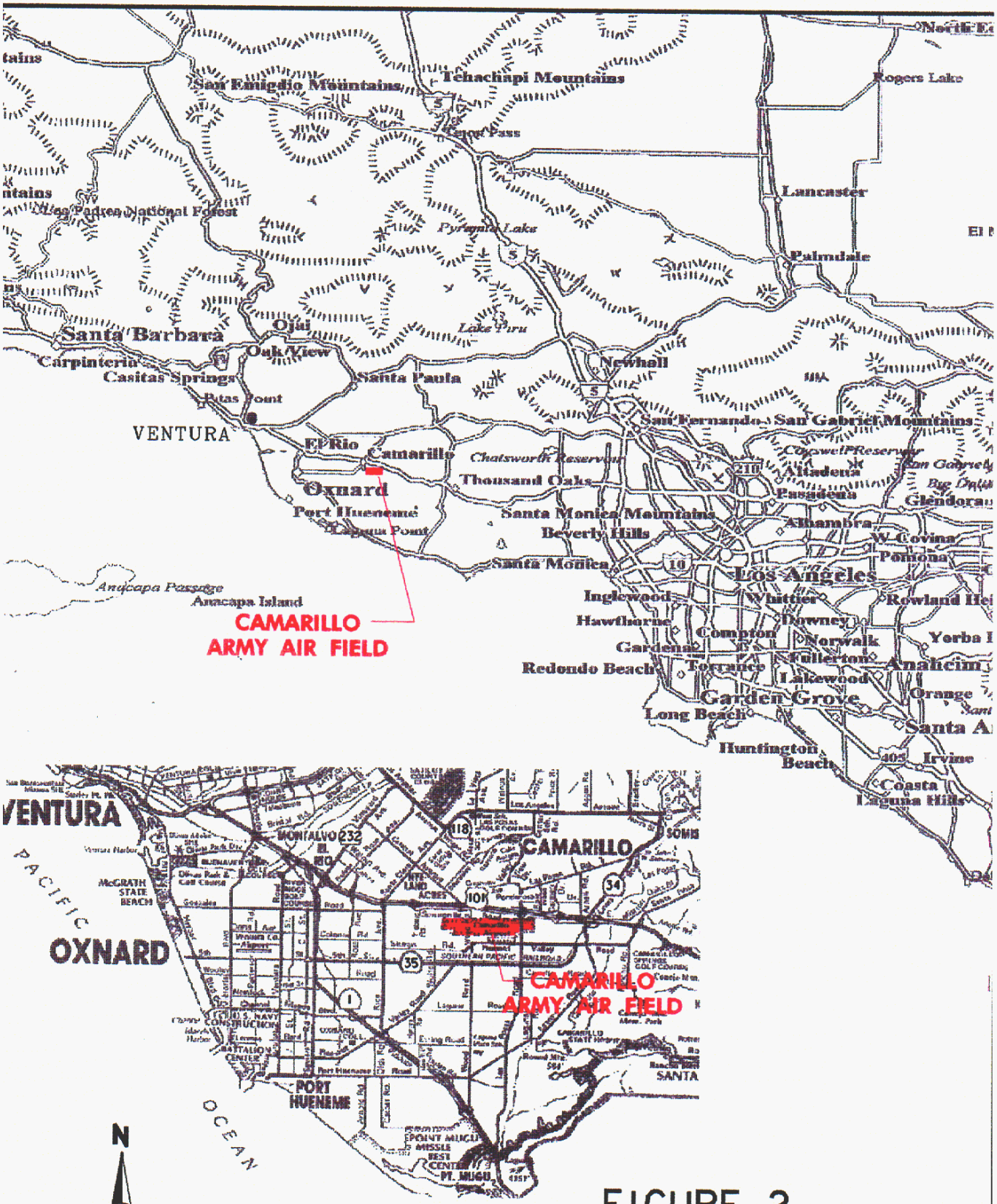


FIGURE 2

CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS* J09CA012603
VICINITY MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: 1994
30-MAY-1995 10:28	/n/oew95ab/sh46/map/camatlas.dgn & .dit

2.0 Previous Site Investigations

2.1 Project Inventory Report

By Memorandum dated 26 March 1991, the Commanding Officer, Los Angeles District, U.S. Army Corps of Engineers (CESPL), forwarded the Findings of Fact and Determination of Eligibility (Inventory Project Report or INPR) to the South Pacific Division Engineer with the recommendation that he approve and sign the INPR and forward a copy to Missouri River Division, (MRD) and Headquarters USACE (CEMP) for further action. Design funds were recommended to accomplish CON/HTW projects and determine if further study was appropriate at the landfill. The South Pacific Division Engineer forwarded the findings on 5 June 1991, noting the site is eligible for DERP-FUDS, requested CEMP approve the proposed CON/HTW project, and noted the project should include three monitoring wells that were requested by the County of Ventura Environmental Health Department. An informational copy of the INPR was forwarded to the Huntsville Division (CEHND). CEMP authorized the placement of three monitoring wells as requested by the Ventura Environmental Health Department and noted the INPR needed to be revised and resubmitted, so it could be clearly discerned what other work might be necessary under the DERP.

On 23 July 1993, Supplemental INPR information was forwarded to higher authority by the Los Angeles District on the **Camarillo Airport** site. The District Engineer determined that there is containerized toxic waste, hazardous toxic waste and ordnance explosive waste at this site eligible for cleanup under DERP-FUDS. Again, it was recommended that CEMP approve remedial design funds for the CON/HTW project and also that a copy of the report be forwarded to CEHND to determine if further action is appropriate relative to the OEW category. By Memorandum dated 27 August 1993, the Division Engineer recommended approval of the proposed CON/HTW and HTRW projects, and requested CEHND determine the need for further OEW investigation and action at the site. It was noted that CESPL had estimated a RAC "3".

By correspondence dated 5 April 1994, CEMP authorized the projects. Copies of the original INPR and the Supplemental INPR correspondence chains are enclosed as Appendices C1 and C2, respectively.

In the record of an INPR site visit by personnel from Engineering Science Incorporated, it was mentioned "that due to activities of the former Air Force Base, it is suspected that Ordnance and Munitions may have been buried at the storage bunkers located at the southeast corner of the airport". A subsequent memorandum prepared by CEHND, dated 2 January 1992 issued a "Caution that any intrusive work, particularly in landfills and/or waste areas, have the potential for encountering UXO".

2.2 Environmental Impact Statement - Disposal of the Former **Oxnard Air Force Base**

In 1970, Ventura submitted its formal application to reacquire the **Oxnard Air Force Base.**

The transfer was controversial and as various entities fought over control of the air base, the necessity of an Environmental Impact Statement (EIS) became apparent. Thus, pursuant to the provisions of section 102(2)(C)of the National Environmental Policy Act of 1969 (Public Law 91-190), on 16 July 1971, the General Services Agency (GSA) submitted a draft Environmental Statement relating to the disposal of the former **Oxnard Air Force Base.** Although GSA's firm disposal plan was not reached and addressed by the EIS (draft), a number of disposal alternatives were considered in the report. Sometime later (27 June 1974) URS Research Company, under contract with GSA, prepared the Final EIS for the proposed Disposal of the former **Oxnard AFB.** The proposed plan of disposal consisted of an "airport complex" with various lands committed to recreational, educational, institutional purposes, as well as a county airport, and corresponding support and commercial activities. It is believed the EIS reflected the multiple control and various land uses now evident on the **Camarillo Airport.**

2.3 Associated Studies to Environmental Impact Statement

Previously described was the fact that the transfer of the airfield was controversial and various entities fought over control of the facility. The EIS identified previous investigations which were reviewed and analyzed by GSA's consultant in identifying and determining environmental impacts. The following were mentioned as presumed available from archival sources if needed:

- *Master Plan of General Aviation, Phases I, II, and III*, 28 July 1970. Prepared by Adrian Wilson & Associates the study prepared The Committee Against **Camarillo Airport.**

- *Analysis of Adrian Wilson Report: Phases I and II*, 7 April 1970, a study prepared by Environmental Resources Inc and Travelers Research Corporation.

- *An Analysis of the Air Pollution potential in Selected Areas of Ventura County.*

2.4 Other Recent Available Studies and Reports

- *Results of Contaminated Soil Removal, Underground Jet Fuel Storage Tank Area, **Camarillo Airport***, McClelland Engineers, Inc., November 1988. Presented the results of soil removal operations and soil testing in the vicinity of the underground jet fuel storage tanks.

- *Site Assessment, Underground Hydrocarbon Contamination, **Camarillo Airport,*** McClelland Engineers, Inc., 10 May 1988. Contamination in the form of petroleum hydrocarbons was detected near underground fuel storage tanks near Building 191. A site assessment was completed for Ventura County by McClelland. The report recommended the installation of groundwater monitoring well(s) to determine contamination down gradient from the expected point source, and the excavation of soils from the top of the two western tanks down to the water table to inspect pipes for leaks and remove contaminated soil.

3.0 Site and Site Area Description

3.1 Location

The **Camarillo Airport** is located in Ventura County, within the city limits of Camarillo, CA, approximately 35 miles northwest of Los Angeles, 13 miles southeast of Ventura, and 8 to 9 miles east of Oxnard. The FUDS is 1/4 mile south of California Highway 101 (Ventura Freeway). It can be reached by exiting at the Las Pasos Road interchange with the Ventura Freeway, and heading south. Travel on Las Pasos until the first major intersection, where turning right onto Pleasant Valley Road and traveling 1/8 mile leads to the airport entrance, Airport Way (Figures 1 & 2).

3.2 Past Uses

According to historical information, the site was located in an area once known as Springville. It was originally developed early in 1942 as a landing strip for light planes on approximately 100 acres by the U. S. Public Roads Administration. Late in 1942, the U. S. Army Air Force took over the strip and purchased an additional 303 acres, extending the base south to Pleasant Valley Road. Prior to its development as the **Oxnard Flight Strip**, local farmers owned most of the 303 acres which were used for agricultural purposes, primarily the growing of vegetables and pasture for livestock.

3.2.1 General History

After the Army's acquisition of the property, the **Oxnard Flight Strip** fell under the jurisdiction of the 4th Air Force, Santa Maria Army Air Base (AAB). After completion of building construction that began early in 1943, operations were initiated on 22 June 1943, when twenty-six enlisted men, on detached service from the 31st Base Headquarters and Air Base Squadron, March Field, reported for duty at the field. In July 1943, the 504th Base Headquarters and Air Base Squadron, consisting of three officers and one hundred twenty-eight enlisted men arrived from Santa Maria AAB. On 2 October 1943, the 383rd Fighter Squadron arrived to start their training in the P-38 Lightning aircraft until the unit left the base at the end of 1943 (Roed 1943). The 504th Base Headquarters and Air Base Squadron transferred on 1 January 1944, and the squadron was then known as the Detachment D 483rd Base Headquarters and Air Base Squadron. With the general reorganization of the 4th Air Force, on 1 April 1944, the facility was transferred to the 441st Air Base Unit, headquartered at Van Nuys Metropolitan Airport, Van Nuys, CA. The Base Headquarters divided the unit into seven Provisional Squadrons, assigning Squadron "O" to the **Oxnard Flight Strip**. Pilots continued to train in the P-38 aircraft. Joint use of the field occurred during the 1943-44 time frame with the addition of a Navy Auxiliary Air Station. Torpedo bombers and drone aircraft, attached to the Naval Air Station at Point Magu, were known to have occupied the field. In July 1944, another detached air squadron tested an experimental glider. Units of the Marine Corps stationed at Goleta in Santa Barbara County, used the field in 1945 as auxiliary base and practiced aircraft carrier landings. Pilot training continued until the end of the WW II (Chennault 1944) (441st Air Base Unit 1945b).

The Army formalized plans for inactivation of the flight strip in June 1945. The War Assets Administration (WAA) assumed accountability for the flight strip in 1946 and declared the field excess to government needs on 14 February 1946. WAA first reclassified the property on 13 August 1947, and by the end of 1947 had reconciled the records of Real Property and Accounting. The WAA returned the acreage containing the runways to the Public Roads Administration (PRA) (WAA 1948). The County of Ventura, CA, acquired an interim lease from the WAA and the PRA to operate 303.35 acres as an airport. They released the acreage to the county later in the year (WAA 1946). During this period, the county allowed the California Army and Air National Guard to use the base (U.S. Army Corps of Engineers, Los Angeles District 1994). On 13 April 1948, the county issued the Department of Navy a permit to use the facility as a Naval Air Missile Test Center. The main base was at Point Magu, CA (Barrow 1948).

These joint uses continued until 1951, when the county canceled these leases and the property was reacquired by the U. S. Air Force. Engineers extended the runways and built additional facilities. Major construction was completed in December 1952, and the facility opened as the **Oxnard Air Force Base** on 9 January 1953 (General Services Administration (GSA) 1971a). The Air Force assigned the base to the 27th Air Division, and the 354th Fighter-Interceptor squadron arrived to train at the field. Initially, the unit trained on the F-51D turboprop fighter aircraft. Later in the year, they retired these aircraft and the 354th received the F-94C jet fighter aircraft (354th Fighter Interceptor Squadron (FIS) 1953).

The Air Force inactivated the 354th FIS August 18th, and replaced it by reactivating the 414th Fighter Group (GSA 1971a). The 414th provided air defense for southern California. Assigned to the 28th Air Division, the 414th conducted training on the F-94 Starfire jet fighter interceptor aircraft. They later replaced them with the F-89 Scorpion interceptor in 1956, and finally the F-101B Voodoo interceptor in 1960 (414th Fighter Group 1962) (414th Fighter Group Public Affairs 1969). Faced with budgetary constraints, the U. S. Government needed to close military facilities. **Oxnard Air Force Base** was chosen, and the base was closed on 31 December 1969 (414th Fighter Group Public Affairs 1969). The Department of Defense declared the base excess to its needs on 12 May 1970, and transferred it to the GSA (GSA 1971b).

3.2.2 Interpretation of Aerial Photography

a. Photo analysis and land use interpretation were done using the following listed photography.

Photography Date	Scale	Source	**Identifier(s)** Frame (s)
13 Dec 1952 and 3 Jan 1953	1"=1667'	ASCS	1K-33 thru 37, 3K-114 thru 117, 3K-150 thru 153
5 Jan 1958	1"=883'	National Archives	19 thru 21,* 41 thru 43

4 Oct 1959	1"=1667'	ASCS	17W39 thru 43, 17W83 thru 86, 17W104 thru 108
20 Sep 1965	1"=1667'	ASCS	2FF141 thru 145, 2FF184 thru 188, 2FF204 thru 208
15 Jun 1981	1"=2000'	Pacific Western	3-56 thru 58, 3-72 thru 74
30 Nov 1994	1"=2000'	Pacific Western	11-56 thru 58, 11-85 thru 87

* The above 1958 photos do not cover the site. Further, they appear to be 9" x 18" photos cut in two parts with one part numbered and the other part not numbered.

b. The maps cited at paragraph 3.2.3a below were used as references for the photography.

c. Photography listed above covering the **Camarillo Airport** site was examined. Twelve features seen which are considered to be significant are shown on five photography year bases as follows: Map M-7, 1953 photography; Map M-8, 1959 photography; Map M-9, 1965 photography; Map M-10, 1981 photography; Map M-11, 1994 photography. One number is used to identify each feature on each map at which the feature is addressed. For example, location of feature number 1 is shown and the feature described as it appears on each of the five maps. Further, each feature is addressed only at those maps on which the feature is considered to be significant. For example, feature number 7 is addressed only on Maps M-9 through M-11.

d. Terrain at and south of the site slopes gently southwest and south. Steep hill masses are located just north and about three miles southeast of the site. Natural surface drainage is poorly developed, but has been improved by excavation so that the improved channels are prominent. Main land use is agriculture, mostly cultivated. The area northeast of the site is heavily built up residential with some commercial. There are some rural residential areas. Primary and secondary road networks are well developed.

3.2.3 Map Analysis

a. The site was analyzed using the following USGS 7.5 minute quadrangle map sheets: CAMARILLO, CALIF., 1950; CAMARILLO, CALIF., 1950, photorevised 1967.

b. Review of the above cited maps confirms general description of terrain and land use given at paragraph 3.2.2d above. The maps were useful in locating the site on the photography.

3.3 Current Uses of Site

The County of Ventura submitted an application to reacquire the base. However, it went to an inactive status so that Ventura County, CA, could accomplish an Environmental Impact Statement. Opposition to the proposed reuse of the property as a regional airport developed in the community of Camarillo. The Camarillo City Council worked to promote a package of recreational and educational uses for the base. On May 30, 1975, the GSA granted the former **Oxnard AAB** to the County of Ventura. The county desired to use the facility as an airport, but met opposition from the City of Camarillo. In October 1976, City of Camarillo and the County of Ventura worked out an agreement for the future use of the facility as a general aviation airport. The county agreed to follow strict environmental controls (White 198?). The facility remains a regional airport offering local commuter service and private jet facilities (Ventura County Department of Airports 1986).

The majority of the FUDS is currently owned by Ventura County and is occupied by the **Camarillo Airport**, related operational facilities, the County Fire Department headquarters, and the Sheriff's training facility. In addition, other current land usages include three educational entities, a park district, religious organization, the U. S. Navy, and leased facilities to private businesses. One unusual use is the construction operators training school that functions on the west end of the former air base.

3.4 **Demographics of the Area**

3.4.1 Center of Activity

The **Camarillo Airport** site is located about two miles west-southwest of the City of Camarillo, Ventura County, California.

3.4.2 Population Density

City: Camarillo	County: Ventura
Area: 18.4 sq. mi.	Area : 1,862 sq. mi.
Pop.: 52,303	Pop. : 669,016
PD : 2,843 persons per sq. mi.	PD : 359 persons per sq. mi.

3.4.3 Types of Businesses

Camarillo is mainly white collar, high tech -- aerospace, and computer software. There is some light manufacturing. Clairol and 3M have plants in Camarillo. Of the people in Ventura County employed by businesses about 30 percent are employed by services businesses. Also prominent are retail trade businesses at about 24 percent as well as manufacturing businesses at about 18 percent and construction businesses at about 8 percent. Foregoing percentages are at mid March 1990.

3.4.4 Types of Housing

Housing in Camarillo is composed of both single family and multi-family dwellings.

3.4.5 New Development in the Area

There is some new development, mainly residential, in the Camarillo area.

3.4.6 Typical Cross Sections of the Population

Approximately 86.4% of the population of Camarillo is white, 1.6% black, 0.5% American Indian, Eskimo or Aleut, 6.3% Asian or Pacific Islander, and 5.2% other races. The percent of the total population (of any race) that is of Hispanic origin is 12.1%. The part of the population under the age of 18 is 36.1%, and the part over the age of 65 is 16.7%. The median age is 36.1 years. The median value of 11,243 specified owner-occupied housing units in Camarillo is $249,500.00. The number of business establishments in Ventura county can be broken down by type as follows: manufacturing 6.1%; agriculture 2.2%; services 35.0%; trade and financial 38.0%; and other 18.7%.

4.0 Physical Characteristics of the Site

4.1 Geology/Physiography

The **Camarillo Airport (Oxnard Air Force Base)** site is located in the Transverse Ranges section of the Pacific Border province. The name Transverse Ranges is derived from a line of ranges whose general east-west trend is at nearly right angles to the major structural trends in California. This region consists of a complex chain of mountain ranges and enclosed valleys or basins. These ranges have batholithic cores and are a part of the continuous, though complex, line of intrusive granitic bodies extending from the Klamath Mountains through the Sierra Nevada southward into Baja California (Thornbury 1965). The highest ranges in this section are the San Gabriel and San Bernardino mountains. They consist of Mesozoic granite and older, highly metamorphosed sedimentary and volcanic rocks (Hunt 1967).

Structurally, the ranges consist of steepsided folds which have been broken by innumerable faults. This results in each range comprising several sub-blocks sometimes with notable lithologic differences. The San Gabriel ranges are large, upthrown blocks, bounded in part by steeply dipping faults. The main mass of the San Gabriel Range consists of gneisses, schists, and anorthosites of PreCambrian age; limestones and quartzites of probable Paleozoic age; and intrusive granites, quartz monzonites and quartz diorites of possibly three ages: Precambrian, Cretaceous, and mid-Tertiary. Cenozoic sediments and volcanics are extensive along the north and south margins. The principal orogeny which produced the Transverse Ranges occurred in middle or late Pleistocene time and is apparently still in progress (Thornbury 1965).

The site is north of the Santa Monica Mountains, and to the south of the Santa Clara Valley, which is comprised mostly of unconsolidated alluvium deposited by the Santa Clara River. The alluvial deposits are a mixture of Quaternary age sands, gravels, cobbles and boulders derived from the granitic basement complex of the mountains. These sediments exhibit a broad range in size, from sand and silt to boulders up to four feet in width. This size distribution owes in origin to the proximity of the site to the mouth of the Santa Clara Valley and the Santa Clara Mountains to the north.

4.2 Soils

The **Camarillo Airport (Oxnard Air Force Base)** is underlain by soils that occur on gently sloping alluvial fans between elevations from near sea level to 3,500 feet. The site soils are over 60 inches deep, are well drained, and have moderately rapid subsoil permeability. They have pale-brown course sandy silty clay surface layers about eight inches thick underlain by light yellowish-brown coarse gravelly silty clay with sand substratum. Typically they are slightly acid to mildly alkaline throughout but occasionally are calcareous in the lower part. Thin layers of coarser material may occur below 40 inches. Furthermore, the potential for sheet and rill water erosion of the site soils is moderately high. These surficial site soils are

slightly susceptible to wind erosion. In addition, the risk of corrosion to untreated steel is low (Soil Conservation Service 1969).

4.3 Hydrology

4.3.1 Surface Water

The **Camarillo Airport (Oxnard Air Force Base)** site is located in the coastal plain of the northwestern Los Angeles Basin. The airport is about 35 miles northwest of downtown Los Angeles and within 10 miles of the Pacific Ocean. The site lies at the southeast base of the Camarillo Hills, which rise to about 500 feet NGVD (Net Geodetic Vertical Datum), with the elevation of the airport varying from elevation 50-100 NGVD. Airport site topography shows a fairly uniform slope of about 0.5% to the south-southwest. Surface runoff from the airport flows in this direction and enters either Revolon Slough, on the west and southwest side of the site, or an unnamed tributary on the east side of the site. Both streams flow generally south and enter Calleguas Creek, about 5 miles south. Ground elevations of the airport proper are well above the elevations along either stream. The only site flooding possible appears to be from short duration, shallow ponding occurring during intense rainfall-runoff periods. No actual hydrologic information exists for streams in the area.

4.3.2 Ground-Water

The alluvial deposits occupying the floor of the Santa Clara Valley are a part of a substantial network of groundwater aquifers. Most of the water for various uses comes from the unconsolidated Quaternary alluvial deposits, and generally occurs under unconfined conditions. Groundwater levels are subject to seasonal variations and fluctuations from recharge. The gradient is southward into the San Gabriel Valley alluvium, or towards the downdip slope Santa Monica Mountains. The water table is approximately 100' below the ground surface.

4.4 Weather

The climate of the area is generally pleasant and mild throughout the year, due primarily to the nearby Pacific Ocean. Abundant sunshine is the norm from spring through much of the fall. The bulk of the precipitation occurs during the winter months. Over 90% of the rainfall occurs in the period from November through March, based on rainfall records of Oxnard, California about 8-9 miles southwest of the site. Winter rainfall results from long duration, low intensity cyclonic storms moving inland from the Pacific Ocean. The occurrence of snowfall and of thunderstorms is extremely unusual. The summers are dry with little rainfall from about May through October. Unless significant reservoir storage exists in a given watershed, a stream may go dry during the summer and fall periods.

Summer temperatures can occasionally be severe, with the record high of 112^{0}F occurring in June 1990. Temperatures well in excess of 100^{0}F can occur during the summer months, and

have been recorded in every month from April through November. However, these high temperatures are moderated by low relative humidities and by westerly winds from the Pacific. Winter temperatures are mild, with the lowest temperatures normally still above freezing. The record low temperature for the area is 28°F occurring in January 1949.

Winds vary from about 5-7 miles per hour from the west through the year, except for December-January when they are from the northeast. Wind gusts up to 49 miles per hour have been recorded at the Los Angeles Civic Center station, the nearest source of long term climatologic data (about 35 miles to the southeast). Climatological data for the area are summarized in **TABLE 4-1**.

TABLE 4-1
CLIMATOLOGICAL DATA FOR CAMARILLO AIRPORT, CALIFORNIA

Month	Temperature (F)			Precipitation	Wind Velocity	Wind Direction
	Average Daily		Average Monthly			
	Min	Max	Mean	Average (Inches)	(mph)	
January	46.7	66.6	57.2	3.21	6.8	NE
February	49.2	68.5	58.9	3.09	6.9	W
March	50.2	68.7	59.5	2.46	7.0	W
April	53.0	70.9	62.0	1.03	6.6	W
May	56.6	73.2	64.9	0.12	6.3	W
June	60.4	77.9	69.2	0.05	5.7	W
July	64.3	83.8	74.1	0.01	5.4	W
August	65.3	84.1	74.7	0.05	5.3	W
September	63.7	83.0	73.4	0.26	5.3	W
October	59.2	78.5	68.9	0.29	5.7	W
November	52.7	72.7	62.7	1.68	6.4	W
December	48.4	68.1	58.3	2.12	6.6	NE
Annual	55.9	74.7	65.3	13.65	6.2	W

Source: NOAA 1992. Local Climatological Data (temperature/wind) of Los Angeles (Civic Center), California. NCDC, 1993. Precipitation Data for Oxnard, California.

4.5 Ecology

The information provided for this site was compiled from the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game Natural Diversity Data Base (NDDB).

The USFWS indicated that the candidate species, southwestern pond turtle (Clemmys marmorata pallida) occur in the vicinity of the **Camarillo Airport (Oxnard Air Force Base)** Site.

The NDDB listed the Conejo buckwheat (Eriogonum crocatum), rare, as the only species of state concern in the vicinity of the **Camarillo Airport (Oxnard Air Force Base)** FUDS.

No additional information on the occurrence of rare or endangered species or natural communities is known at this time. This does not mean that other state or federally-listed species may not be present within the areas of interest. An on site inspection by appropriate state and federal personnel may be necessary to verify the presence, absence or location of listed species, or natural communities if remedial action is recommended as part of the final ASR.

5.0 Real Estate

5.1 DOD Ownership

The original acquisition took place in 1943 for the **Oxnard Flight Strip**, and consisted of 303.35 acres fee acquired from the County of Ventura, and 99.71 acres acquired by Use Permit from the Federal Public Roads Administration (FPRA). The property was conveyed back to the County and FPRA in 1948. Between 1951 and 1963 the following property was reacquired for the **Oxnard Air Force Base**: 303.95 acres leased from Ventura County in 1951 and acquired in fee in 1956; 100.16 acres acquired by Use Permit from FPRA in 1951 and transferred in fee in 1958; easements over 841.56 acres between 1953 - 1963; and 369.75 acres fee purchase and condemnation between 1952-1958.

5.2 Present Ownership

The property was reported as excess to General Services Administration (GSA) on 20 April 1970. Between April 1970 and mid - 1974, the site was inactive and was under the custody of GSA. By quitclaim deed dated 12 October 1976, 33.86 acres were conveyed to the Pleasant Valley Parks and Recreation Department to be used and maintained for public park and recreation purposes. On 17 January 1977, 4.342 acres were transferred to the Navy. By quitclaim deed dated 20 June 1977, 615.67 acres fee and easements over 585.63 acres were conveyed to the County of Ventura, with use restricted to public airport purposes. The deed contained a recapture clause and required grantee to use and maintain the site and improvements for the use and benefit of the public as an airport. The deed stated that the Administrator of the Federal Aviation Administration (FAA) would determine the useful life of any structure, improvement, or equipment that was to be maintained. The government was released from restoration liability on formerly leased portions of the site, but there were no restoration provisions applicable to the fee acreage addressed in this report. By quitclain deed dated 30 June 1973, 43.27 acres were conveyed to the Ventura Community College District, with use restricted to educational purposes for 30 years. The deed required grantee to file an annual report on the use and maintenance of the site and contained a recapture clause. By quitclaim deed dated 20 October 1977, 1.01 acres were conveyed to the Greek Orthodox Community of Ventura County. There were no restrictions, recapture clause or restoration provision in the deed. By quitclaim deed dated 31 March 1978, 6.10 were acres were conveyed to the Oxnard Union High School District, with use restricted to educational purposes for 30 years. The deed required the grantee to file an annual report on the use and maintenance of the site. By quitclaim deed dated 16 June 1978, 16.00 acres were conveyed to the Ventura County Superintendent of Schools with use restricted to educational purposes for 30 years. The deed required the grantee to file an annual report on the use and maintenance of the site. Real Estate records do not account for approximately 53 acres fee and easements over 255 acres. Accurate surveys at time of disposal probably account for the discrepancy. The easements were either allowed to expire or remain in GSA 's inventory.

5.3 Significant Past Ownership other than DOD

The site is currently owned by Ventura County (**Camarillo Airport**, Fire Department headquarters, and County Sheriff's training facility), three educational entities, a park district, religious organization, and the U. S. Navy. These organizations, along with leased facilities to private businesses, constitute the significant past ownerships from the perspective of potential environmental contamination generators, other than during the past DOD control by the U. S. Army Air Force and U. S. Air Force. California National Guard units have also been active on the property.

6.0 OEW/CWM Site Analysis

6.1 Historical Analysis of OEW/CWM Activities

6.1.1 OEW Activities

Activities with the potential of generating OEW took place in three distinct periods during the history of the airport. The first operations phase of interest occurred during WW II from 22 June 1943 until June 1945. Since the flight strip was an auxiliary field for the 441st Air Base Unit stationed at Van Nuys, CA, a limited amount of armament and bombs was kept for squadron "O". Two buildings have been identified as possibly involving ordnance activities at the flight strip. These were buildings T-95, Storage Hutment, and T-104, Armament Building (Map M-3). Training included .50 caliber machine guns and 20MM aircraft cannons, and 100 pound practice bombs for the P-38 aircraft. Ground training included firing the Remington 31 A 12 gage Skeet type shotgun and the .22 caliber rifle. Troops fired these two weapons on the base skeet range (Map M-3) (Chennault 1944). In April 1944, the ordnance section issued 31,200 rounds of .50 caliber combat ammunition and 34,000 rounds of practice ammunition from March Army Air Field, Riverside, CA. They also received seventy-five 100 pound demonstration bombs, fifty 300 pound demonstration bombs, and 250 nose and tail fuzes from the Santa Maria AAB, Santa Maria, CA (Chennault 1944). The ordnance sections from these two airfields issued this weaponry and would have the same authority for turn in of leftover munitions at the flight strip's inactivation. From 1947 through 1951, the California Army and Air National Guard used the flight strip as a temporary landing field during this period. Research has not shown any new construction of ordnance facilities or use of ordnance materials. However, the skeet range remained on the base, and troops probably continued to use this facility for firing small arms (U.S. Army Corps of Engineers, Los Angeles District 1994).

From 1948 to 1951, the Department of the Navy received a permit to use the flight strip as a Naval Air Missile Test Center, headquartered at Point Magu, CA (Barrow 1948). Research has not turned up any ordnance records for the Test Center. The Navy most likely transported early prototypes of missiles with dummy warheads from the Point Magu, CA base to the flight strip. No information was found confirming any live launches at the flight strip, and there were no test ranges nearby to receive any missile shots.

The most extensive ordnance activity took place from 1953 through 1969 when the airport became the **Oxnard Air Force Base**. During this period, pilots flew different models of fighter aircraft; and the weaponry on these planes included a variety of rockets and missiles. Two main weapons used on these aircraft were the GAR-95 Rocket and the MA-1 Rocket Missile.

The Explosive Ordnance Detachment of the 414th Material Squadron destroyed the following munitions from 1962 through 1964 (414th Material Squadron 1960a, 1960b, 1960c, 1961a, 1961b, 1962) (414th Fighter Group 1962, 1963, 1964a, 1964b, 1964c):

June 1960: 1,977, 2.75 inch High Explosive Rocket Warheads and 825 Misc. explosives.

September 1960: 161, 2.75 inch High Explosive Rocket Warheads and 40 lbs. Misc. explosives.

December 1960: 50 Double Star Red Signal Flares, 20 Night and Day Flares and 150, 2.75 inch High Explosive Rocket Heads and 40 lbs. Misc. explosives.

June 1961: 12 Explosive Aircraft Ejection Cartridges, 31 Flares, 3 MB-1 Rocket Igniters, and 49 Explosive Cartridge Assemblies.

September 1961: 5 GAR Rocket Igniters, 200 lbs. of Dynamite, 39 Commercial Blasting Caps and 12 Explosive Bolts.

March 1962: 253 Explosive Destructors, 9 Flares, 9 GAR Rocket Igniters, 109 Explosive Frangible Studs.

September 1962: 2 MA-1 Rocket Igniters.

March 1963: 2 Cases of Dynamite, received from off base.

March 1964: Large Amount (Undetermined) unserviceable Commercial Explosives.

June 1964: 256 Blasting Caps and 207 Sticks of Dynamite from off base, personnel also set up a demonstration of firing atomic weapon simulators.

September 1964: Large number of unserviceable munitions and several cases of Commercial Explosives and Blasting Caps received from off base rural areas.

Ordnance troops destroyed the weapons on an undetermined location on the west side of the base (414th Material Squadron 1961b). The demilitarization activities of ordnance probably occurred either north and west of the ordnance storage area (Buildings 413, 415, 419 and 421) or in the area of the rifle range where the berm would offer some containment of the explosions. (See Aerial Photo Interpretation Maps M-7 through M-11.)

Engineers constructed ordnance facilities in two separate areas of the base. Buildings 1 - 7 on the southeast side of the field were for the storage of rockets (Air Defense Command 1960)(Map M-4). Engineers also built several "Dummy" igloos that were rumored to be fake storage for special weapons, although research has not confirmed the storage of these weapons at **Oxnard Air Force Base**. Personnel later demolished these structures (Brusca Interview 1995). Building 127 was the Rocket Storage and Assembly Building, located north of buildings 1 to 7 (Map M-4)(Air Defense Command, 1960).

The second area on the west side of the base held the small arms, bombs and other munitions items. Buildings 415 and 419 were storage igloos, 421 held the small arms ammunition, and 413 was the segregated magazine for chemical warfare, pyrotechnics and other ordnance. The skeet range remained on the base for firing of the M-1 and M-16 rifle, 12 gage shotgun and various other small arms (Map M-4)(Air Defense Command 1960). Sometime during

this period, the Air Force destroyed Building 421, although research has not determined the reason for this action (Brusca Interview 1995). A landfill area was discovered east of Building 421 and parallel to the access road (Maps M-5 & M-7 through M-11). Airport workers hit various metal items during the placement of a sewer line in the 1980's. Airport personnel have not reported finding any ordnance or OEW at this location (Iversen Interview 1995).

6.1.2 CWM Activities

Chemical Warfare training occurred as on other facilities. A base map did not indicate a gas chamber, but it is presumed that Chemical personnel taught regular chemical warfare training. No chemical identification kit information exists for the **Oxnard Flight Strip** in the report of controlled equipment items, February 1945. The only information found was the stationing of a Chemical Officer for a short time during 1943 (Roed 1943). Research did not locate any information on chemical activities during the facility's tenure as **Oxnard Air Force Base**. Building 413 would have stored any chemical warfare training materials.

6.2 Records Review

St. Louis District Corps of Engineer personnel reviewed records concerning the history of the **Camarillo Airport** at the following locations.

National Personnel Records Center
Military Records
9700 Page Avenue
St. Louis, MO 63132

The following records were reviewed:

RG 342, Accession # 59A-5063, # 60A-4052 and # 69A-4155, **Oxnard Air Force Base**

National Archives
8th and Pennsylvania
Washington, D.C. 20408

Records were reviewed from RG 18, Records of the Army Air Forces; RG 153, Records of the Judge Advocate General and RG 407, Records of the Army Advocate General.
The following was reviewed:

RG 18 Records of the Army Air Forces, Central Decimal Files
Box 1555, Oro Grande to Paine Field (Ontario AAF and **Oxnard Flight Strip)**

National Archives-Suitland Branch
4205 Suitland Road
Suitland, MD 20409

The Archivists researched Record Group (RG) 77, Records of the Chief of Engineers, RG 175, Records of the Chemical Warfare Service, RG 341, Records of Headquarters, USAF, and RG 342, Records of the U.S. Air Force Commands. They also checked RG 72, Records of the Bureau of Aeronautics, RG 107, Office of the Secretary of War, RG 156, Records of the Chief of Ordnance, and RG 18, Records of the Army Air Forces. The following were reviewed:

RG 175, Records of the Chemical Warfare Service
Entry 2, Index Card Briefs, Boxes 64, 126, 350 and 525

Washington National Records Center
4205 Suitland Road
Suitland, MD 20409

The Archivists researched Record Group (RG) 77, Records of the Chief of Engineers, RG 175, Records of the Chemical Warfare Service, RG 291, General Services Administration, RG 341, Records of Headquarters, USAF, and RG 342, Records of the U.S. Air Force Commands. The following were reviewed:

RG 291, Records of the GSA Property Disposal
Acc. # 66-A-2712, Box 18, Oakland, CA to Long Beach, CA (**Oxnard Flight Strip**)
Acc. # 81-0005, Boxes 2 - 5, **Oxnard AFB**, CA

National Archives And Records Administration
College Park Branch
8601 Adelphi Road
College Park, MD 20740

This facility was still in the process of transferring records and little information was found. Archivists researched Record Group (RG) 237, Records of the Civil Aeronautics Administration and looked at three boxes of material. There were no applicable records to review.

Chemical and Biological Defense Command Historical Office
CBDC/HO
Aberdeen Proving Ground
Edgewood, MD 21010

Records on Air Chemical Units were reviewed. A 1945 Chemical Equipment Listing was also reviewed. There were no records found for the **Oxnard Flight Strip.**

National Archives And Records Administration
Pacific Sierra Region
1000 Commodore Drive
San Bruno, CA 94066

The following record groups were researched for applicable information: RG 18 Records of the Army Air Forces, RG 77 U. S. Army Corps of Engineers, RG 92 Records of the Quartermaster General, RG 121 Records of the Public Building Service, RG 269 Records of the Farm Credit Property Disposal, RG 270 Records of the War Assets Administration and RG 291 GSA Property Disposal.

RG 121 Records of the Public Building Service
Box 5, **Oxnard Flight Strip**

San Francisco Federal Records Center
1000 Commodore Drive
San Bruno, CA 94066

The following record groups were researched for applicable information: RG 77 U. S. Army Corps of Engineers, RG 92 Records of the Quartermaster General. No information was found.

National Archives And Records Administration
24000 Avila Road
Laguna Niguel, CA 92677-6719

The following record groups were researched for applicable information: RG 18 Records of the Army Air Forces, RG 77 U. S. Army Corps of Engineers, RG 92 Records of the Quartermaster General, RG 121 Records of the Public Building Service, RG 269 Records of the Farm Credit Property Disposal, RG 270 Records of the War Assets Administration and RG 291 GSA Property Disposal. The following records were reviewed:

RG 77 Records of the U.S. Army Corps of Engineers
Accession #85-006, **Oxnard AFB**, Audit 1758
#85-006, Oxnard Family Housing Annex, Audit L05A 3--0037
#68A352, **Oxnard Landing Strip**, Audit 1758

RG77 Los Angeles District Military Construction Projects, 1950-1960
Box 96, **Oxnard AFB to Oxnard AFB**
Box 97, **Oxnard AFB to Oxnard AFB**
Box 98, **Oxnard AFB to Oxnard AFB**
Box 99, **Oxnard AFB to Oxnard AFB**
Box 100, **Oxnard AFB to Oxnard AFB**
Box 101, **Oxnard AFB to Oxnard AFB**
Box 102, **Oxnard AFB to Oxnard AFB**
Box 132, Muroc AAF to **Oxnard AFB**

Box 133, **Oxnard AFB to Oxnard AFB**
Box 134, **Oxnard AFB to Oxnard AFB**
Box 135, **Oxnard AFB** to Yuma Test Station

RG 270 Records of the War Assets Administration
Box 106, Orange County to **Oxnard AFB**
Box 107, **Oxnard Flight Strip** to Pacific Aviation

Los Angeles Federal Records Center
24000 Avila Road
Laguna Niguel, CA 92677-6719

The following record groups were researched for applicable information: RG 77 U. S. Army Corps of Engineers, RG 92 Records of the Quartermaster General. No information was found.

U. S. Air Force Historical Center
Bldg. 1405, Chennault Circle
Maxwell AFB, AL. 36112

The following records were reviewed.

Base Histories:

K-GP-414-HI, 414th Fighter Interceptor Group, **Oxnard AFB**, CA
K-DIV-27-HI Jul-Sep 1951 to K-DIV-27-HI Feb-Mar 1952, 27th Air Div. **(Oxnard AFB)**
K-SQ-FI-330-HI to K-SQ-FI-354-HI, 354th Fighter-Inter. SQ **(Oxnard AFB)**
K-SQ-SV-380-HI to K-SQ-SV-420-HI, 414th Service SQ **(Oxnard AFB)**
289.29-150 to 289.36-2, 441st AAF Base Unit, Van Nuys Apt., CA **(Oxnard Flight Strip)**
289.36-3 to 289.36-5, 441st AAF Base Unit, Van Nuys Apt., CA **(Oxnard Flight Strip)**
289.36-6 to 289.36-7, 441st AAF Base Unit, Van Nuys Apt., CA **(Oxnard Flight Strip)**
289.36-8 to 289.36-11, 441st AAF Base Unit, Van Nuys Apt., CA **(Oxnard Flight Strip)**

U. S. Army Corps of Engineers Records:

RG 77, Acc # A-51-59, Box 335, Oscoda AAF to **Oxnard Flight Strip**
RG 77, Acc # A-51-59, Box 336, **Oxnard Flight Strip** to Paine AAF

Other Records:

260.277 Airfield Directory of the Continental U.S.

California State Library
California Section
9th and Capitol Mall
Sacramento, CA 95809

No applicable records were found.

California State Archives
201 N. Sunrise Ave., Roseville, CA

A review of the Archives brochure revealed no worthwhile document areas to review.

University of California, Berkeley
Main Library
Berkeley, CA 94704

No documents were found for review at this facility. The map library was closed for renovations.

University of California, Berkeley
Bancroft Library
Berkeley, CA 94704

The following record was reviewed. "Greater Camarillo Then + Now" by David White, Decimal # F869.C155.W44

University of California, Berkeley
Environmental Design Library
Berkeley, CA 94704

No applicable records were found.

Ventura County Tax Assessors Office
Ventura, CA 93001

This office had no appropriate maps.

Camarillo Public Library
Camarillo, CA 93010

The following items were reviewed:

Newspaper clipping file on **Camarillo Airport**
"Camarillo Then + Now" by David White
"A Pictorial History of Ventura County" by Bud Smith
"A Comprehensive Story of Ventura County" by Bud Smith
"Ventura County, a Biography" by the Ventura Co. Historical Society
"The Story of Ventura County" by William W. Robinson
"People of Ventura County" by the Ventura Co. Superintendent of Schools
"Ventura County, Land of Good Fortune" by Judith P. Triem.

Oxnard Public Library
Oxnard, CA 93030

The following items were reviewed:

Vertical Newspaper Clipping File
Index for the newspaper Oxnard Press Courier
Environmental Impact Final Report, **Camarillo Airport**, June 1986

15th Air Force Museum
March Air Force Base
Riverside, CA 93555

No applicable information was found at this location.

6.3 Summary of Interviews

Interviews were conducted with the following individuals familiar with the facility:

Mr. Tom Iversen
Facilities Manager
Camarillo Airport, Camarillo, CA
Telephone: (805) 388-4206

Mr. Iversen recounted the history of the airport by referring to a aerial photograph of the facility. The facility had three earth-covered igloos located at the west end, one of which was later destroyed prior to transferring the facility to the City of Camarillo. The facility has a rifle range located east of these earth-covered igloos which is still in use for training by local and national law enforcement and security officials. There was also a skeet range which is no longer in use. There was no indication of a gas house on the 1960-dated "As Built" engineering drawings of the former **Oxnard Air Force Base**. Mr. Iversen recalled that over the years that some small arms ammunition (i.e. .50 caliber) has been found and turned over to the sheriff's department for disposal. Mr. Iverson noted that the landfill was an HTRW problem that has had identified within its boundaries buried trash to include Galvanized Steel materials, Tanks, Vehicles, amongst other items (up to 50,000 metal items due to magnometer test). The area is leach filled with drainage to the west and southwest. He recommended one good contact would be a Mr. Bob Cantor who was employed as the principal engineer with Duynamac. He has recently moved to Westlake.

Mr. John J. Brusca
Airport Projects Coordinator
Camarillo Airport, Camarillo, CA
Telephone: (805) 388-4235

Mr. Brusca indicated that **Oxnard Air Force Base** was a special weapons facility in the late 1950's, early 1960's time frame. The facility had three earth-covered igloos located on the southwest side of the base according to Mr. Brusca, In addition, he recalled that the Air Force destroyed one igloo (Building No. 421) prior to turning the property over to Camarillo. He mentioned that storage igloos for the special weapon storage was located on the east end of the facility. Several "dummy" igloos were constructed and have since been demolished. The actual storage igloo contained a boiler which was subsequently removed as the igloo was being torn down. The original headwalls still exist for these former "dummy" storage structures. Brusca implied that it was his knowledge these structures had been constructed to look like earth covered igloos from the air and serve as a diversion from the actual building for the storage of the special weapon(s). (These structures seemed to have served two purposes: first, as earth berms separating the actual Ammo Storage facilities for the **Oxnard AFB**, Buildings 1 through 7; and second, as "dummy" igloos as implied by Mr. Brusca and also as referenced on drawings of **Oxnard AFB** in his possession). Messrs. Brusca and Iverson suggested that if further first hand knowledge of activities occurring in the missile assembly area, a good contact would be Mr. Richard Badger. Mr Badger was employed at **Oxnard AFB** and was familiar with missile operations. He can be contacted at either telephone numbers (805) 488-5309 (residence) or (805) 487-7373 (business).

Mr. Arley Adams
Weapons Safety Office
Kirtland AFB, NM
Telephone: DSN 246-1386

Mr. Scott Barton contacted Mr. Adams about the St. Louis District's concerns with respect to unique ordnance and explosive waste that might have been generated during routine depot-level maintenance performed on missiles and/or rockets at the former **Oxnard Air Force Base**. He recalled that MA-1 ignitors were associated with the AIR-2/A rocket motor. In response to Mr. Barton's comments that collected records documented that ignitors were demilitarized at **Oxnard Air Force Base**, he indicated that the demilitarization of MA-1 rockets would not have created significant disposal problems. Furthermore, he stated that there was not depot-level missile and/or rocket maintenance performed at that base which would have created any unique OEW waste, such as radiological waste.

6.4 Site Inspection

On Wednesday 1 Mar 95, beginning about 0830 hours, the team conducted the **Camarillo Airport** Site Survey. Mr. John J. Brusca, Airport Projects Coordinator, escorted the team to areas of interest on the FUDS. The former **Oxnard Air Force Base** Special Weapons storage area (Ammunition Storage Area on 1951 drawing) was surveyed first. As reported by John Brusca, the only storage structure used to house special weapons was observed to have been partially torn down. The remaining walls observed formed dummy structures. There was no visual evidence of OEW. Mr. Brusca then directed us to the landfill area, which is now being improved for airplane hanger storage. On the west end of the airport

facility, there are two remaining earth-covered igloos utilized by the Ventura County Sheriff's Department. A third igloo was demilitarized prior to the property being turned over to Camarillo. The rifle range on the west end of the facility is active, and Mr. Sloan speculated it is a probable site for **Oxnard Air Force Base's** demolition ground. No visible signs of DOD generated OEW were found on the ground surface during the site visit; and photos were taken at the various locations of interest (Appendix G). The site inspection was finished quickly at about 1000 hours and the team proceeded to drive to Santa Maria, CA.

7.0 Site Evaluation

7.1 CWM Contamination Evaluation

Limited Chemical Warfare training is presumed to have occurred with the stationing at **Oxnard Flight Strip** of a Chemical Officer for a short time during 1943. A base map did not reveal a gas chamber, but it is also presumed that Chemical personnel taught regular chemical warfare training. No chemical identification kit information exists for the **Oxnard Flight Strip** in the report of controlled equipment items, February 1945. The risk of having CWM buried on site or disposed in landfills is judged to be very unlikely.

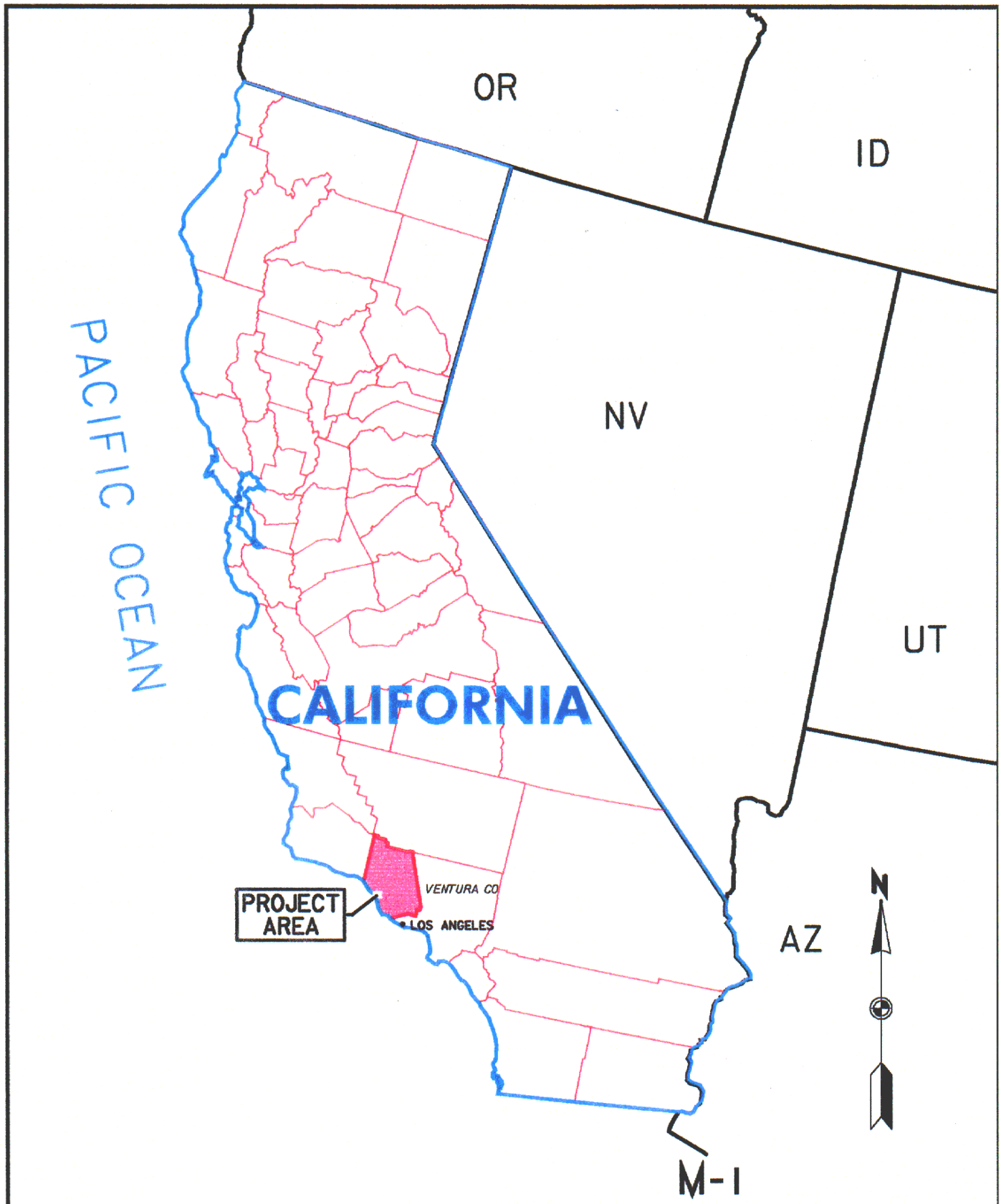
7.2 OEW Contamination Evaluation

Collected information, supported by field evidence, suggests that there is potential for conventional OEW contamination in the western section of the **Camarillo Airport (Oxnard Air Force Base, a.k.a. Oxnard Flight Strip)** DERP-FUDS Site No. J09CA012600 (OEW Project No. J09CA012603). Spent bullets, cartridge cases, and related ordnance debris from the past and current use of the rifle range are certain to remain on the site. Evidence gathered suggests the potential for more hazardous OEW, such as High Explosive, flares, igniters, or practice munitions potentially exists at two ground disturbances in the vicinity of the rifle range. Clearly, demolition of unserviceable munitions by both burning and controlled detonation was documented during archives research. Those locations with potential for OEW contamination are identified on Historic Site Plans presented as Maps M-3 & M-4, and aerial photo interpretation furnished on Maps M-7 through M-11. Until the results of a detailed investigation, a RAC score of "1" is assigned to the former army airfield, now the **Camarillo Airport.**

In summary, there is sufficient reason to suspect contamination remains on this FUDS. Therefore, a few further preliminary assessment actions appear appropriate for this site. These suggestions are furnished within a separate report, the Archive Search **CONCLUSIONS and RECOMMENDATIONS**.

MAPS/DRAWINGS

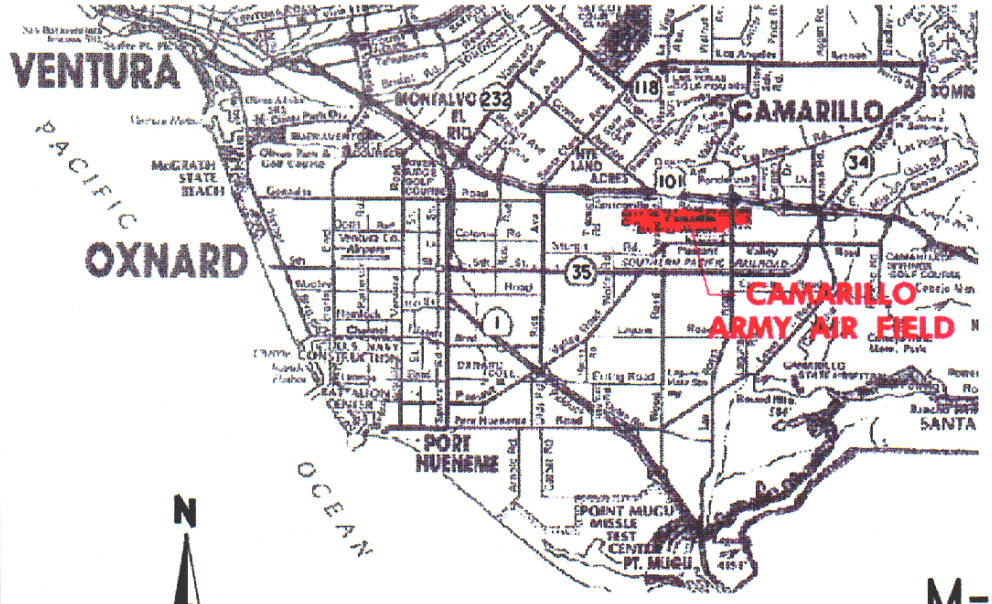
M-1 Location Map
M-2 Vicinity Map
M-3 Oxnard Flight Strip 1943 - 1947 Site Map
M-4 Oxnard AFB Layout Plan
M-5 Air Defense Command Master Plan
M-6 Ammunition Storage Area
M-7 Aerial Photo Interpretation - 1953 Photography
M-8 Aerial Photo Interpretation - 1959 Photography
M-9 Aerial Photo Interpretation - 1965 Photography
M-10 Aerial Photo Interpretation - 1981 Photography
M-11 Aerial Photo Interpretation - 1994 Photography
M-12 Current Conditions
M-13 Historical Map - 1943



CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS# J09CA012603
PROJECT LOCATION MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: 1994
30-MAY-1995 10:20	/n/oew95ab/sh46/map/camaloc.dgn



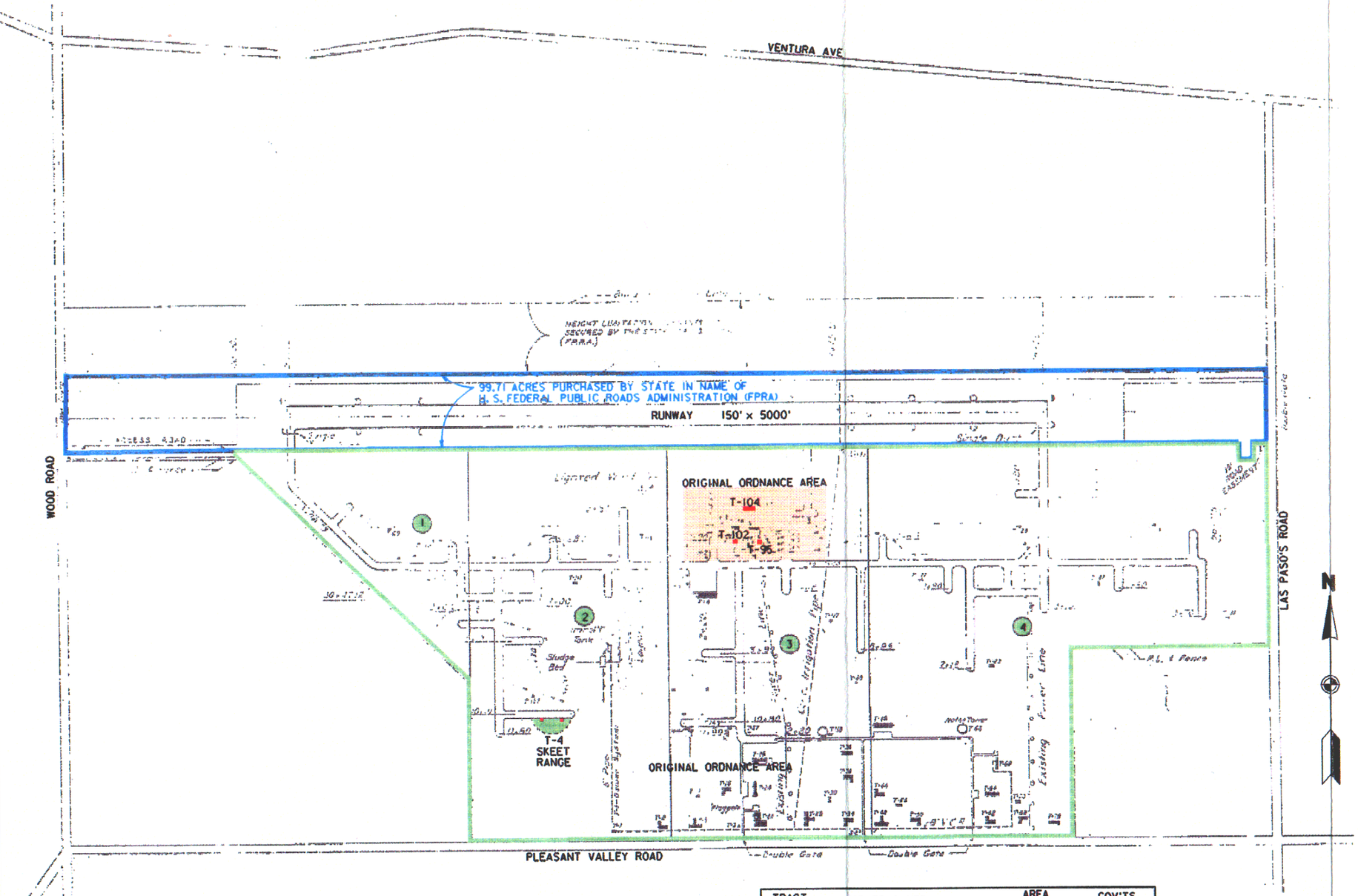
N

M-2

CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS# J09CA012603
VICINITY MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: 1994
30-MAY-1995 10:28	/n/oew95ab/sh46/map/camatlas.dgn & .cit



TRACT NO.	FORMER OWNER	AREA (ACRES)	GOV'TS INTEREST
1	MRS. S. EVA WOOD ROUTE #1, BOX 158 CAMARILLO, CALIF	26.37	FEE
2	HARRY W. CHASE 320 SECURITY BLDG. GLENDALE, CALIF	26.37	FEE
3	EDWARD SCOOLE, JR ROUTE #1, BOX 288 OXNARD, CALIF	26.37	FEE
4	AMERICAN CRYSTAL SUGAR CO. OXNARD, CALIF	26.37	FEE

NOT TO SCALE

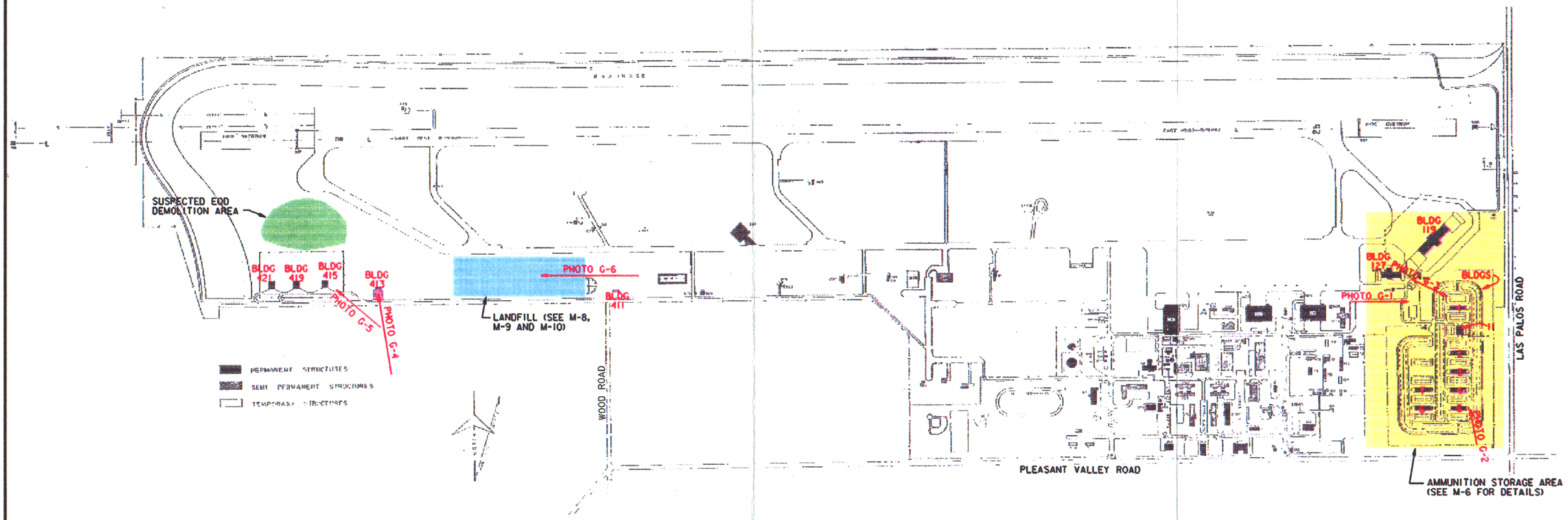
BUILDING SCHEDULE

BLDG NO.	TYPE	DESIGNATION	SIZE
T-1	STD	SEWAGE PUMPING PLANT	8'X 8'
T-3	PREFAB.	OFFICERS QUARTERS (L SHAPE)	25'X48'
T-3	HUTMENT	GUARD HUT	12' X 12'
T-4		SKEET RANGE	
T-6	PREFAB.	OFFICERS QUARTERS(T SHAPE)	20'X 48'
T-10	L.S.T.	LAVATORY	20'X 24'
T-16		STORAGE BLDG	16' X 16'
T-18	PREFAB.	OFFICERS CLUB	20' X 44'
T-20		GARAGE	24' X 24'
T-22	M.B.T.	MESS HALL	30' X 98'
T-24	PREFAB.	ADMINISTRATION BLDG.	20' X 96'
T-26	PREFAB.	SUPPLY BLDG	20' X 88'
T-27	PREFAB	TRANSPORTATION OFFICE (GAS SERV)	16' X 16'
T-29	PREFAB	BARRACKS (T SHAPE)	30' X 48'
T-30	L.S.T.	LAVATORY	30' X 40'
T-34	PREFAB	BARRACKS (L SHAPE)	20' X 48'
T-36	PREFAB	BARRACKS (L SHAPE)	20' X 48'
T-38	PREFAB	RECREATION BLDG (POST EXCHANGE)	20' X 98'
T-39	FRAME	STORAGE SHACK	12' X 12'
T-42	PREFAB	BARRACKS (T SHAPE)	20' X 48'
T-44	PREFAB.	BARRACKS (L SHAPE)	20' X 48'
T-46	STD.	DISPENSARY	25' X 120'
T-50	PREFAB.	BARRACKS (L SHAPE)	20' X 48'
T-54	L.S.T.	LAVATORY	30' X 40'
T-62	PREFAB.	BARRACKS (DAY ROOM)	20' X 48'
T-64	PREFAB.	SUPPLY BLDG.	25' X 98'
T-65		WATER TANK & TOWER	
T-66	M.B.T.	MESS HALL	20' X 88'
T-68	PREFAB.	BARRACKS (L SHAPE)	20' X 48'
T-73	L.S.T.	LAVATORY	20' X 32'
T-78	PREFAB	BARRACKS	20' X 72'
T-91		HUTMENT	16' X 16'
T-92		HUTMENT	16' X 16'
T-93		HUTMENT	16' X 16'
T-94		HUTMENT	8' X 16'
T-95		STORAGE BLDG. (HUT)	8' X 16'
T-101	QB-A-T	OPERATIONS BLDG.	26' X 150'
T-102	A-A	LINK TRAINER BLDG.	39' X 38'
T-111	97-S	CLASS ROOM	28' X 40'
T-104	28-Q-T	ARMAMENT BLDG.	20' X 102'
T-105		PAINT SHOP	10' X 20'
T-106	480T	FIRE STATION	32' X 32'
T-107		CREW SHED	10' X 27'
T-119	HUTMENTS	CARPENTER SHOP	16' X 32'
T-149		CREW SHED	10' X 32'
T-1		CREW SHED	10' X 20'
T-3		CREW SHED	10' X 30'
T-15		CREW SHED	10' X 20'
T-17		CREW SHED	10' X 20'
T-18		RANGER	32' X 124'
T-19		PUMP HOUSE	16' X 28'
T-21		CREW SHED	12' X 20'
T-33		CREW SHED	10' X 27'
T-124		CREW SHED	
T-127		CREW SHED	10' X 20'
T-128		CREW SHED	10' X 20'
T-131		CREW SHED	10' X 12'
T-133		MOTOR VEHICLE REPAIR SHOP	24' X 24'
H-1		HUTMENT	16' X 16'
H-2		HUTMENT	16' X 16'
H-3		HUTMENT	16' X 16'
H-4		HUTMENT	16' X 16'
H-5		HUTMENT	16' X 16'
H-6		LAVATORY	12' X 16'
S-1		SHACK	8' X 12'
S-2		GUARD SHACK	4' X 4'
WR1		WASH RACK	
		FLAGPOLE	

M-3

CAMARILLO AIRFIELD (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS# J09CA012603
OXNARD FLIGHT STRIP
1943-1947 SITE MAP

PROJECT DATE: MARCH 1995	DATE OF MAP: unknown
06-JUN-1995 11:25	/n/oew95ab/sh46/map/camsite.dgn & .dlt



BLDG NO.	DESIGN NAME	AREA	CONST. TYPE
1	STOR. AMMO. AIR DEF	6087SF	CONCRETE
2	STOR. AMMO. AIR DEF	5647SF	CONCRETE
3	STOR. AMMO. AIR DEF	5647SF	CONCRETE
4	STOR. AMMO. AIR DEF	5647SF	CONCRETE
5	STOR. AMMO. AIR DEF	5647SF	CONCRETE
6	STOR. AMMO. AIR DEF	5647SF	CONCRETE
7	STOR. AMMO. AIR DEF	5647SF	CONCRETE
11	STOR. BASE, RKT. ASSY	4175SF	CONC. BLK.
119	HANGAR, ALERT	22,022SF	STEEL
127	STOR., BASE, ROCKET ASSY	10,407SF	CONCRETE
411	RANGE, SKEET	-	-
413	STOR, BASE, SEG. MAG.	407SF	CONC. BLK.
415	STOR., IGLOO	1818SF	CONCRETE
419	STOR., IGLOO	1818SF	CONCRETE
421	STORAGE, BASE, AMMO	1258SF	STEEL

AIR DEFENSE COMMAND

1960 BUILDING LIST AND AS-BUILT DRAWINGS, OXNARD AIR FORCE BASE, OXNARD, CA, DATED FEBRUARY 9, FILES OF MR. JOHN J. BRUSCA, AIRPORT PROJECTS COORDINATOR, CAMARILLO AIRPORT, CAMARILLO, CA.

NOT TO SCALE

N

M-4

CAMARILLO AIRFIELD (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS* J09CA012603
OXNARD AFB LAYOUT PLAN

PROJECT DATE: MARCH1995	DATE OF MAP: 9 FEB 1960
06-JUN-1995 12:44	/n/oew95ab/sh46/map/cam1960.dgn & .cit

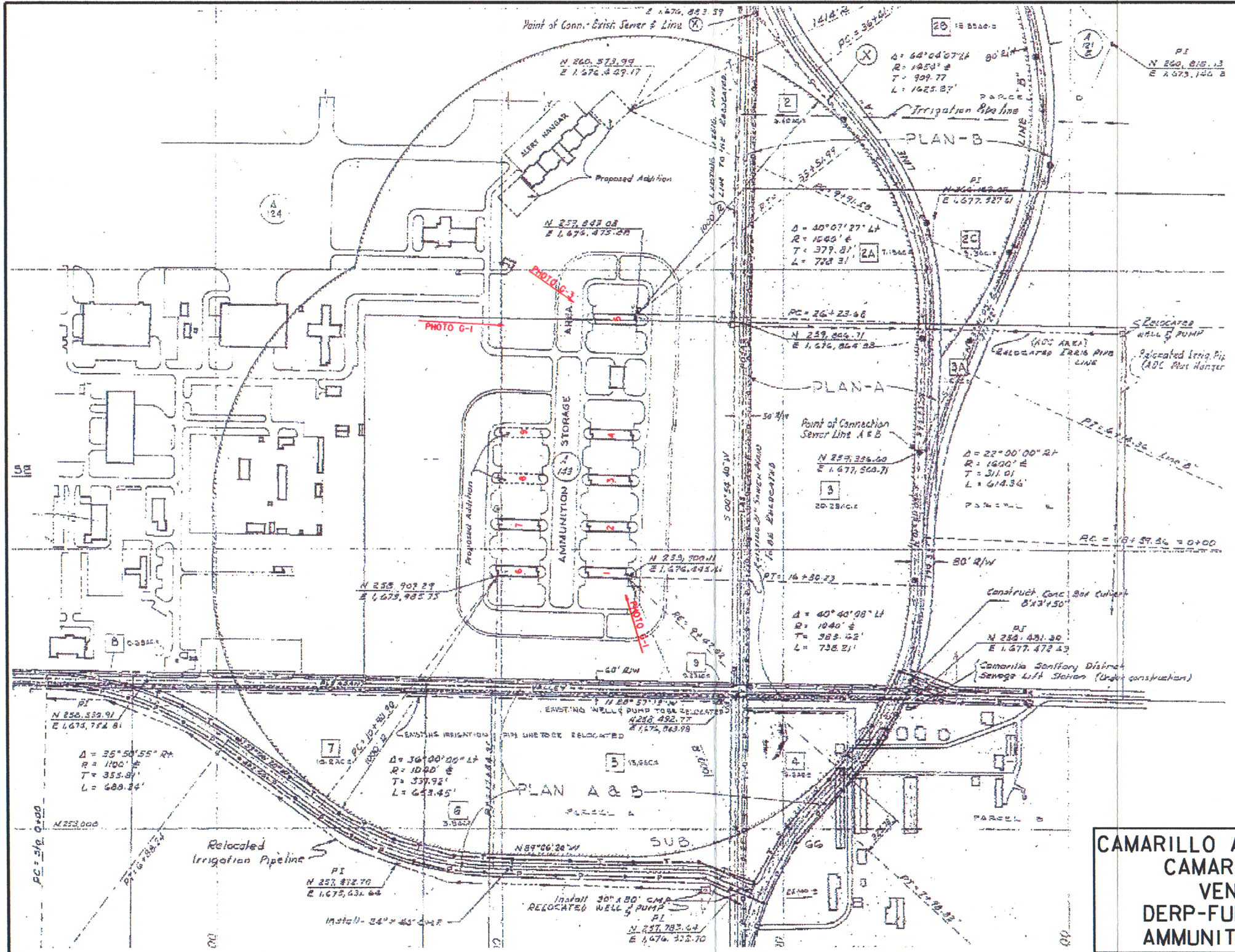
VENTURA FREEWAY
HIGHWAY 101
101
9000' x 150'
INSERT 'A'
SEE INSERT 'A'
SEE INSERT 'B'
PHOTO G-5
PHOTO G-4
PHOTO G-6
PHOTO G-1
PHOTO G-2
PHOTO G-3
INSERT 'B' P.I.N. 6606
FAMILY HOUSING INSERT
KEY TO SEGMENTS AND INSERTS
INSERT 'C'
INSERT 'D' P.I.N. 1969
ILS OUTER MARKER ANNEX
PATTERSON
RANCH
SUB.
N

M-5

NOT TO SCALE

CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS* J09CA012603
AIR DEFENSE COMMAND
MASTER PLAN

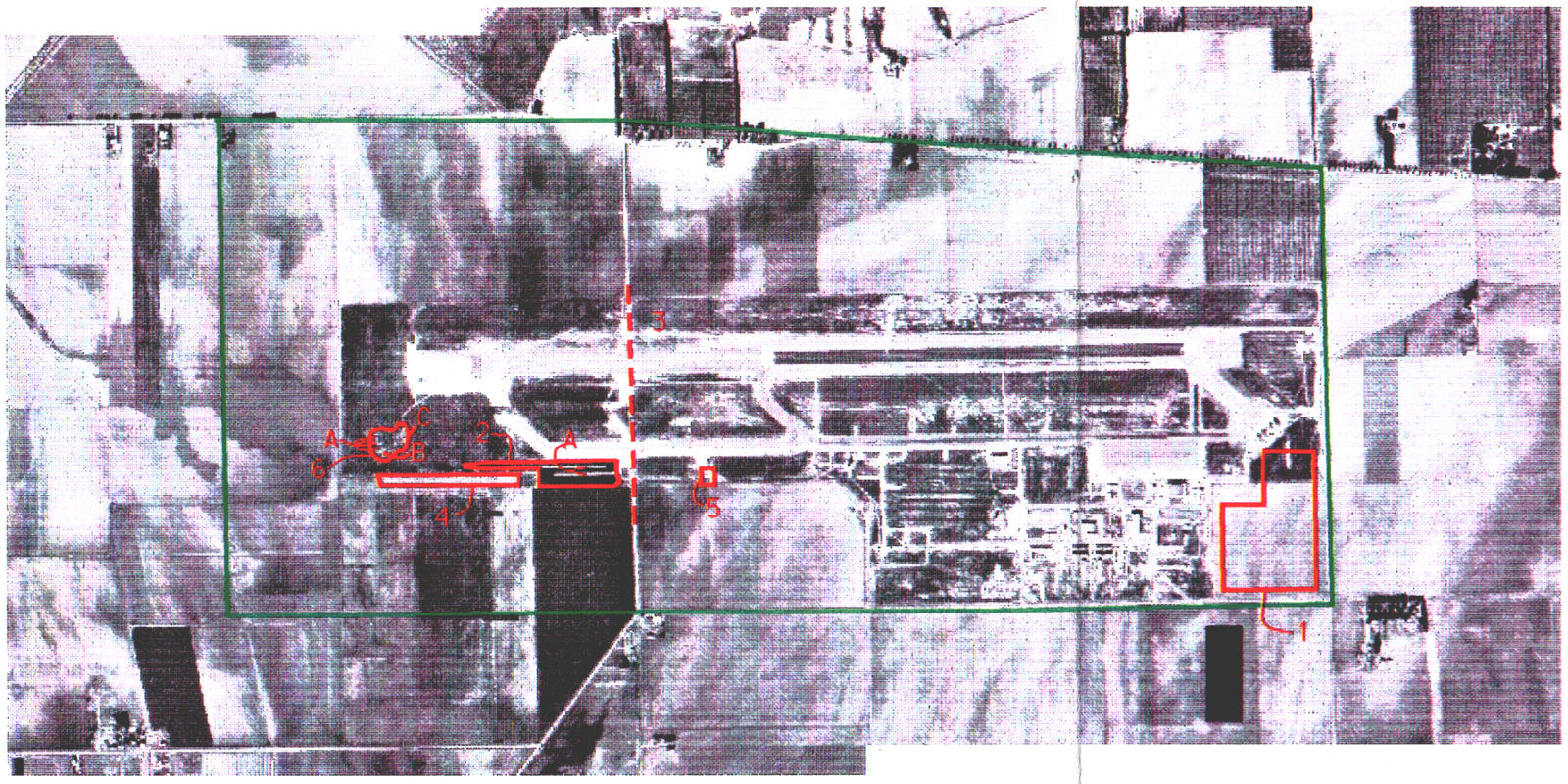
PROJECT DATE: MARCH 1995	DATE OF MAP: 7 OCT 1966
25-MAR-1995 09:03	/n/oew95ab/sh46/map/cam1966.dgn & .clt



M-6

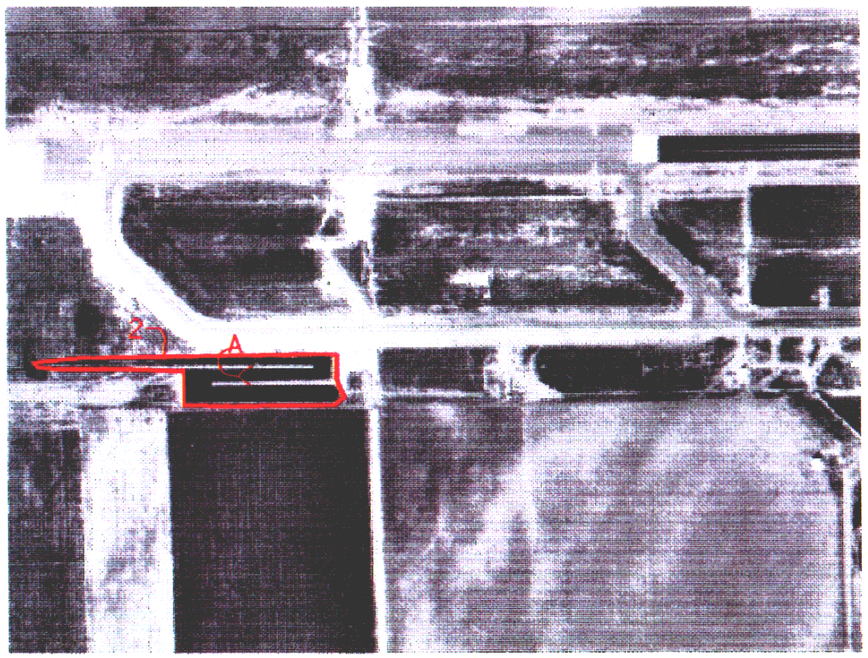
CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS# J09CA012603
AMMUNITION STORAGE AREA

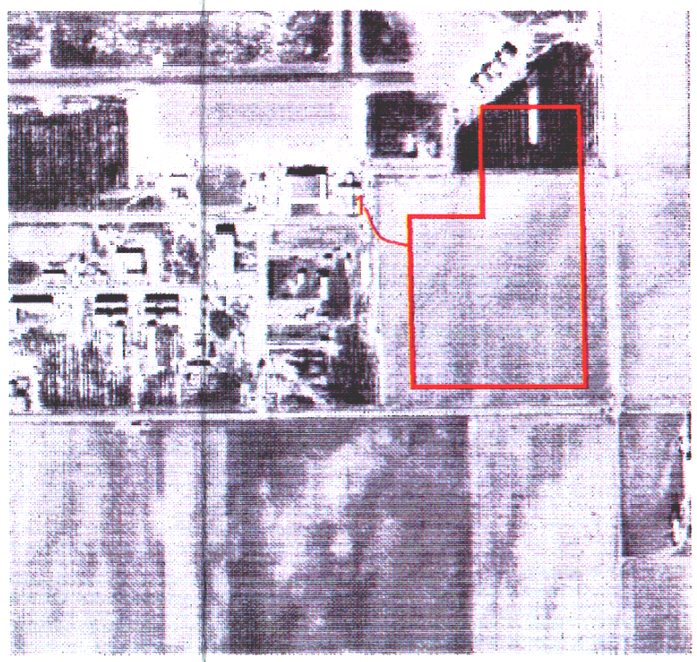
PROJECT DATE: MARCH 1995	DATE OF MAP: 31 OCT 1957
25-MAR-1995 09:06	/n/oew95ab/sh46/map/cam1957.dgn & .cit



FEATURE NUMBER	FEATURE DESCRIPTION
1.	FUTURE LOCATION OF BUNKER AREA SEE MAP M-8.
2.	LARGE RECTANGULAR PARTITIONED PIT, PARTLY FULL OF WATER.
2A.	TWO PARTITIONS (EARTH?).
3.	DRAINAGE STRUCTURE. POSSIBLY RUNS FROM NORTH SIDE OF RUNWAY TO SOUTH SIDE OF TAXIWAY.
4.	LONG LOW FLAT TOP AND STRAIGHT SIDE BERM EXCEPT EAST END WHICH IS TAPERED LIKE A RAMP.
5.	SHALLOW PIT ENCLOSED BY RECTANGULAR BERM.
6.	ROUGH SCARRED AREA. POSSIBLE REFUSE DISPOSAL AREA.
6A.	FOUR SHALLOW TRENCHES AS IF PUSHED UP BY DOZER.
6B.	SHALLOW PIT?
6C.	PILE OF BULK MATERIAL.

NOTE: ON THIS 1953 PHOTOGRAPHY IT APPEARS THE AIRFIELD IS NOT BEING USED. NO AIRPLANES ARE SEEN.





LEGEND:

SITE BOUNDARY

FEATURE LOCATION

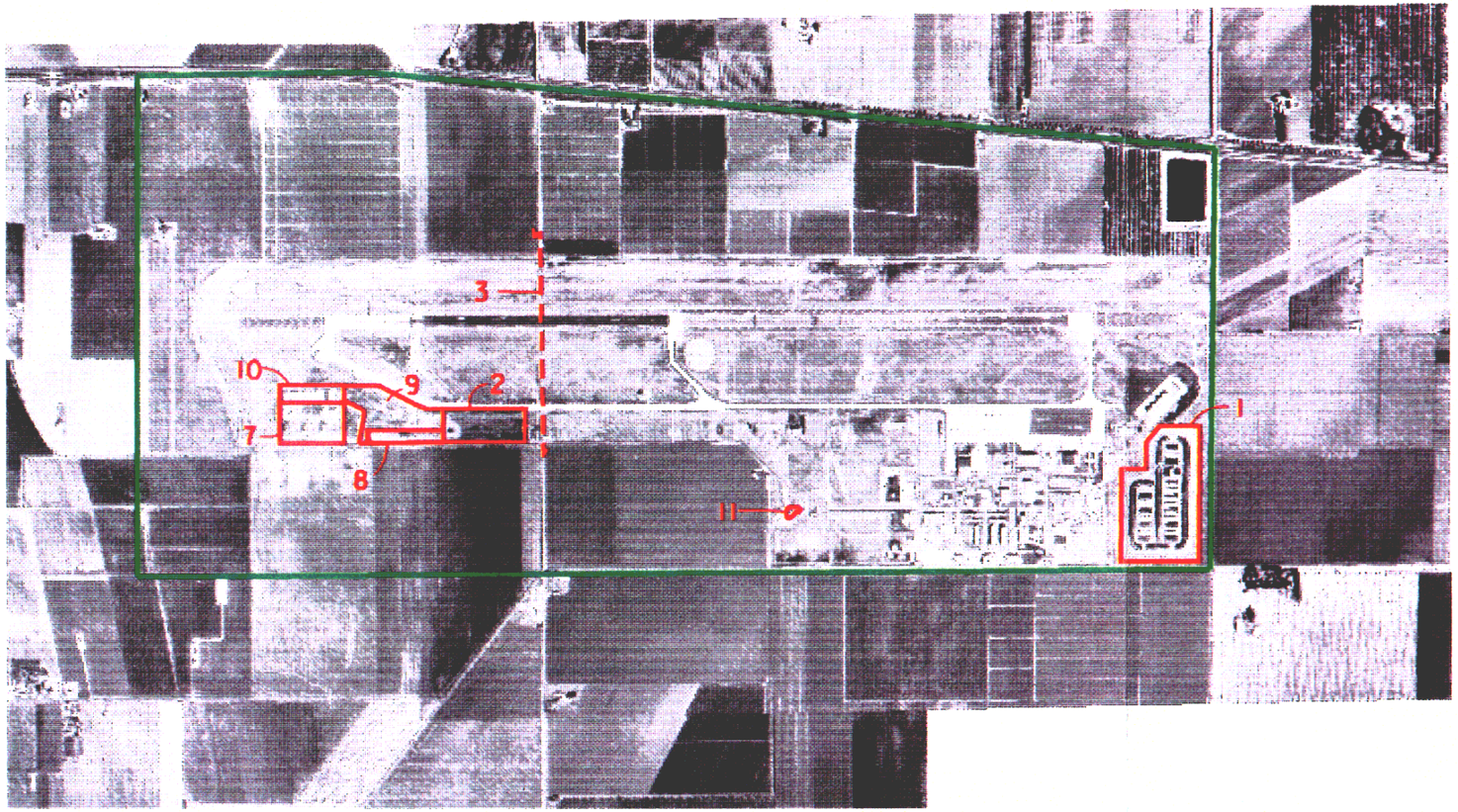
N

NOT TO SCALE

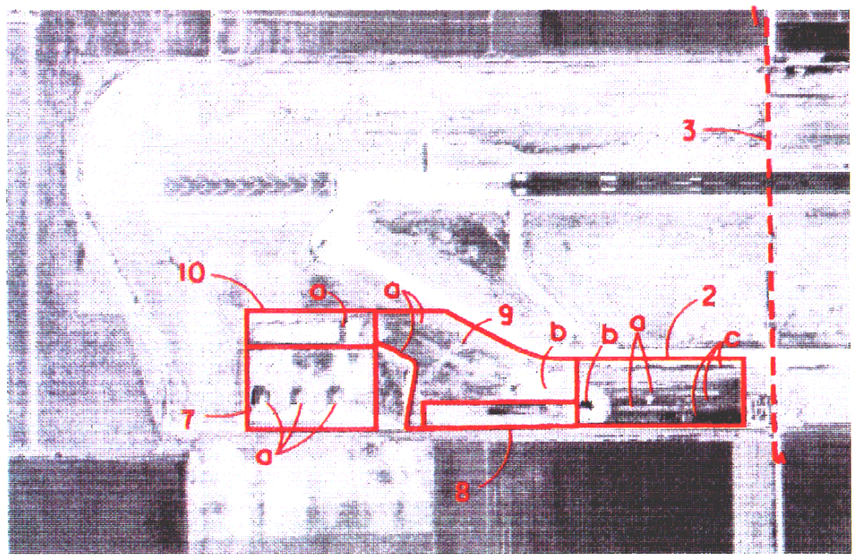
M-7

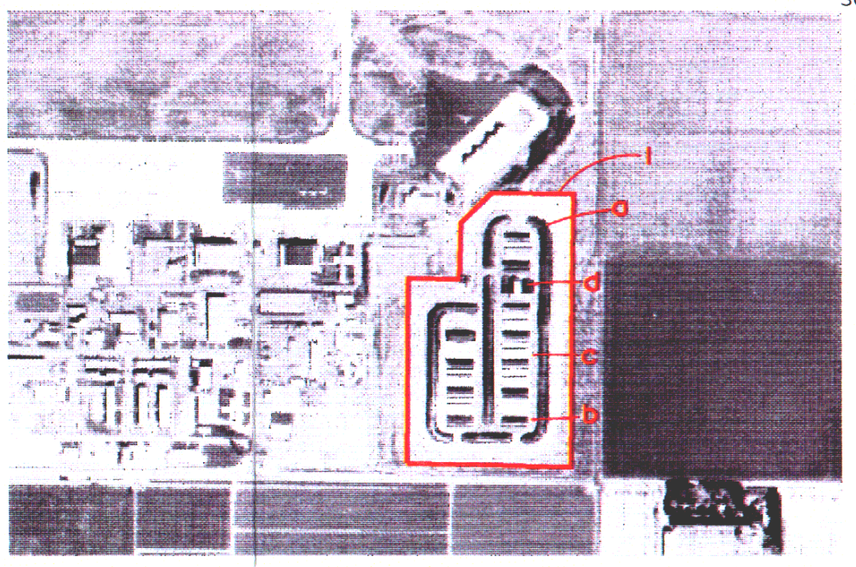
CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS*J09CA012603
AERIAL PHOTO INTERPRETATION
1953 PHOTOGRAPHY

PROJ. DATE: MAR 1995	DATE OF PHOTO: 3 JAN 1953
25-MAR-1995 09:22	n/oew95ab/sh46/photo/camar530.dgn&camar53a.b.c&d.ext



FEATURE NUMBER	FEATURE DESCRIPTION
1.	BUNKER AREA. EIGHT LARGE BUILDINGS IN AREA SURROUNDED AND PARTITIONED BY EXTERIOR BERM SEGMENTS AND WITH AN INTERIOR BERM BETWEEN EACH SET OF ADJACENT BUILDINGS.
1A	EXTERIOR BERM SEGMENT. TOTAL IS FIVE. TONE IS DARK.
1B	INTERIOR BERM. TOTAL IS THIRTEEN. TONE IS DARK. ALL EXCEPT ONE ARE STRAIGHT AT ENDS AS IF SUPPORTED BY ENDWALLS.
1C	BUILDING. TOTAL IS EIGHT. TONE IS LIGHT.
1D	ONE BUILDING AND TWO INTERIOR BERMS.SIZE AND ORIENTATION OF THE BUILDING AND THE BERMS ARE DIFFERENT THAN OTHERS.
2.	LARGE RECTANGULAR PARTITIONED PIT. DRY. FILLED ON WEST END. FILL AT SURFACE IS LIGHT TONE PROBABLY SOIL. SMALL PIT PARTLY FULL OF WATER IN THE FILLED AREA. LARGE PIT PARTLY FILLED AT EAST END. SURFACE OF FILL IS MEDIUM AND DARK TONE WITH ROUGH TEXTURE--POSSIBLY REFUSE OR VEGETATION OR BOTH.
2A.	TWO PARTITIONS. PROBABLY EARTH.
2B.	FILL LIGHT TONE WITH SMALL PIT.
2C.	FILL MEDIUM TO DARK TONE WITH ROUGH TEXTURE.
3	DRAINAGE STRUCTURE. POSSIBLY RUNS FROM NORTH SIDE OF RUNWAY TO SOUTH SIDE OF TAXIWAY.
7.	IGLOO AREA.
7A.	THREE IGLOOS.
8.	GRADED AREA. POSSIBLY FILLED.
9.	DEPRESSION. PARTLY FILLED AT EAST END. FORMED BY SMALL BERMS AT WEST END.
9A.	TWO BERMS.
9B.	PART FILL.
10.	LARGE PARTITIONED SHALLOW PIT.
10A.	ONE PARTITION.
11.	PILE OF OBJECTS/MATERIAL. POSSIBLY SCRAP OR SALVAGE.





NOT TO SCALE

LEGEND:

SITE BOUNDARY

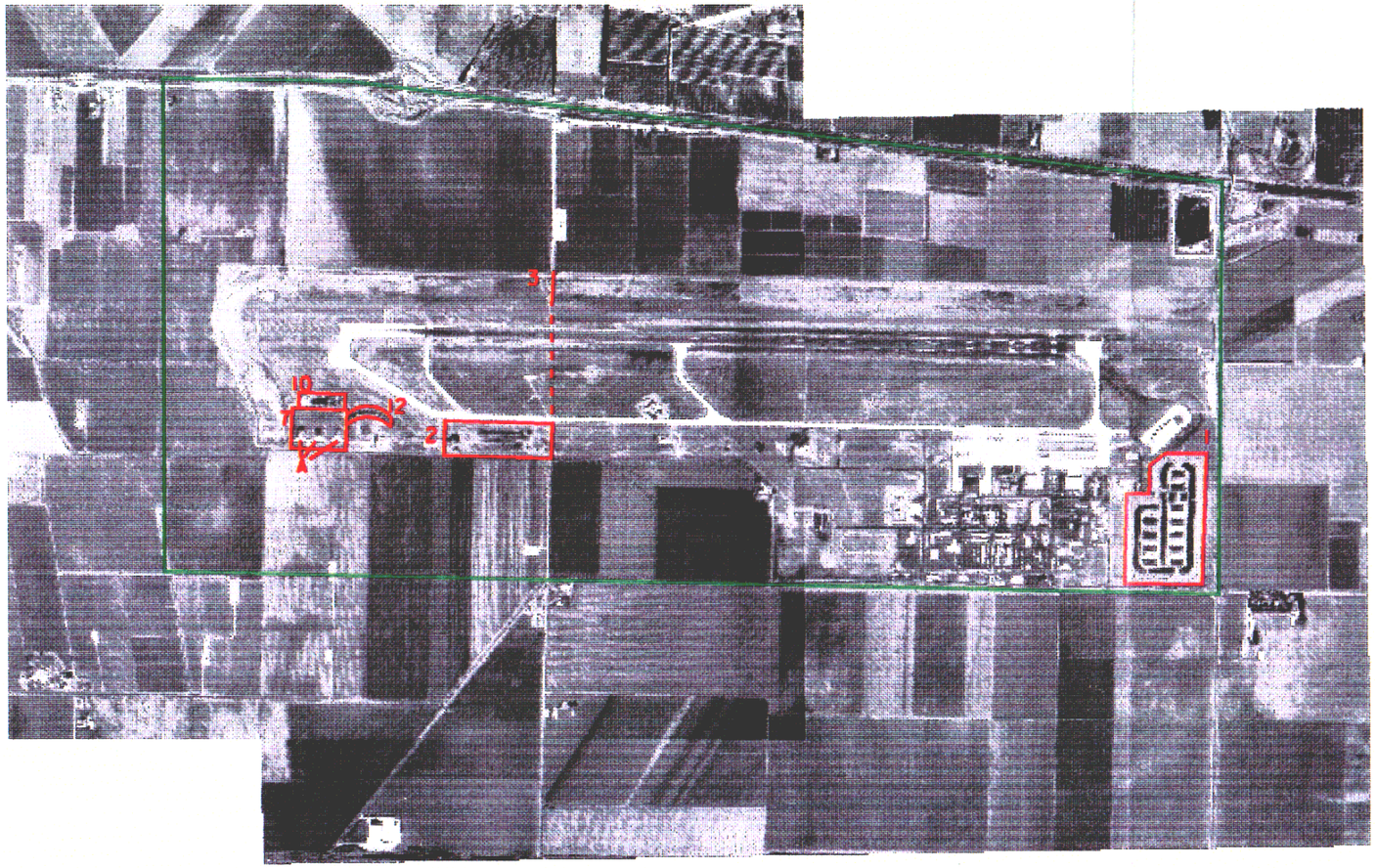
FEATURE LOCATION.

N

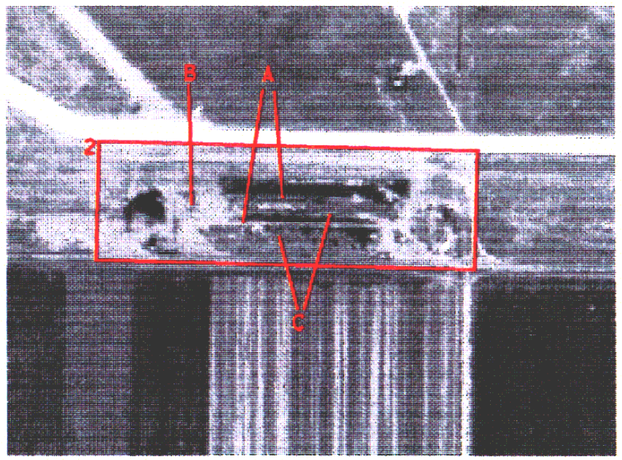
M-8

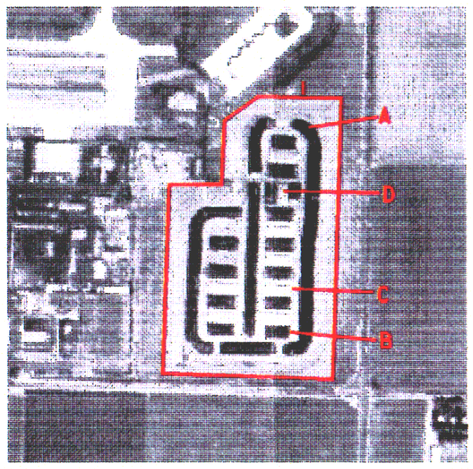
CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS#J09CA012603
AERIAL PHOTO INTERPRETATION
1959 PHOTOGRAPHY

PROJ. DATE: MAR 1995	DATE OF PHOTO: 4 OCT 1959
25-MAR-1995 09:34	n/oew95ab/sh46/photo/camar590.dgn&camar59a.b.c&d.ext



FEATURE NO.	FEATURE DESCRIPTION
1.	BUNKER AREA. EIGHT LARGE BUILDINGS IN AREA SURROUNDED AND PARTITIONED BY EXTERIOR BERM SEGMENTS AND WITH AN INTERIOR BERM BETWEEN EACH SET OF ADJACENT BUILDINGS.
A.	EXTERIOR BERM SEGMENT. TOTAL IS FIVE. TONE IS DARK.
B.	INTERIOR BERM. TOTAL IS THIRTEEN. TONE IS DARK. ALL EXCEPT ONE IS STRAIGHT AT ENDS AS IF SUPPORTED BY ENDWALLS.
C.	BUILDING. TOTAL IS EIGHT. TONE IS LIGHT.
D.	ONE BUILDING AND TWO INTERIOR BERMS. SIZE AND ORIENTATION OF BUILDING AND BERMS ARE DIFFERENT THAN OTHERS.
2.	LARGE RECTANGULAR PARTITIONED PIT. DRY. PIT FILLED ON WEST END - SIGNIFICANTLY MORE FILL THAN SEEN ON 1959 PHOTOGRAPHY (MAP M-8). FILL AT SURFACE IS LIGHT TONE, PROBABLY SOIL. REMAINDER OF THE LARGE PIT, MAINLY SOUTH SIDE, IS PARTLY FILLED WITH MEDIUM TO DARK TONE, ROUGH TEXTURE MATERIAL - PROBABLY MOST IS REFUSE WITH SOME VEGETATION.
A.	TWO PARTITIONS, PROBABLY EARTH.
B.	FILL LIGHT TONE.
C.	FILL MEDIUM TO DARK TONE.
3.	DRAINAGE STRUCTURE. POSSIBLY RUNS FROM NORTH SIDE OF RUNWAY TO SOUTH SIDE OF TAXIWAY.
7.	IGLOO AREA.
A.	THREE IGLOOS.
10.	PIT PARTLY FILLED WITH WATER AND SEDIMENT. SIGNIFICANTLY SMALLER (FILLED IN) THAN ON 1959 PHOTOGRAPHY.
12	STRAIGHT BERM WITH WINGS AT END SO THAT WHOLE BERM IS CONCAVE TO SOUTH. SMALL STRUCTURES ABOUT 100 YARDS SOUTH OF THE STRAIGHT SECTION. POSSIBLY A SMALL ARMS OR TEST FIRING RANGE.





LEGEND

SITE BOUNDARY

FEATURE LOCATION

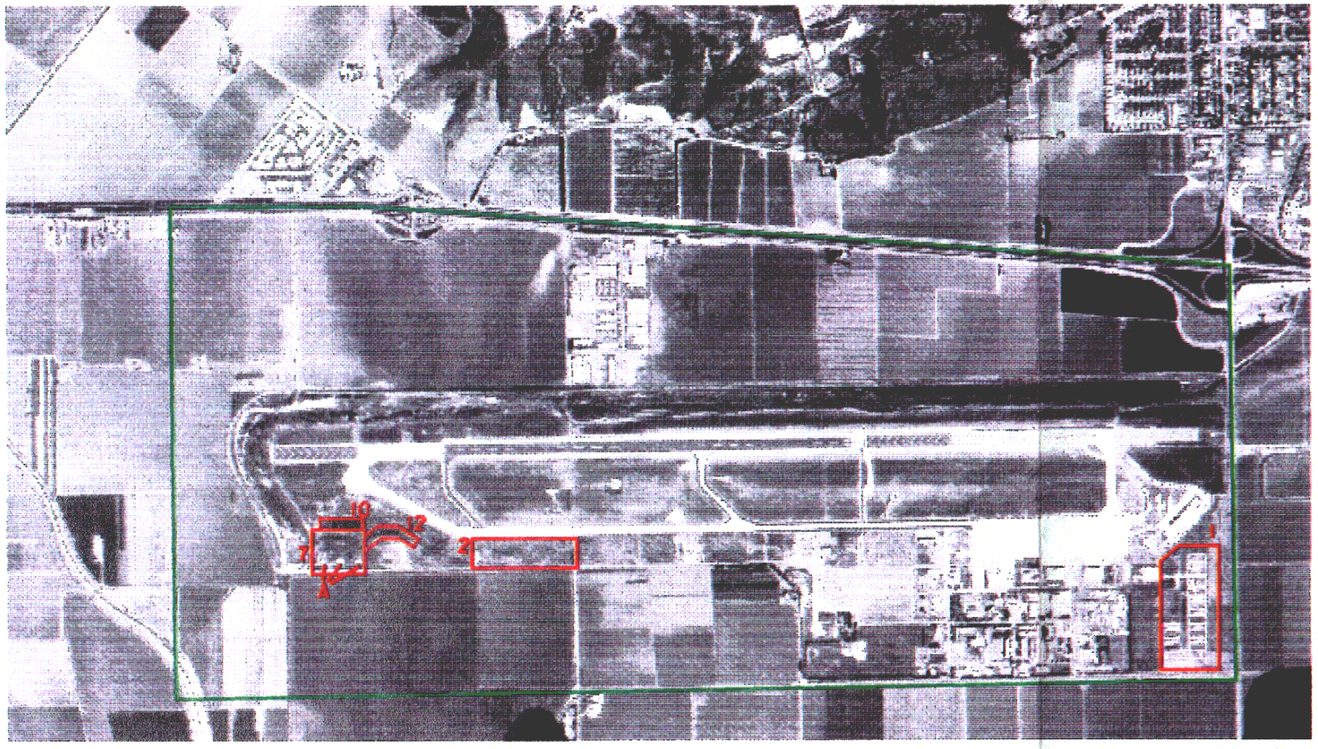
N

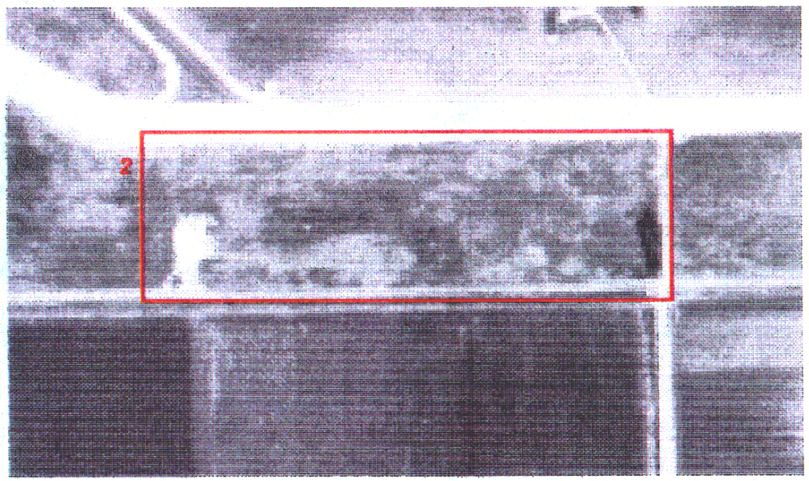
NOT TO SCALE

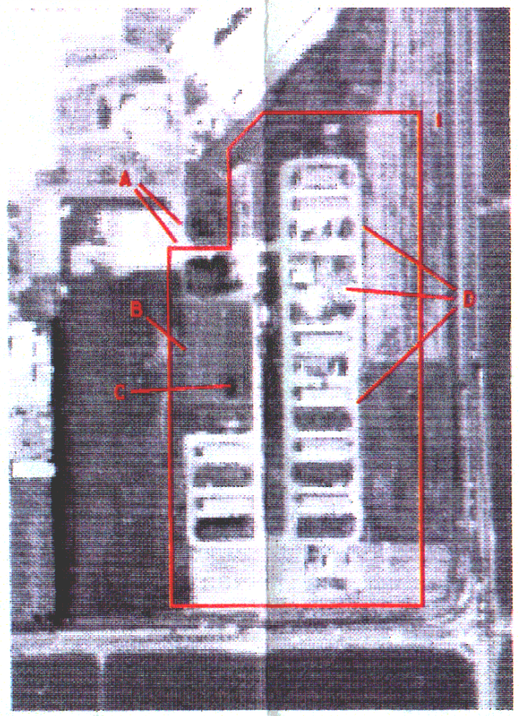
M-9

CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS* J09CA012603
AERIAL PHOTO INTERPRETATION
1965 PHOTOGRAPHY

PROJ. DATE: MAR 1995	DATE OF PHOTO: 20 SEPT 1965
25-MAR-1995 09:40	'N/OEW95AB/SH46/PHOTO/CAMAR650.DGN,CAMAR65A,B,C&D.EXT







FEATURE NO.	FEATURE DESCRIPTION
1.	BUNKER AREA. EIGHT BUILDINGS AND REMAINS OF INTERIOR BERMS THAT WERE SEEN ON 1959 AND 1965 PHOTOGRAPHY (MAPS M-8 AND M-9). ALL EARTH HAS BEEN REMOVED AT SOME BERMS LEAVING ONLY END WALLS. EARTH REMAINS AT SOME EXTERIOR BERM SEGMENTS SEEN ON AFOREMENTIONED PHOTOGRAPHY HAVE BEEN COMPLETELY REMOVED. A SHALLOW EXCAVATION, A TRENCH AND TWO SHALLOW PITS, ALL EMPTY, ARE SEEN IN THE VICINITY. OBJECTS (BOXES?) ARE SEEN AT LOCATIONS OF THREE REMOVED INTERIOR BERMS. POSSIBLY OPEN STORAGE AREAS.
A.	TWO SHALLOW PITS EMPTY.
B.	LARGE SHALLOW EXCAVATION, EMPTY.
C.	TRENCH, EMPTY.
D.	OBJECTS AT FORMER INTERIOR BERM LOCATIONS.
2.	SITE OF FORMER LARGE RECTANGULAR PIT. THE PIT IS COMPLETELY FILLED. GROUND SURFACE IS ROUGH.
7.	IGLOO AREA.
A.	THREE IGLOOS. NORTHERNMOST ONE PARTLY DEMOLISHED.
10.	PIT PARTLY FILLED WITH WATER AND SEDIMENT AND WITH VEGETATION.
12.	STRAIGHT BERM WITH WINGS AT END SO IS CONCAVE TOWARD SOUTH. STRUCTURE ABOUT 100 YARDS SOUTH OF STRAIGHT SECTION. POSSIBLY A SMALL ARMS OR TEST FIRING RANGE.

LEGEND

SITE BOUNDARY

FEATURE LOCATION

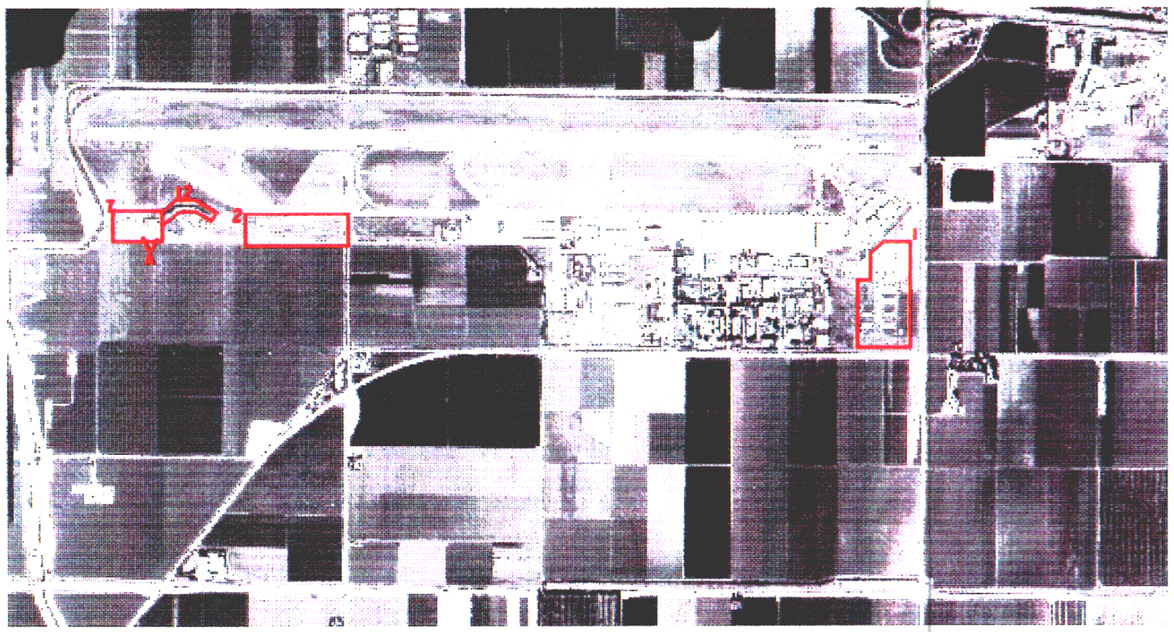
N

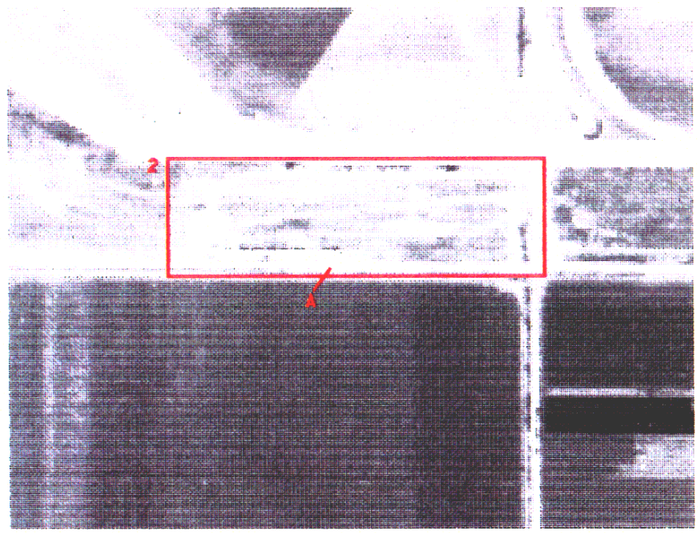
NOT TO SCALE

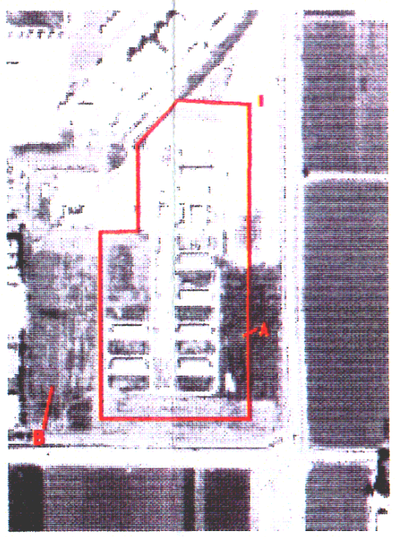
M-10

CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS* J09CA012603
AERIAL PHOTO INTERPRETATION
1981 PHOTOGRAPHY

PROJ. DATE: MAR 1995	DATE OF PHOTO: 15 JUN 1981
25-MAR-1995 09:43	/N/OEW95AB/SH46/PHOTO/CAMARB10.DGN8..EXT,CAMARB11.EXT,CAMARB12.EXT







FEATURE NO.	FEATURE DESCRIPTION
1.	BUNKER AREA. EIGHT BUILDINGS AND ENDWALLS OF FORMER INTERIOR BERMS. ROUGH GROUND AT BOTH EAST AND WEST SIDES OF THE AREA.
A.	VERY ROUGH GROUND.
B.	ROUGH GROUND WITH TRENCH SCARS.
2.	SITE OF FORMER LARGE RECTANGULAR PIT. ROW OF OBJECTS AT SOUTH SIDE OF AREA. POSSIBLY STEEL TANKS.
A.	ROW OF OBJECTS.
7.	IGLOO AREA.
A.	TWO IGLOOS.
12.	STRAIGHT BERM WITH WINGS AT END SO IS CONCAVE SOUTH. AREA SOUTH IS DIVIDED BY BERMS (WALLS?) INTO TWO SEGMENTS EACH PERPENDICULAR TO A WING WALL. POSSIBLY A SMALL ARMS RANGE.

LEGEND

SITE BOUNDARY

FEATURE LOCATION

N

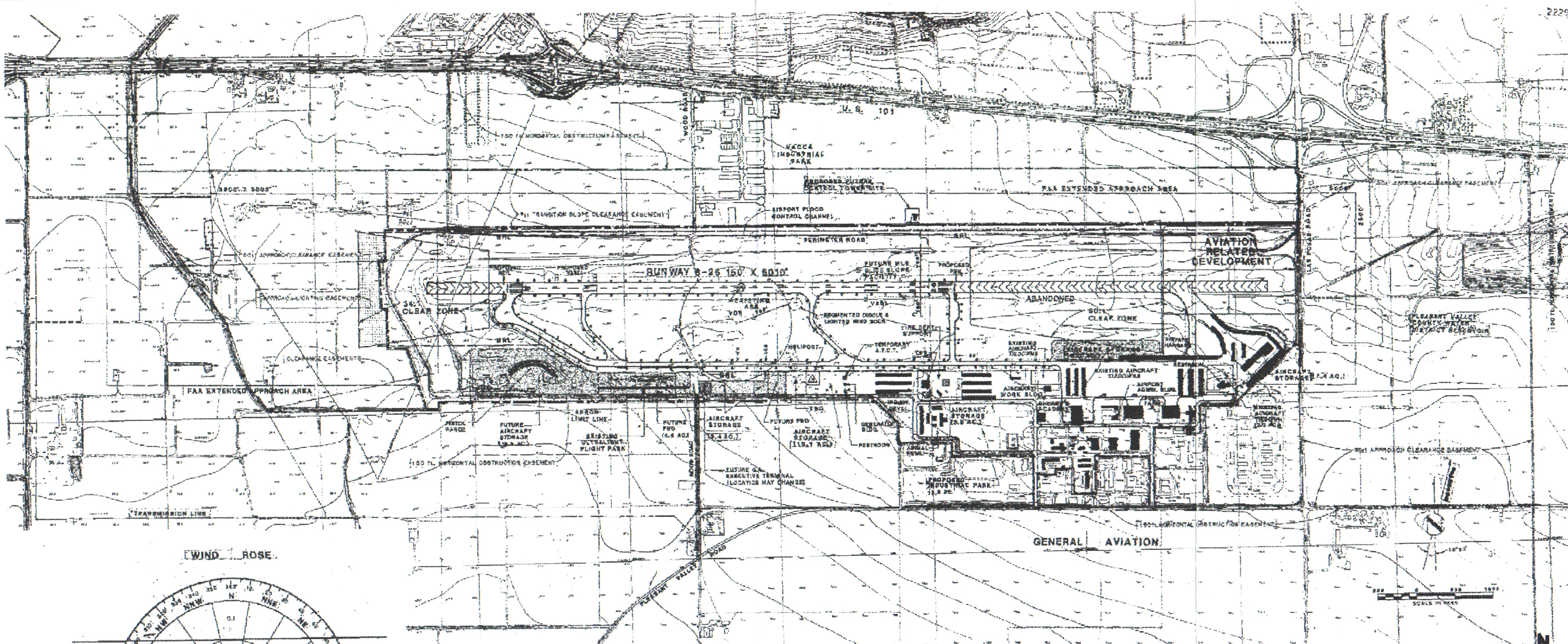
NOT TO SCALE

M-11

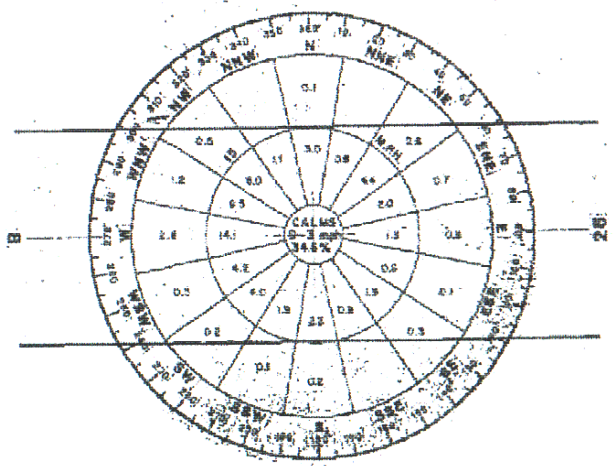
CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS# J09CA012603
AERIAL PHOTO INTERPRETATION
1994 PHOTOGRAPHY

PROJ. DATE: MAR 1995 | DATE OF PHOTO: 30 NOV 1994

25-MAR-1995 09:47 | /N/OEW95AB/SH46/PHOTO/CAMAR940.DGN$.EXT,CAMAR941.EXT,CAMAR942.EXT



WIND ROSE



SURFACE WIND VELOCITY FROM [illegible]
PORT HUENEME, CALIFORNIA

NOTES: 8/26 RUNWAY HEADING
EASTERLY MAGNETIC VARIATION
RUNWAY 8/26 PROVIDES 99% TOTAL WIND COVERAGE WITH A CROSSWIND COMPONENT NOT EXCEEDING 15 mph

CALMS	34.6%
3-15 mph	58.0%
OVER 15 mph	7.4%

RUNWAY DATA TABLE

ITEM	RUNWAY 8-26 EXISTING		RUNWAY 8-26 ULTIMATE	
RUNWAY LENGTH/WIDTH	[illegible]		[illegible]	
EFFECTIVE GRADIENT %	[illegible]		SAME	
% WIND COVERAGE	15 mph		99% COVERAGE	
PAVEMENT STRENGTH (000 lbs.)	[illegible]		SAME	
LIGHTING (TYPE)	MIRL		MIRL	
MARKING	VIS		PI	
RUNWAY END	8	26	8	26
APPROACH AIDS				
VISUAL AIDS		VASI	[illegible]	[illegible]
TYPE APPROACH		NPI	NPI	PI
APPROACH SLOPES	34:1	50:1	34:1	50:1

AIRPORT DATA TABLE

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION	75'	SAME
AIRPORT REFERENCE POINT LATITUDE	34° 12'49"N	
AIRPORT REFERENCE POINT LONGITUDE	119° 05'55"W	
[illegible]	72° F	SAME
AIRPORT & TERMINAL NAVIGATIONAL AIDS	VOR	VOR MLS
AIRPORT CATEGORY	GENERAL UTILITY	BASIC TRANSPORT

LEGEND

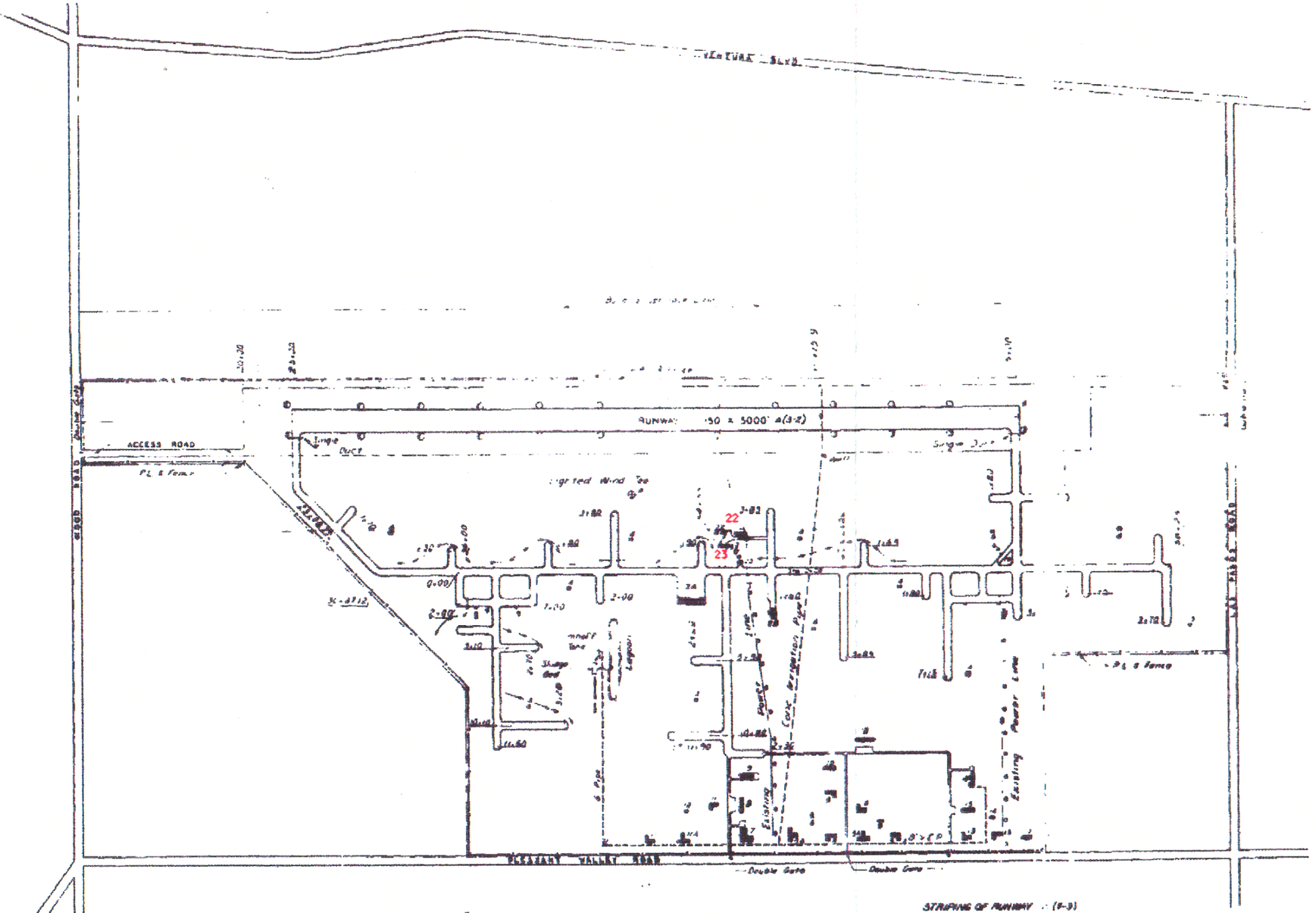
EXISTING	ULTIMATE	ITEM
		AVIATION EASEMENT
		BUILDING RESTRICTION LINE (BRL)
		GROUND CONTOURS
		AIRPORT PROPERTY LINE
		THRESHOLD LIGHTS
		AIRFIELD PAVING
		CLEAR ZONE
		PROPOSED ACQUISITION
		AIRCRAFT PARKING
		BUILDINGS
		VEHICLE PAVEMENT
		FENCE
		MED. INTENSITY TAXIWAY LIGHTS

M-12

CAMARILLO AIRFIELD (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS# J09CA012603
CURRENT CONDITIONS

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: 5 JUNE 1989
25-MAR-1995 09:09	/n/oew95ab/sh46/map/cam1989.dgn & .cit



BUILDING SCHEDULE

ORDER NO.	BLDG NO.	TYPE	DESIGNATION	SIZE	PLAN NO.	UNIT
BLE	1	08-A-T	OPERATION BLDG	40X100	700-5000	1
QUANTITY	2	08-B	UTILITY SHOP	25X60	870/727	1
AUTH'D	3		CREW SHED	16X12	582/170	1
	4		CREW SHED	16X20	582/170	12
	5	PRE FAB.	BARRACKS (L SHAPED)	20X80	601/158	6
	6A	PRE FAB	BARRACKS (T SHAPED)	20X40	601/158	6
	6	L.B.T.	LAVATORY	20X30	700-5000	2
	7	M.P.T.	MESS, OFFICER & EM	20X32	852/170	1
QUE	8	PREFAB	ADMINISTRATION	20X90	851/58	1
QUANTITY	9	PREFAB	SUPPLY BLDG	20X60	551/53	1
AUTH'D	10	PREFAB	RECREATION BLDG.	20X40	551/53	1
	11	PREFAB	OFFICERS QTRS (L SHAPED)	20X40	551/53	6
	11A	PREFAB	OFFICERS QTR'S (T SHAPED)	20X40	551/53	1
	12	L.B.T.	LAVATORY	20X20	700-5000	1
	13	PREFAB	BARRACKS (COL.) (L SHAPE)	20X40	551/56	6
	14	L.E.T.	LAVATORY (COL.)	20X32	700-5000	1
	15	PREFAB	MESS & SUPPLY (COL.)	20X80	551/58	1
	16	M.E.T.	MESS E.M. (COL.)	40X60	700-5000	1
	17	PREFAB	RECREATION (COL.)	20X72	551/53	1
	18	GPO	DISPENSARY	25X104	700-5000	1
QUE	19		GASOLINE FUELING SYSTEM-6 TANKS-25,000 GAL EACH			
AUTH'D	20	FOR	1000 GAL. OIL STGE TANK WITH PUMP SHELTER			
	21	ST'D	SUMP PUMP HOUSE	8X16	564/10.9	1
	22	08-B-T	ARMAMENT BUILDING	20X100	700-5000	1
	23	A-8	LINK TRAINER BLDG	20X36	5000-760	1
	24		MAINTENANCE HANGAR	36X104	P-48 1409	1
	25	T.S.B.T.	CRASH TRUCK STATION	28X56	700-5000	1

N

LEGEND

- RUNWAY & TAXIWAYS
- REVETMENTS
- BUILDINGS CONSTRUCTED OR AUTHORIZED
- FUTURE BUILDINGS
- FENCE
- CULVERTS OR DITCHES

NIGHT LIGHTING SYSTEM (SEMI PERMANENT)

- RUNWAY MARKER LIGHTS, YELLOW & GREEN
- RUNWAY MARKER LIGHTS, YELLOW & CLEAR
- RUNWAY MARKER LIGHTS, CLEAR LENSE

MILITARY CONSTRUCTION

OXNARD FLIGHT STRIP

OXNARD, CALIFORNIA

GENERAL LAYOUT PLAN

SCALE: 1 IN = 400 FT | IN | SHEETS | SHEET NO.

GRAPHIC SCALE 400 0 400 800 FEET

DATUM IS MEAN SEA LEVEL

U. S. ENGINEER OFFICE, LOS ANGELES, CALIF. MARCH 1943

PREPARED UNDER THE DIRECTION OF COL. RUFUS W. PUTNAM DISTRICT ENGINEER

PROJECT NO.	DRAWN	TRACED	CHECKED	RECOMMENDED
9452	M.L.R.	M.L.R.	J.M.M. S.D.S.	DATE

40

NOT TO SCALE

M-13

CAMARILLO AIRPORT (OXNARD AFB)
CAMARILLO, CALIFORNIA
VENTURA COUNTY
DERP-FUDS* J09CA012603
HISTORICAL MAP - 1943

PROJECT DATE: MARCH 1995	DATE OF MAP: MARCH 1943
25-MAR-1995 09:14	/n/oew95ab/sh46/map/camhis43.dgn & .cit

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDICES

A. REFERENCES

B. ACRONYMS

C. REPORTS/STUDIES/LETTERS/MEMORANDUMS

D. HISTORICAL PHOTOGRAPHS -- NOT USED

E. INTERVIEWS

F. NEWSPAPERS/JOURNALS

G. PRESENT SITE PHOTOGRAPHS

H. HISTORICAL MAPS/DRAWINGS -- NOT USED

I. RISK ASSESSMENT CODE PROCEDURE FORMS

J. REPORT DISTRIBUTION LIST

K. ARCHIVE ADDRESSES

APPENDIX A

REFERENCES

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX A -- REFERENCES

A1. INPR REFERENCES

U.S. Army Corps of Engineers, Los Angeles District
1991 Original, Inventory Project Report, Defense Environmental Restoration Program, Formerly Used Defense Sites, Findings and Determination of Eligibility, Camarillo Airport, Camarillo, CA, Site No. J09CA012600 (INPR).

U.S. Army Corps of Engineers, Los Angeles District
1994 Supplemental, Inventory Project Report, Defense Environmental Restoration Program, Formerly Used Defense Sites, Findings and Determination of Eligibility, Camarillo Airport, Camarillo, CA, Project No. J09CA012603 (INPR).

A2. REFERENCES

Air Defense Command
1960 Building List and As-Built Drawings, Oxnard Air Force Base, Oxnard, CA, dated February 9, Files of Mr. John J. Brusca, Airport Projects Coordinator, Camarillo Airport, Camarillo, CA.

Alford, Robert P., War Assets Administration
1946 WAA form 1319, Reclassification and Building List, Oxnard Flight Strip, Oxnard, CA, dated January 13, Record Group 270, Series: Real Property Disposal Case Files, Box: 107, Folder: Oxnard Flight Strip, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

Barrow, Martin, War Assets Administration
1948 Letter to Office of Real Property Disposal, Washington D. C., Granting entry to U. S. Navy, Oxnard Flight Strip, Oxnard, CA, dated June 30, Record Group 270, Series: Real Property Disposal Case Files, Box: 107, Folder: Oxnard Flight Strip, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

Chennault, John S., Colonel, U. S. Army Air Corps

1944 History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated April, Box 289.29-150 to 289.36-2, Volume 289.36-2, USAF Historical Research Center, Maxwell AFB, AL.

General Services Administration

1971a Appraisal of Oxnard Air Force Base, Camarillo, CA, dated July, Record Group 291, Series: GSA Property Disposal Files, Accession # 291-81-0005, Box: 2 of 17, Folder: Camarillo, CA D-Calif-410-B, National Archives and Records Administration, Washington National Records Center, Suitland, MD.

General Services Administration

1971b Draft: Environmental Statement For The Disposal Of Oxnard Air Force Base, Ventura County, California, dated July, Online Services, OCLC, St. Louis Public Library, CASU Branch, St. Louis, MO.

Roed, Edward E., 1st Lieutenant, U. S. Army Air Corps

1943 History of the Santa Maria Army Airbase, Santa Maria, California, dated 1 June 1942 - 31 December 1943, Box 288.41952 to 288.43-1, Volume 288.43-1 v.1, USAF Historical Research Center, Maxwell AFB, AL.

U. S. Army Corps of Engineers, Los Angeles District

1945? Building List from the Map of Oxnard Flight Strip, Oxnard, CA, Record Group 270, Series: Real Property Disposal Case Files, Box: 107, Folder: Oxnard Flight Strip, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

U. S. Army Corps of Engineers, Los Angeles District

1960 Building List from the Map of Oxnard Air Force Base, Oxnard, CA, dated February 9, Record Group 270, Series: Real Property Disposal Case Files, Box: 106, Folder: Oxnard Air Force Base, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

Ventura County Department of Airports

1986 Final Environmental Impact Report on the Camarillo Airport Master Plan, Camarillo, CA, dated June, Decimal # R979.492ENV, Oxnard Public Library, Oxnard, CA.

White, David

198? *Camarillo Then and Now*, pages 44 and 45, published n. a., date n. d., Bancroft Library, University of California, Berkeley, CA.

354th Fighter-Interceptor Squadron

1953 History of the 354th Fighter-Interceptor Squadron, Oxnard Air Force Base, CA, dated January 1 to June 30, Box K-SQ-FI-330-HI to K-SQ-FI-354-HI, Volume: K-SQ-FI-354-HI Jan.-Jun. 1963, USAF Historical Research Center, Maxwell AFB, AL.

414th Fighter Group

1962 History of the 414th Fighter Group, Oxnard Air Force Base, CA, dated September 30, Box K-GP-414-HI, Volume: K-GP-414-HI Jan.-Sep. 1963, USAF Historical Research Center, Maxwell AFB, AL.

414th Fighter Group

1963a History of the 414th Fighter Group, Oxnard Air Force Base, CA, dated September 30, Box K-GP-414-HI, Volume: K-GP-414-HI Jan.-Sep. 1963, USAF Historical Research Center, Maxwell AFB, AL.

414th Fighter Group

1964a,b,c History of the 414th Fighter Group, Oxnard Air Force Base, CA, dated (a.) March 31, (b.) June 30, (c.) September 30, Box K-GP-414-HI, Volume: K-GP-414-HI Jan.-Sep. 1953, USAF Historical Research Center, Maxwell AFB, AL.

414th Fighter Group, Public Affairs

1969 History of the 414th Fighter Group, Oxnard Air Force Base, CA, *Vapor Tales*, dated Tuesday, November 4, Box K-GP-414-HI, Volume: K-GP-414-HI Oct..-Dec. 1969, USAF Historical Research Center, Maxwell AFB, AL.

414th Materiel Squadron

1960a, b, c History of the 414th Materiel Squadron, Oxnard Air Force Base, CA, dated (a.) June 30, (b.) September 30, (c.) December 31, Box K-SQ-SV-380-HI to K-SQ-SV-420-HI, Volume: K-SQ-SV-414-HI, USAF Historical Research Center, Maxwell AFB, AL.

414th Materiel Squadron

1961a, b History of the 414th Materiel Squadron, Oxnard Air Force Base, CA, dated (a.) June 30, (b.) September 30, Box K-SQ-SV-380-HI to K-SQ-SV-420-HI, Volume: K-SQ-SV-414-HI, USAF Historical Research Center, Maxwell AFB, AL.

414th Materiel Squadron

1962a History of the 414th Materiel Squadron, Oxnard Air Force Base, CA, dated March 31, Box K-SQ-SV-380-HI to K-SQ-SV-420-HI, Volume: K-SQ-SV-414-HI, USAF Historical Research Center, Maxwell AFB, AL.

441st Air Base Unit

1945b History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated April, Box 289.36-8 to 289.36-11, Volume 289.36-9, USAF Historical Research Center, Maxwell AFB, AL.

A3. REFERENCES FOR GEOLOGY AND SOILS

Hunt, Charles B.

1967 *Physiography of the United States*. W.H. Freeman and Company.

Soil Conservation Service

1969 *Soil Conservation Service, Report and General Soil Map of Los Angeles County, California.* US Department of Agriculture, Lancaster California.

Thornbury, William D.

1965 *Regional Geomorphology of the United States.* Department of Geology, Indiana University, John Wiley & Sons, Inc., New York.

APPENDIX B

ACRONYMS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX B -- ACRONYMS

ASR	Archive Search Report
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CEHND	Corps of Engineers, Huntsville Division
CEMP	Corps of Engineers, Directorate of Military Programs
CEMRD	Corps of Engineers, Missouri River Division
CESPD	Corps of Engineers, South Pacific Division
CON/HTW	Containerized/Hazardous and Toxic Waste
CWM	Chemical Warfare Material
DERA	Defense Environmental Restoration Account
DERP	Defense Environmental Restoration Program
DOD	Department of Defense
EPA	Environmental Protection Agency
ERDA	Environmental Restoration Defense Account
FUDS	Formerly Used Defense Sites
FWS	U. S. Fish and Wildlife
HE	High Explosive
HTW	Hazardous and Toxic Waste
INPR	Inventory Project Report
MCP/MCX	Mandatory Center of Expertise
NCP	National Contingency Plan
NGVD	National Geodetic Vertical Datum
OEW	Ordnance and Explosive Waste
QASAS	Quality Assurance Specialist-Ammunition Surveillance
RAC	Risk Assessment Code
RD/RA	Remedial Design and Remedial Action
SARA	Superfund Amendments and Reauthorization Act
USACE	U.S Army Corps of Engineers
USAEDH	U.S. Army Engineer Division, Huntsville, AL
USC	U.S. Code
USGS	U.S. Geological Survey
UXO	Unexploded Ordnance

APPENDIX C

REPORTS, STUDIES, LETTERS, MEMORANDUMS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX C

REPORTS/STUDIES/LETTERS/MEMORANDUMS

C1. Original Inventory Project Report, Defense Environmental Restoration Program for Formerly Used Defense Sites, Findings and Determination of Eligibility, Camarillo Airport, Camarillo, CA, Site No. J09CA012600 (INPR).

C2. Supplemental Inventory Project Report, Defense Environmental Restoration Program, Formerly Used Defense Sites, Findings and Determination of Eligibility, Camarillo Airport, Camarillo, CA, Project No. JO9CA012603 (INPR).

C3. Alford, Robert P., War Assets Administration, 1946, WAA form 1319, Reclassification and Building List, Oxnard Flight Strip, Oxnard, CA.

C4. Barrow, Martin, War Assets Administration, 1948, Letter to Office of Real Property Disposal, Washington D. C., Granting entry to U. S. Navy, Oxnard Flight Strip, Oxnard, CA.

C5. Chennault, John S., Colonel, U. S. Army Air Corps, 1944, History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA.,

C6. General Services Administration, 1971a, Appraisal of Oxnard Air Force Base, Camarillo, CA.

C7. General Services Administration, 1971b, Draft: Environmental Statement For The Disposal Of Oxnard Air Force Base, Ventura County, California.

C8. Roed, Edward E., 1st Lieutenant, U. S. Army Air Corps, 1943, History of the Santa Maria Army Airbase, Santa Maria, California.

C9. Ventura County Department of Airports, 1986, Final Environmental Inpact Report on the Camarillo Airport Master Plan, Camarillo, CA.

C10. White, David, 198?, *Camarillo Then and Now*, pages 44 and 45, published n. a., date n. d., Bancroft Library, University of California, Berkeley, CA.

C11. 354th Fighter-Interceptor Squadron, 1953, History of the 354th Fighter-Interceptor Squadron, Oxnard Air Force Base, CA.

C12. 414th Fighter Group, 1962, History of the 414th Fighter Group, Oxnard Air Force Base, CA.

C13. 414th Fighter Group, 1963a, History of the 414th Fighter Group, Oxnard Air Force Base, CA.

C14. 414th Fighter Group, 1964a,b,c, History of the 414th Fighter Group, Oxnard Air Force Base, CA.

C15. 414th Fighter Group, Public Affairs, 1969, History of the 414th Fighter Group, Oxnard Air Force Base, CA.

C16. 414th Materiel Squadron, 1960a, b, c, History of the 414th Materiel Squadron, Oxnard Air Force Base, CA.

C17. 414th Materiel Squadron, 1961a, b, History of the 414th Materiel Squadron, Oxnard Air Force Base, CA.

C18. 414th Materiel Squadron, 1962a, History of the 414th Materiel Squadron, Oxnard Air Force Base, CA.

C19. 441st Air Base Unit, 1945b, History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA.

C20. SAFETY PLAN

C21. SITE VISIT

C22. File Documents References List

APPENDIX C-1

Original Inventory Project Report
Defense Environmental Restoration Program
Formerly Used Defense Sites
Findings and Determination of Eligibility
Camarillo Airport, Camarillo, CA
Site No. J09CA012600

DEPARTMENT OF THE ARMY
HUNTSVILLE DIVISION, CORPS OF ENGINEERS
P.O. BOX 1600
HUNTSVILLE, ALABAMA 35807-4301

REPLY TO
ATTENTION OF

CEHND-PM-OT (415-10f) 2 January 1992

MEMORANDUM FOR Commander, U.S. Army Engineer Division, South Pacific, ATTN: CESPD-ED-MH, 630 Sansome Street, Room 720, San Francisco, CA 94111-2206

SUBJECT: DERP-FUDS Inventory Project Report (INPR) for Site No. J09CA012600, Camarillo Airport (Former Oxnard Air Force Base), Camarillo, Ventura County, CA

1. Reference memorandum, CESPD-ED-MH, 5 June 1991, SAB (encl).

2. The subject INPR did not address the potential for ordnance and explosive waste (OEW) contamination. From 1951 to 1969, the site was used as a military fighter installation with all appropriate support facilities. The support facilities would have included ordnance storage. Land burial was one of the accepted methods of disposing of unserviceable ordnance. Any intrusive work, particularly in land fills or waste areas, has the potential for encountering unexploded ordnance (UXO).

3. Recommend that any intrusive operation take UXO precautions. Any UXO encountered should be reported to this office for action/ assistance.

4. Point of contact is Mr. Bob Nore at DSN 645-1512 or commercial 205-955-1512.

FOR THE DIRECTOR OF PROGRAMS
AND PROJECT MANAGEMENT:

Encl

for Robert Nore
TAHIR R. RIZVI
Acting Chief, Ordnance and
Technical Programs Division

CF:
Commander, U.S. Army Engineer District, Sacramento,
ATTN: CESPK-ED-M, 1325 J Street, Sacramento, CA 95814-2922

DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

REPLY TO
ATTENTION OF:

1 Jul 91

CEMP-RF (200-1a)

MEMORANDUM FOR COMMANDER, SOUTH PACIFIC DIVISION,
ATTN: CESPD-PM

SUBJECT: Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP-FUDS) - Camarillo Airport (Former Oxnard Air Force Base) Camarillo, Ventura County, California, Site No. J09CA012600

1. This memorandum authorizes the placement of three monitoring wells as requested by the Ventura Environmental Health Department. It is understood that this work is necessary to determine the extent of contamination in the soil and delineate the plume in the groundwater which may possibly be due to a 25,000 gallon underground storage tank (UST) abandoned in place by the DOD.

2. The Inventory Project Report (INPR) needs to be revised and resubmitted. We are unable to discern what other work, if any, is required. There are no clearly defined project summary sheets. Each project is to have its own project number, project summary sheet and DD Form 1391. Therefore, recommend that you prepare the INPR in accordance with guidance provided in CEMP-R Memorandum, 13 April 1990, Subject: Revisions to the Inventory Phase Procedures for the Defense Environmental Restoration Program - Formerly Used Defense Sites (DERP-FUDS).

3. POC: Irene Sailer, 202-504-4694.

FOR THE DIRECTOR OF MILITARY PROGRAMS:

For LTC, EN
WAYNE J. SCHOLL
Colonel, Corps of Engineers
Chief, Environmental Restoration
Division
Directorate of Military Programs

CF:
CESPL-ED-MI

DEPARTMENT OF THE ARMY
SOUTH PACIFIC DIVISION, CORPS OF ENGINEERS
630 Sansome Street, Room 720
San Francisco, California 94111-2206

REPLY TO
ATTENTION OF:

JUN 5 1991

CESPD-ED-MH (200-1c)

MEMORANDUM FOR

Commander, U.S. Army Corps of Engineers, 20 Massachusetts Avenue, NW, Washington, DC 20314-1000

Commander, U.S. Army Engineer Division, P. O. Box 103, Downtown Station, Omaha, Nebraska 68101-0103

Commander, U.S. Army Engineer Division, Huntsville, P. O. Box 1600, Huntsville, Alabama 35807

SUBJECT: DERP-FUDS Inventory Project Report (INPR) for Site No. J09CA012600, Camarillo Airport (Former Oxnard Air Force Base), Camarillo, Ventura County, California

1. I am forwarding the subject INPR for appropriate action. The Site is eligible for DERP-FUDS. The proposed CON/HTW project is eligible for DERP-FUDS funding.

2. I recommend that:

a. CEMP-R approve the proposed CON/HTW project and assign it through this headquarters to Sacramento District for RD/RA. A Remedial Design can be accomplished during 4th Quarter, FY 91 with In-House resources. The CON/HTW Remedial Action contract can be advertised Subject to the Availability of Funding (SAF) during fourth quarter FY 91 if authorization is provided.

b. The project should include the three monitoring wells that the County of Ventura Environmental Health Department (EHD) requested (encl 1) of the Superintendent of Schools Office. The school district has removed some of our tanks, however, they have requested that the DERP-FUDS program pay for the monitoring wells requested by the County EHD (encl 2).

COLCE

2 Encl

FOR ROGER F. YANKOUPE
Brigadier General, U.S. Army
Commanding

CF: CEMP-R
CEMRD-ED-EA
CEHND-ED

DEFENSE ENVIRONMENTAL RESTORATION PROJECT
FOR FORMERLY USED SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
CAMARILLO, CALIFORNIA
PROJECT NO. J09CA012600

FINDING OF FACT

1. The original acquisition took place in 1943 for the Oxnard Flight Strip (J09CA052900) and consisted of 303.35 acres, fee acquired from the County of Ventura and 99.71 acres acquired by Use Permit from the Federal Public Roads Administration (FPRA). The property was conveyed back to the County and FPRA in 1948. Between 1951 and 1963 the following property was reacquired for the Oxnard Air Force Base: 303.35 acres leased from County in 1951 and acquired in fee in 1956; 100.16 acres acquired by Use Permit from FPRA in 1951 and transferred in fee in 1958; easements over 841.56 acres between 1953-1963; and 369.75 acres fee purchase and condemnation between 1952-1958.

2. The site was used for flight training, aircraft maintenance and troop housing from 1943 to 1947. From 1947 to 1951 the property was used jointly by the Army, California Air National Guard, Naval Air Missile Test Center, and various civilian aircraft. During this period the property was owned by Ventura County and was not under DoD control. From 1951 to late 1969 the site was used by the Aerospace Defense Command of the Air Force as a Military Flight Installation with all appropriate support facilities (the 460 Flight Intercepter Squadron and 414 Fighter Group). The Air Force improvements included about 60 main buildings; a 9,000 foot paved runway with taxiways and aprons; a number of smaller buildings and other facilities for water, electrical, sewer and heating systems, roads, parking, recreational and fencing. Most of the buildings and utilities were constructed in the 1950's.

3. The property was reported as excess to General Services Administration (GSA) on 20 April 1970. Between April 1970 and mid-1974, the site was inactive and was under the custody of GSA. By quitclaim deed dated 12 October 1976, 33.86 acres were conveyed to Pleasant Valley Parks and Recreation Department to be used and maintained for public park and recreation purposes. On 17 January 1977, 4.342 acres were transferred to the Navy. By quitclaim deed dated 20 June 1977, 615.67 acres fee and easements over 585.63 acres were conveyed to the County of Ventura, with use restricted to public airport purposes. The deed contained a recapture clause and required grantee to use and maintain the site and improvements for the use and benefit of the public as an airport. The deed stated that the Administrator of the Federal Aviation Administration (FAA) would determine the useful life of any structure, improvement or equipment that was to be maintained. The government was released from restoration liability on formerly leased portions of the site, but there was no restoration provisions applicable to the fee acreage addressed in this report. By quitclaim deed dated 30 June 1977, 43.27 acres were conveyed to the Ventura Community College District, with use restricted to educational purposes for 30 years. The deed required grantee to file an annual report on the use and maintenance of the site and contained a recapture clause. By quitclaim deed dated 20 October 1977, 1.01 acres were conveyed to the Greek Orthodox Community of Ventura County. There were no restrictions, recapture clause or restoration provision in the deed. By quitclaim deed

dated 31 March 1978, 6.10 acres were conveyed to the Oxnard Union High School District, with use restricted to educational purposes for 30 years. The deed required grantee to file an annual report on the use an maintainance of the site. By quitclaim deed dated 16 June 1978, 16.00 acres were conveyed to the Ventura County Superintendent of Schools with use restricted to educational purposes for 30 years. The deed required the grantee to file an annual report on the use and maintainance of the site. Real Estate records do not account for approximately 53 acres fee and easements over 255 acres. Accurate surveys at time of disposal probably account for the fee discrepancy. The easements were either allowed to expire or remain in GSA' s inventory.

DETERMINATION

Based on the foregoing findings of fact, the site has been determined to be formerly used by the Department of Defense (DoD). It is therefore eligible for the Defense Environmental Restoration Program - Formerly used Defense Sites established under 10 U.S.C. 2701 et. seq.

5 June 91
Date

for ROGER F. YANKOUPE
Brigadier General
Commanding

CESPL-ED-MI (1110-525a) 26 ~~21~~ March 1991

MEMORANDUM FOR Commander, South Pacific Division

SUBJECT: DERP-FUDS Inventory Project Report (INPR) for Site No. J09CA012600, Camarillo Airport (Oxnard Air Force Base)

1. This INPR, Encl 1, relates to the DERP-FUDS preliminary assessment of the Camarillo Airport (Oxnard Air Force Base). Site visits were conducted on 28 September 1990 and 7 February 1991. We conclude there is hazardous waste at the site which may be eligible for cleanup under DERP-FUDS. The catagories of hazardous waste at the site are CON/HTW, BD/DR and HTW.

2. I recommend that you:

a. Approve and sign the Findings and Determination of Eligibility found in part two of this report.

b. Request CEMP approve design funds for this District to accomplish the CON/HTW projects this FY.

c. Forward a copy of this INPR to MRD to determine if further study is needed at the landfill. If an RI/FS is required, recommend that SPK be assigned the RI/ES and broker the subsequent design to SPL.

1 Encl

for CHARLES S. THOMAS
COL, EN
Commanding

LTC, EN

4/2.

Do not hold

FY 91 Project

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FOR FORMERLY USED DEFENSE SITES (DERP-FUDS)

INVENTORY PROJECT REPORT (INPR) REVIEW SHEET

SITE NAME Camarillo Airport (Oxnard Air Force Base)

PROJECT NUMBER J09CA012600

****

CESPD-RE, REAL ESTATE: The subject site real estate documents have been reviewed for acquisition, use, and disposal of the site. The manner/type of control (fee, lease, permit, etc), the method of disposal and or lease termination were checked. I concur with the report, except as noted below.

signature Theodore Cooke

****

CESPD-OC, OFFICE OF COUNSEL: The subject INPR has been reviewed for substance and legal sufficiency. I concur with the report, except as noted below.

signature

****

CESPD-ED, ENGINEERING DIV: The subject INPR has been reviewed for general substance and geotechincal considerations and has been reviewed for a proper cost estimate. (Positive reports only).

signature

****

CESPD-PM-MH, ENVIRONMENTAL: The subject INPR has been reviewed for format, content, and applicability ~~to current AR's, ER's and~~ USACE DERP -FUDS policy and ~~the recommendations~~ appear to be valid. I concur with the report ~~except~~ as noted below.

signature

****

Stone X-1468

SOURCE MANAGEMENT AGENCY
County of Ventura

Environmental Health Department
Donald W. Koepp
Director

October 10, 1989

Ms. Shirley Maclean, Director
Ventura County Superintendent of Schools
535 E. Main Street
Ventura, CA 93001

File #C88050

SITE ASSESSMENT AND REMEDIATION OF CONTAMINATED SOIL AND GROUNDWATER AT 200 HORIZON CIRCLE, CAMARILLO AIRPORT, CAMARILLO, CALIFORNIA (FORMERLY LOCATION #2 PER THE MAY 16, 1989 REPORT)

The Ventura County Environmental Health Department (VCEHD) has received the report dated September 25, 1989, for the above-referenced site. After concluding our review of this report, we have the following comments:

1. Based on the laboratory analysis submitted in this report, it appears that all soil contamination has been removed from the excavation and that further remediation of the excavation will not be required at this time.

2. All contaminated soil which has been removed from the excavation must be remediated. It is our understanding that removal to a Class III landfill is the preferred method of remediation. Submit an update by January 8, 1990, which includes what remediation has been completed as of January 1, 1990.

3. Due to soil contamination encountered at the groundwater interface, the VCEHD requires that a minimum of three (3) groundwater monitoring wells be installed to determine if groundwater has been contaminated. Additional work is required to define the contamination plume in groundwater and soil. Submit a complete work plan and sampling plan for additional site assessment.

4. The Ventura County Superintendent of Schools has contacted the U.S. Army Corps of Engineers (USACE) to determine the responsibility for site clean-up and restoration. Please submit copies of all correspondences conducted between your Agency and the USACE to this Department.

5. Submit copies of all correspondence with this Department to:

Los Angeles Regional
Water Quality Control Board
101 Centre Plaza Drive
Monterey Park, CA 91754-2156
Attn: Mr. Joshua Workman

6. Soil and groundwater clean-up levels are based upon the State of California, Department of Health Services Recommended Drinking Water Action Levels. If no recommended level is listed clean-up shall be to naturally occurring background levels. See Environmental Health's September 1988 "Leaking Underground Hazardous Material Storage Tanks" Reference Manual, Policy #5.

California Code of Regulations Title 23, Section 2652 requires that the above-mentioned information be submitted in report form to this Department. Submit said report by January 8, 1990.

If you have any questions, please contact me at (805) 654-3523, between the hours of 8:00-9:30 a.m. or 3:30-5:00 p.m., Monday through Friday.

David A. Wadsworth

DAVID A. WADSWORTH
UNDERGROUND TANKS PROGRAM
ENVIRONMENTAL HEALTH DEPARTMENT

DAW/db/10suptcm

c: Richard Botke, P. W. Environmental
Ted Tursick, Parton & Edwards Construction Co.
Joshua Workman, LARWQCB

Ventura County Superintendent of Schools Office
JAMES F. COWAN, Ed.D., COUNTY SUPERINTENDENT

BUSINESS SERVICES
535 East Main Street
Ventura, California 93009
(805) 652-7342
Shirley Maclean, Director
Business and Personnel Services

April 3, 1989

Division Engineer
U.S. Army Engineer Division, Huntsville
Attn: HNDED-PM, DERA
P.O. Box 1600
Huntsville, Alabama 35807

RE: OAFB Study J09CA012600
Former Oxnard Air Force Base
Camarillo, California

Gentlemen:

As instructed by Mr. Lee Jauman of the Los Angeles District Corps of Engineers, this letter is to advise that an underground gasoline storage tank was identified subsequent to the above referenced study.

Additionally, we are requesting your assistance in completing the cleanup of the site in accordance with requirements of the Environmental Health Department.

In the past year we have removed four underground tanks from our portion of the former Oxnard Air Force Base. Three of these tanks were identified in the above referenced report; specifically, two 600 gallon diesel fuel tanks near Buildings 140 (200 Horizon Circle) and 167 (560 Airport Way) and one 5,000 gallon gasoline tank near building 179. These three tanks were used by the Ventura County Superintendent of Schools Office for varying lengths of time subsequent to acquisition of the property.

No contamination was detected near Building 167 (560 Airport Way). A significant area surrounding the gasoline tank near Building 179 was contaminated and excavated. All contamination in this area was removed, and the Environmental Health Department advised the files are closed on these tanks.

Contamination from the tank near Building 140 (200 Horizon Circle) could not be totally excavated, as it extended under the building. The building is scheduled for demolition in preparation for constructing a new building on the site. At the time of demolition, approximately June, 1989, we will remove the remaining contaminated soil at this site. The Environmental Health Department has advised they will require a monitoring well at this site.

The fourth tank, not identified in the above referenced report, was located at the former service station, Building 165 (near 550 Airport Way) and was never used by the Ventura County Superintendent of Schools Office. The plate removed from the tank indicates it was manufactured 3-58. The installation date is presumed to be 1958 also. Current staff of the Ventura County Superintendent of Schools Office was under the impression all tanks related to the former service station were removed in 1979-80. Upon discovery of the tank, we investigated the matter through a former employee who was maintenance supervisor in 1979-80. He advised that the local fire department had required removal of abandoned gasoline tanks in 1979-80 to prevent accumulation of fumes that might cause an explosion. At the time of excavation of the site for removal of the other tanks at the former service station, this tank was observed to have numerous holes in it, eliminating the concern of accumulation of fumes. (The enclosed photographs clearly depict the deteriorated condition of the tank). The fire department authorized it to be filled with mud and left in place. This was done and the fill pipes were cut off and covered over. This explains the fact that it was not observed at the time of the above referenced report. It also explains the volume of mud in the tank at the time of removal (refer to Hazardous Waste Manifest attached as Exhibit 6 G).

As time was critical, we proceeded to remove the fourth tank and the contaminated soil in the area at the time of discovery. The tank was discovered during a construction project that included construction of a street over the area of the tank. I contacted Mr. Jauman in Los Angeles and was advised it would take an extended amount of time for your office to remove the tank. It was imperative that our construction project be completed as early as possible as, until construction was completed, school buses had to enter and exit the property through a student foot traffic area. Also, students driving private vehicles had to walk through heavy traffic to get from the parking area to the classrooms.

All contaminated soil was removed from the former service station site, Building 165 (near Building 166-550 Airport Way) and a monitoring well is being required at this site also. Due to the close proximity of the two sites, one monitoring well, strategically located, might be authorized.

Costs for removal of tanks, excavation and hauling contaminated soil and backfilling the areas have totaled $695,782 (including estimated taxes) , and we have no additional funds available for further remedial action. We are therefore requesting the U.S. Army Engineer Division, as the agency responsible for environmental restoration of formerly used DOD property, accept responsibility for the remaining activities required to close the files on the two sites requiring further action (near buildings 140 and 165).

Please advise, as soon as possible, your acceptance of this request, with a copy of all correspondence directed to Mr. Doug Beach, Manager, LUFT Program, Environmental Health Dept., County of Ventura, 800 S. Victoria Ave., Ventura, CA 93009.

The attached data is provided for your information. If additional information or documentation is required, please contact me at the address on this letterhead or call me at 805-652-7342.

Respectfully,

Shirley Maclean

Shirley Maclean, Director
Business and Personnel Services

cc: Doug Beach, LUFT Program Manager, Ventura County

APPENDIX C-2

Supplemental Inventory Project Report
Defense Environmental Restoration Program
Formerly Used Defense Sites
Findings and Determination of Eligibility
Camarillo Airport, Camarillo, CA
Project No. J09CA012603

DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

REPLY TO
ATTENTION OF:

CEMP-RF (200-1a)

05 APR 1994

MEMORANDUM FOR

COMMANDER, SOUTH PACIFIC DIVISION, ATTN: CESPD-CO-CE
COMMANDER, HUNTSVILLE DIVISION, ATTN: CEHND-PM-ED
COMMANDER, MISSOURI RIVER DIVISION, ATTN: CEMRD-ED-HT

SUBJECT: DERP-FUDS HTRW Project Number J09CA012602, CON/HTRW Project J09CA012601 and OEW Project Number J09CA012603 for Camarillo Airport (Oxnard Air Force Base), California.

1. Reference memorandum, CESPD-CO-CE, 27 August 1993, CEHND-ED-SV, 1 November 1993, and CEMRD-ED-HT, subject as above.

2. This memorandum authorizes the subject projects.

3. Sacramento District will provide the project manager for this site. Huntsville Division will provide the technical manager for the OEW project.

4. Request that:

a. The Project Manager, within sixty days of the date of this memorandum, notify the landowners of the decision and provide copies of the notification to CEMP-RF and CEHND-PM-OT, and update the information in the DERP-FUDS database.

b. CESPD include this project in the appropriate DERP-FUDS fiscal year workplan and the five-year workplan.

4. CEMP-RF POC for this action is Sara G. Angus, (202) 504-5223.

FOR THE DIRECTOR OF MILITARY PROGRAMS:

CARY JONES
Chief, Environmental Restoration
Division
Directorate of Military Programs

CF:
CESPL-ED-E
CESPK-ED-E

A1-C1 DUPLICATE

CESPD-ED-G (200-1c)

27 AUG 1993

MEMORANDUM FOR

Commander, U.S. Army Corps of Engineers, 20 Massachusetts Avenue, N.W., Washington, DC 20314-1000

Commander, U.S. Army Engineer Division, Huntsville, P.O. Box 1600, Huntsville, Alabama 35807-4301

Commander, U.S. Army Engineer Division, Missouri River, P.O. Box 103, Downtown Station, Omaha, Nebraska 68101-0103

SUBJECT: Defense Environmental Restoration Program For Formerly Used Defense Sites (DERP-FUDS), Inventory Project Report (INPR) for Camarillo Airport, Site No. J09CA012600

1. I am forwarding supplementary Site Survey Summary and Project Summary Sheets for addition to the INPR for Camarillo Airport for appropriate action. The original INPR approved 5 June, 1991 found that the site is eligible for DERP-FUDS. The proposed CON/HTW and HTRW projects are also eligible.

2. I recommend that:

a. CEMP-R approve the proposed CON/HTW and HTRW projects and assign the CON/HTW project through this headquarters to CESPL for RD/RA, and the HTRW project to CESPK for investigation and design and to CESPL for construction.

b. CEHND determine the need for further investigation and action at this site. CESPL has estimated a RAC 3 on this site.

Encl

MILTON HUNTER
Brigadier General, U.S. Army
Commanding

CF:
CESPL-ED-MI w/encl

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2711
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO
ATTENTION OF:

CESPL-ED-MI

23 July 1993

MEMORANDUM FOR Commander, South Pacific Division

SUBJECT: DERP-FUDS Inventory Project Report (INPR) for Site No: J09CA012600

1. Enclosed is the Supplemental INPR information for Camarillo Airport site in Camarillo, California. The original Findings Of Determination dated 5 June 1991 recommended Remedial Investigation. Further investigation determined that there is containerized toxic waste, hazardous toxic waste and ordnance explossive waste at this site eligible for cleanup under DERP-FUDS.

2. I recommend the following:

a. Request CEMP approve remedial design funds for this district to accomplish the CON/HTW project at this site.

b. Forward a copy of this report to Commander, Huntsville Division to determine if further action is appropriate for the ordnance contamination.

c. Sacramento District pursue further investigation at this HTRW site.

Encls

for R. L. VANANTWERP
LTC, EN
COL, EN
Commanding

DEFENSE ENVIRONMENTAL RESTORATION PROJECT
FOR FORMERLY USED SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
CAMARILLO, CALIFORNIA
PROJECT NO. J09CA012600

FINDING OF FACT

1. The original acquisition took place in 1943 for the Oxnard Flight Stri (J09CA052900) and consisted of 303.35 acres, fee acquired from the County of Ventura and 99.71 acres acquired by Use Permit from the Federal Public Roads Administration (FPRA). The property was conveyed back to the County and FPRA in 1948. Between 1951 and 1963 the following property was reacquired for the Oxnard Air Force Base: 303.35 acres leased from County in 1951 and acquired in fee in 1956; 100.16 acres acquired by Use Permit from FPRA in 1951 and transferred in fee in 1958; easements over 841.56 acres between 1953-1963; and 369.75 acres fee purchase and condemnation between 1952-1958.

2. The site was used for flight training, aircraft maintenance and troop housing from 1943 to 1947. From 1947 to 1951 the property was used jointl by the Army, California Air National Guard, Naval Air Missile Test Center, and various civilian aircraft. During this period the property was owned by Ventura County and was not under DoD control. From 1951 to late 1969 the site was used by the Aerospace Defense Command of the Air Force as a Military Flight Installation with all appropriate support facilities (the 460 Flight Intercepter Squadron and 414 Fighter Group). The Air Force improvements included about 60 main buildings; a 9,000 foot paved runway with taxiways and aprons; a number of smaller buildings and other facilities for water, electrical, sewer and heating systems, roads, parking, recreational and fencing. Most of the buildings and utilities were constructed in the 1950's.

3. The property was reported as excess to General Services Administration (GSA) on 20 April 1970. Between April 1970 and mid-1974, the site was inactive and was under the custody of GSA. By quitclaim deed dated 12 October 1976, 33.86 acres were conveyed to Pleasant Valley Parks and Recreation Department to be used and maintained for public park and recreation purposes. On 17 January 1977, 4.342 acres were transferred to the Navy. By quitclaim deed dated 20 June 1977, 615.67 acres fee and easements over 585.63 acres were conveyed to the County of Ventura, with use restricted to public airport purposes. The deed contained a recapture clause and required grantee to use and maintain the site and improvements for the use and benefit of the public as an airport. The deed stated that the Administrator of the Federal Aviation Administration (FAA) would determine the useful life of any structure, improvement or equipment that was to be maintained. The government was released from restoration liability on formerly leased portions of the site, but there was no restoration provisions applicable to the fee acreage addressed in this report. By quitclaim deed dated 30 June 1977, 43.27 acres were conveyed t the Ventura Community College District, with use restricted to educational purposes for 30 years. The deed required grantee to file an annual report on the use and maintenance of the site and contained a recapture claus By quitclaim deed dated 20 October 1977, 1.01 acres were conveyed to the Greek Orthodox Community of Ventura County. There were no restrictions, recapture clause or restoration provision in the deed. By quitclaim deed

dated 31 March 1978, 6.10 acres were conveyed to the Oxnard Union High School District, with use restricted to educational purposes for 30 years. The deed required grantee to file an annual report on the use an maintainance of the site. By quitclaim deed dated 16 June 1978, 16.00 acres were conveyed to the Ventura County Superintendent of Schools with use restricted to educational purposes for 30 years. The deed required the grantee to file an annual report on the use and maintainance of the site. Real Estate records do not account for approximately 53 acres fee and easements over 255 acres. Accurate surveys at time of disposal probably account for the fee discrepancy. The easements were either allowed to expire or remain in GSA' s inventory.

DETERMINATION

Based on the foregoing findings of fact, the site has been determined to be formerly used by the Department of Defense (DoD). It is therefore eligible for the Defense Environmental Restoration Program - Formerly used Defense Sites established under 10 U.S.C. 2701 et. seq.

5 June 91
Date

FOR ROGER F. VANKOUPE
Brigadier General
Commanding

SITE SURVEY SUMMARY SHEET
FOR
DERP-FUDS SITE NO. J09CA012600
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
CAMARILLO, CALIFORNIA
9 JULY 1993

SITE NAME: Camarillo Airport (Oxnard Air Force Base, Oxnard Flight Strip)

LOCATION: The former Oxnard Air Force Base is located in Camarillo, California. It is located at the northwest quadrant of the intersection of Las Posas Road and Pleasant Valley Road.

SITE HISTORY: Oxnard Air Force Base (Oxnard Flight Strip from 1943 to 1946) was originally used by the U.S. Army Air Force from 1943 to 1946 and by the U.S. Air Force from 1951 to 1969. The site was used for flight training, aircraft maintenance and troop housing. From 1947 to 1951, under ownership of Ventura County, the site was jointly used by the Army, California Air National Guard, Naval Air Missile Test Center, and various civilian aircraft. From 1951 to 1969, the site was used by the Aerospace Defense Command of the Air Force as a military fighter installation with all appropriate support facilities and services.

The property was disposed of in a number of quitclaim deeds and a memorandum of transfer to the Navy. Usage of this former Air Force site by its current owners includes: a county airport (Camarillo Airport); educational and recreational facilities; County Fire Department headquarters; County Sheriff's training facility; a U.S. Navy compound; and leased facilities to private businesses. Buildings on the site are in beneficial use by its current owners.

Most of the buildings have been constructed with transite sidings and boards, with steam pipes insulated with asbestos. The asbestos in some of these buildings have been abated by either encapsulation or removal. There are still numerous buildings with transite sidings and piping with asbestos insulation.

There are several underground storage tanks (UST)at the site, some of which have been removed. One of these tanks at the airport property is not currently in use, since the piping to the tank was found to have leaked. The site remediation for the associated soil and groundwater contamination, including the removal of some piping associated with this tank, is currently under review with the USACE. There is a suspected underground storage tank at the Community College District area.

There are two fuel filtering systems associated with the aviation fuel storage facilities. These have not been used since the property transfer to the airport.

There are two underground concrete vaults at the airport property. According to airport personnel, these vaults have not been put to beneficial use since the property was turned over to the airport. They are suspected to have been used for defueling operations.

There is also a suspected industrial landfill at the west end of the site. Preliminary diggings have uncovered metallic wastes such as engines and drums.

Associated with the runway is the approach lighting system that is controlled with regulators. These regulators contain PCB-contaminated di-electric oil, of which there are six remaining. Others have been replaced by Southern California Edison. The six remaining regulators have not been used since the property was transferred to the airport.

Due to the activities at this former Air Force base, it is suspected that ordnance and munitions may have been buried at the site, specifically at the storage bunkers located at the southeast end of the site.

SITE VISIT: The site was visited on 15 April 1993 by Elvira Gaddi and Christie Endres of Engineering-Science, Inc., Pasadena, California. Additional information was received from personnel of the Ventura Community College District on 25 May 1993.

CATEGORY OF HAZARD: CON/HTRW, HTRW, OEW, BD/DR (NOFA)

PROJECT DESCRIPTION: In addition to those projects identified in the INPR of June 1991, there are eight additional potential projects at this site.

a. CON/HTRW. Remove two fuel filtering systems and associated piping. The fuel filtering vessels may contain hazardous filter sludge.

b. CON/HTRW. Remove six (6) regulators associated with the airport's approach lighting system. Regulators contain PCB-contaminated (less than 50 ppm) di-electric oil.

c. CON/HTRW. Remove two underground concrete vaults. These vaults are suspected to have been used in recapturing fuel from aircraft defueling operations. These vaults are approximately 4' x 8' x 8' in size, each.

d. CON/HTRW. Investigate the presence or absence of an underground storage tank near the bunkers located at the southeast corner of the former Oxnard Air Force Base. Community College personnel suspect the presence of such a tank because of a boiler that was previously located near the bunkers, however, no vents or fill pipes have been located.

e. HTRW. Investigate extent of area used as an industrial landfill and types of wastes disposed at this landfill. Further investigation is beyond the scope of this preliminary assessment.

f. OEW. Investigate the presence of ordnance (missiles, ammunitions, etc.) around and below the surface of the bunkers at the southeastern portion of the former Oxnard Air Force Base. These bunkers were previously used to store missiles and ammunitions.

g. BD/DR (NOFA). A majority of the buildings erected at the former Oxnard Air Force Base have asbestos-containing building materials such as transite sidings and piping insulation. These buildings are currently in beneficial use. Asbestos removal is not currently eligible under the DERP-FUDS program.

h. BD/DR (NOFA). There are a number of bunkers erected at the southeastern and western portions of the former Oxnard Air Force Base. The bunker ends consist of 3-ft thick reinforced concrete, built to contain a munition blast or explosion within the confines of an individual bunker. Except as occasional storage facilities, these bunkers have not been put to beneficial use. They do not pose any environmental hazards and are currently not eligible under the DERP-FUDS program. According to personnel of the Ventura Community College District, the district is under pressure from the federal government to use the site as a condition of the quitclaim deed. However, the district does not have the funds to remove and dispose of these bunker ends (estimated at about $500,000).

AVAILABLE STUDIES AND REPORTS: A real estate file is maintained by the Real Estate Division, Los Angeles District, U.S. Army Corps of Engineers. Additional reports and studies include: 1)"Draft EIS for Proposed Disposal of Former Oxnard Air Force Base," URS Research Company, San Mateo, CA, June 1974; 2) "Results of Contaminated Soil Removal, Undeground Jet Fuel Storage Tank Area, Camarillo Airport," McClelland Engineers, Inc., November 1988; 3) "Site Assessment, Underground Hydrocarbon Contamination, Camarillo Airport," McClelland Engineers, Inc., May 10, 1988.

DISTRICT POC: Jatin Desai, Los Angeles District, (213) 894-6266.

PROJECT SUMMARY SHEET
FOR
DERP-FUDS CON/HTRW PROJECT NO. J09CA012601a
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
SITE NO. J09CA012600
9 JULY 1993

PROJECT DESCRIPTION: There are two fuel filtering systems that were installed by the Air Force at the former Oxnard Air Force Base in what is now within the boundaries of the Camarillo Airport. One of the systems is located by the four 25,000 gallon underground storage tanks near the airport apron (designated in airport maps as Building 191). The other system is located near the bulk fuel oil storage tanks. These fuel filtering systems are suspected to contain fuel filter sludge.

PROJECT ELIGIBILITY: The property was formerly used by the Air Force. Improvements, including the two fuel filtering systems, were installed and used during the time of Air Force occupation. Airport personnel indicate that the equipment has never been used following acquisition from the DOD.

POLICY CONSIDERATIONS: There are no policy considerations that would affect the proposal of this project.

PROPOSED PROJECT: It is proposed that the fuel filtering systems, including all associated piping, be dismantled, removed, and disposed of. In addition, it is proposed that testing be conducted on soils beneath the piping connected to these systems and any areas excavated due to removal of the systems and soil testing be backfilled. If soil contamination is encountered, additional testing and restoration may be required.

DD Form 1391: Attached.

DISTRICT POC: Jatin Desai, Los Angeles District, (213) 894-6266.

1. COMPONENT	FY 1993 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
Army		July 9, 1993

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
Camarillo Airport (Former Oxnard Air Force Base)	Removal of Fuel Filtering Systems

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
DERP-FUDS		J09CA012601a	$94.289

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST ($000)	COST ($000)
1. Permit	ea	1	$0.100	$0.100
2. Remove, package, and load filters	ls	5	$0.800	$4.000
3. Rinse systems and dispose of wastewater	ls	5	$0.200	$1.000
4. Remove and load filter vessels, pumps, piping	ls	5	$2.800	$14.000
5. Demolish structures and load	ls	2	$10.000	$20.000
6. Transport and dispose of vessels, pumps, piping, building materials	ls	1	$1.800	$1.800
7. Transport and dispose of filters	ls	1	$2.400	$2.400
8. Soil sampling and analysis	ls	14	$0.320	$4.480
9. Haul borrow	cy	20	$0.022	$0.440
10. Backfill and compaction	cy	20	$0.066	$1.320
Subtotal				$49.540
Contingency (10%)				$4.954
SPD Lab (QA)				$0.832
S&A (8%)				$3.963
Total				$59.289
Labor				$12.000
ODCs				$3.000
Project Management (USACE In-house Labor)				$20.000
PROJECT TOTAL				$94.289

10. DESCRIPTION OF PROPOSED CONSTRUCTION

1. Permit for demolition from the City of Camarillo.
2. Hazardous waste transport, disposal manifests are required.
3. Filters are packaged in drums and disposed of as hazardous waste.
4. Wastewater is placed in drums and disposed of as hazardous waste.
5. All materials after washing are disposed of as non-hazardous waste.
6. All materials are steel except pump internals and building roofs (aluminum).
7. Soils and concrete foundations are non-hazardous.
8. Soils are sampled in four places at the bigger building and two places at the smaller building. Five samples are taken from piping.
9. Samples are to be analyzed for TPH (jet fuel) and BTEX.
10. Demolition does not include underground piping from storage tanks. These pipes will be closed with a blind flange.

PROJECT SUMMARY SHEET
FOR
DERP-FUDS CON/HTRW PROJECT NO. J09CA012601b
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
SITE NO. J09CA012600
9 JULY 1993

PROJECT DESCRIPTION: There are six (6) remaining regulators associated with the approach lighting system for the runways at the former Oxnard Air Force Base. These regulators contain PCB-contaminated (less than 50 ppm) di-electric oil. Originally, there were about 20 such regulators and the rest of them have been taken over and replaced by Southern California Edison.

PROJECT ELIGIBILITY: The property was formerly used by the Air Force. Improvements, including the regulators for the runway lighting system, were installed and used during the time of Air Force occupation. Airport personnel indicate that the equipment has never been used following acquisition from the DOD.

POLICY CONSIDERATIONS: There are no policy considerations that would affect the proposal of this project.

PROPOSED PROJECT: It is proposed that the six regulators remaining at the airport be removed and properly disposed.

DD Form 1391: Attached.

DISTRICT POC: Jatin Desai, Los Angeles District, (213) 894-6266.

1. COMPONENT	FY 1993 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
Army		July 9, 1993

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
Camarillo Airport (Former Oxnard Air Force Base)	Removal of Six PCB-Containing Regulators

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
DERP-FUDS		J09CA012601b	$68.759

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST ($000)	COST ($000)
1. Permit	ea	1	$1.000	$1.000
2. Subcontract - drain and remove fluid and solids; remove regulators and associated electrical equipment; clean regulators	ls	1	$16.780	$16.780
3. Dispose fluids, solids, wash fluids	ls	1	$13.620	$13.620
4. Clean and inspect concrete under regulators	ls	1	$0.500	$0.500
Subtotal				$31.900
Contingency (10%)				$3.190
SPD Lab (QA)				$0.817
S & A (8%)				$2.552
Total				$38.459
Labor				$8.800
ODCs				$1.500
Project Management (USACE In-house Labor)				$20.000
PROJECT TOTAL				$68.759

10. DESCRIPTION OF PROPOSED CONSTRUCTION

1. DTSC permit required to transport PCBs.
2. Di-electric fluid and solids packaged in EPA approved containers and sent to hazardous waste disposal.
3. Costs are for six regulators.
4. After draining, regulators are sent to subcontractor facility for washing and subsequent disposal of wash fluids.
5. Regulators are approved at approved site.
6. It is assumed that the concrete floor is not contaminated and no demolition or disposal is required.
7. Concrete samples will be collected from two sites under each regulator.
8. Concrete samples will be analyzed for PCBs.

PROJECT SUMMARY SHEET
FOR
DERP-FUDS CON/HTRW PROJECT NO. J09CA012601c
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
SITE NO. J09CA012600
9 JULY 1993

PROJECT DESCRIPTION: There are two underground concrete vaults installed by the Air Force. These are suspected to have been used in recapturing fuel from aircraft defueling operations. Thick metal sheets have been placed on top of these vaults to prevent anyone from falling into their interior. These vaults are approximately 4′ x 8′ x 8′ in size, each.

PROJECT ELIGIBILITY: The property was formerly used by the Air Force. Improvements, including the two concrete vaults, were installed and used during the time of Air Force occupation. Airport personnel indicate that the equipment has never been used following acquisition from the DOD.

POLICY CONSIDERATIONS: There are no policy considerations that would affect the proposal of this project.

PROPOSED PROJECT: It is proposed that these two underground vaults, including all associated piping, be excavated and removed, testing be conducted on soils beneath and around these vaults, and the excavation backfilled to grade. If soil contamination is encountered, additional testing and restoration may be required.

DD Form 1391: Attached.

DISTRICT POC: Jatin Desai, Los Angeles District, (213) 894-6266.

1. COMPONENT	FY 1993 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
Army		July 9, 1993

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
Camarillo Airport (Former Oxnard Air Force Base)	Removal of Two Underground Concrete Vaults

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
DERP-FUDS		J09CA012601c	$53.014

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST ($000)	COST ($000)
1. Permit	ea	1	$0.100	$0.100
2. Remove liquids from equipment and vault	ls	2	$0.390	$0.780
3. Remove equipment from vault	ls	2	$0.530	$1.060
4. Clean equipment and vault	ls	2	$0.250	$0.500
5. Dispose of liquids and waste wash water	ls	1	$0.500	$0.500
6. Dispose of equipment	ls	1	$0.200	$0.200
7. Soil sampling and analysis	ea	12	$0.320	$3.840
8. Remove vault	cy	2	$3.600	$7.200
9. Dispose of concrete	cy	1	$0.080	$0.080
10. Haul dirt	cy	9	$0.022	$0.198
11. Backfill and Excavation	cy	9	$0.066	$0.594
Subtotal				$15.052
Contingency (10%)				$1.505
SPD Lab (QA)				$0.253
S&A (8%)				$1.204
Total				$18.014
Labor				$12.000
ODCs				$3.000
Project Management (USACE In-house Labor)				$20.000
PROJECT TOTAL				$53.014

10. DESCRIPTION OF PROPOSED CONSTRUCTION

1. Permit for demolition from the City of Camarillo.
2. Hazardous waste manifests are required.
3. Liquids removed and from cleaning disposed of as hazardous waste.
4. Underground piping to or from vault left in place with blind flange.
5. Two soil samples from pit and four from piping.
6. Soil samples to be analyzed from TPH and BTEX.
7. Excavation, backfill, compaction assumes none of soils removed required handling, storage, treatment, or disposal as hazardous waste.

PROJECT SUMMARY SHEET
FOR
DERP-FUDS CON/HTRW PROJECT NO. J09CA012601d
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
SITE NO. J09CA012600
9 JULY 1993

PROJECT DESCRIPTION: Personnel at the Community College suspect the presence of an underground storage tanks near the bunkers located at the southeast corner of the former Oxnard Air Force Base because of the past existence of a boiler at that location. However, fill pipes and vent pipes have not been located.

PROJECT ELIGIBILITY: The property was formerly used by the Air Force. Improvements, including the boiler and possibly an underground storage tank associated with it, were installed and used during the time of Air Force occupation.

POLICY CONSIDERATIONS: There are no policy considerations that would affect the proposal of this project.

PROPOSED PROJECT: It is proposed that the tank and its associated piping be excavated and removed, testing be conducted for soil/groundwater contamination, and backfill of the excavated area to grade. If contamination is encountered, additional testing and restoration may be required.

DD Form 1391: Attached.

DISTRICT POC: Jatin Desai, Los Angeles District, (213) 894-6266.

1. COMPONENT	FY 1993 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
Army		July 9, 1993

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
Camarillo Airport (Former Oxnard Air Force Base)	Remove One (1) Underground Storage Tank

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
DERP-FUDS		J09CA012601d	$42.824

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST ($000)	COST ($000)
TANK REMOVAL AND DISPOSAL				
1. Permit	ea	1	$0.100	$0.100
2. Remove and Dispose Tank Contents	gal	0	$0.000	$0.000
3. Remove and Load Tank	ls	1	$1.500	$1.500
4. Rinse Tank and Dispose Waste Water	ls	1	$0.600	$0.600
5. Transport and Dispose Tank	ls	1	$1.000	$1.000
6. Soil Sampling and Analysis	ea	6	$0.320	$1.920
SITE DEMOLITION				
7. Excavation	cy	50	$0.020	$1.000
8. Haul Borrow	cy	40	$0.020	$0.800
9. Backfill and Compaction	cy	90	$0.015	$1.350
Subtotal Contract				$8.270
Contingency 10%				$0.827
SPD Lab (QA)				$0.331
S & A 8%				$0.496
Total Contract (RA)				$9.924
PRELIMINARY AND FINAL DESIGN SPECS (RD)				
10. Labor				$10.200
11. Materials and Direct Costs				$2.700
12. Project Management (USACE In-House Labor)				$20.000
PROJECT TOTAL				$42.824

10. DESCRIPTION OF PROPOSED CONSTRUCTION

1. Permit for underground tank removal from Camarillo.
2. Tank is assumed to be empty. Any solids removed from tank to be disposed as hazardous waste.
3. Liquids removed from cleaning disposed as hazardous waste
4. Two soil samples from tank pit and four samples from piping.
5. Soil samples to be analyzed for TPH (gasoline and diesel) and BTEX.
6. Excavation, backfill, and compaction assumes that none of the soils removed from the tank pit require any handling, storage, treatment, transportation, and/or disposal as a hazardous material/waste.

PROJECT SUMMARY SHEET
FOR
DERP-FUDS HTRW PROJECT NO. J09CA012602
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
SITE NO. J09CA012600
9 JULY 1993

PROJECT DESCRIPTION: There is a suspected industrial landfill located at the southwest corner of the airport. Approximate size of the landfill could not be estimated. There are no known documents relating to the landfill.

PROJECT ELIGIBILITY: The property is part of the former Oxnard Air Force Base. Airport personnel indicate that during exploratory diggings, metallic items such as engine parts and drums (not known if empty or filled) have been found. There is no information regarding the use of this area as a landfill by the Air Force or any other entities after DOD use.

POLICY CONSIDERATIONS: There are no policy considerations that would affect the proposal of this project.

PROPOSED PROJECT: It is proposed that a more extensive investigation of the area be conducted. The investigation will include, as a minimum, a magnetometer survey to determine approximate dimensions of the landfill, and preliminary soil and groundwater investigations to determine contamination. If found to be contaminated, restoration of the site may be required.

DD Form 1391 & EPA Form 2070-12, Part III: Attached.

DISTRICT POC: Jatin Desai, Los Angeles District, (213) 894-6266.

1. COMPONENT	FY 1993 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
Army		July 9, 1993

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
Camarillo Airport (Former Oxnard Air Force Base)	Characterization of Landfill

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
DERP-FUDS		J09CA012602	$50.900

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST ($000)	COST ($000)
1. Ground Penetrating Radar and Magnetometer Survey	ac	1	$5.000	$5.000
2. Drilling - soil borings and monitoring wells	ft	95	$0.070	$6.650
3. Laboratory sampling of soil and water samples	ea	18	$0.500	$9.000
Subcontract total				$20.650
Contingency (10%)				$2.065
Lab QA (5%)				$1.033
Supervision, Inspection, and Overhead (8%)				$1.652
Total Contract				$25.400
4. Report Generation	ea	1	$5.500	$5.500
5. Project Management (USACE In-house Labor)				$20.000
PROJECT TOTAL				$50.900

10. DESCRIPTION OF PROPOSED CONSTRUCTION

Perform characterization of the suspected landfill to determine the depth of the landfill and the statistical sampling of the landfill contents.

1. Use ground penetrating radar and magnetometer sweep to search for unexploded ordnance and other metal objects.

2. Drill five soil borings at depths of 10 feet. Three of the five borings will be converted to monitoring wells, which will be drilled further to a depth of 25 feet.

3. Three soil samples will be taken from each soil boring, for a total of 15 samples. One sample will be taken from each monitoring well for a total of three samples.

EPA

POTENTIAL HAZARDOUS WASTE SITE
PRELIMINARY ASSESSMENT
PART 3 - DESCRIPTION OF HAZARDOUS CONDITIONS AND INCIDENTS

I. IDENTIFICATION
01 STATE 02 SITE NUMBER
CA J09CA012600

II. HAZARDOUS CONDITIONS AND INCIDENTS

01 X A. GROUNDWATER CONTAMINATION 02 __ OBSERVED (DATE_____) X POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

A suspected Air Force industrial landfill is located at the western end of the Camarillo Airport. Metal objects have been found during exploratory diggings. Information on other types of materials landfilled are unavailable. Landfills have the potential to contaminate groundwater.

01 __ B. SURFACE WATER CONTAMINATION 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

01 __ C. CONTAMINATION OF AIR 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

01 X D. FIRE/EXPLOSIVE CONDITIONS 02 __ OBSERVED (DATE_____) X POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

A suspected Air Force industrial landfill is located at the western end of the Camarillo Airport. Metal objects have been found during exploratory diggings. Information on other types of materials landfilled are unavailable. Military landfills have the potential of containing explosives or ordnance.

01 __ E. DIRECT CONTACT 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

01 X F. CONTAMINATION OF SOIL 02 __ OBSERVED (DATE_____) X POTENTIAL __ ALLEGED
03 AREA POTENTIALLY AFFECTED_____ acres 04 NARRATIVE DESCRIPTION

A suspected Air Force industrial landfill is located at the western end of the Camarillo Airport. Metal objects have been found during exploratory diggings. Information on other types of materials landfilled are unavailable. Landfills have the potential to contaminate soil.

01 __ G. DRINKING WATER CONTAMINATION 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

01 __ H. WORKER EXPOSURE/INJURY 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 WORKERS POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

01 __ I. POPULATION EXPOSURE/INJURY 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

EPA

POTENTIAL HAZARDOUS WASTE SITE
PRELIMINARY ASSESSMENT
PART 3 - DESCRIPTION OF HAZARDOUS CONDITIONS AND INCIDENTS

I. IDENTIFICATION
01 STATE 02 SITE NUMBER

II. HAZARDOUS CONDITIONS AND INCIDENTS (Continued)

01 __ J. DAMAGE TO FLORA 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
04 NARRATIVE DESCRIPTION

01 __ K. DAMAGE TO FAUNA 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
04 NARRATIVE DESCRIPTION

01 __ L. CONTAMINATION OF FOOD CHAIN 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
04 NARRATIVE DESCRIPTION

01 __ M. UNSTABLE CONTAINMENT OF WASTES 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 POPULATION POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

01 __ N. DAMAGE TO OFFSITE PROPERTY 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
04 NARRATIVE DESCRIPTION

01 __ O. CONTAMINATION - Sewers, Storm Drains, WWTPs 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
04 NARRATIVE DESCRIPTION

01 __ P. ILLEGAL/UNAUTHORIZED DUMPING 02 __ OBSERVED (DATE_____) __ POTENTIAL __ ALLEGED
03 AREA POTENTIALLY AFFECTED_____ 04 NARRATIVE DESCRIPTION

01 DESCRIPTION OF ANY OTHR KNOWN, POTENTIAL OR ALLEGED HAZARDS

III. TOTAL POPULATION POTENTIALLY AFFECTED _____

IV. COMMENTS

V. SOURCES OF INFORMATION

PROJECT SUMMARY SHEET
FOR
DERP-FUDS OEW PROJECT NO. J09CA012603
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
SITE NO. J09CA012600
9 JULY 1993

PROJECT DESCRIPTION: Oxnard Air Force Base was used, among other things, as a military fighter installation which included appropriate support facilities, missile assembly, and ordnance storage. Historical records indicate that missiles were assembled at the site and stored at bunkers located at the southeastern (Bunkers A to G) area of the former base. In addition, ammunition was stored at Building No. 11 (which is now part of the Ventura County Community College District). Community College personnel indicate that there were no ordnance found in the bunkers and in the ammunition storage building. However, it is possible that ordnance (epecially those that were unserviceable) may have been buried at the bunkers.

PROJECT ELIGIBILITY: The property was formerly used by the Air Force. Improvements were installed and used, and ammunitions and other types of ordnance were stocked.

POLICY CONSIDERATIONS: There are no policy considerations that would affect the proposal of this project.

PROPOSED PROJECT: It is recommended that the property be surveyed electronically to locate and remove any ordnance, ammunitions, or explosive waste. If found, removal of the ordnance and backfilling any excavated areas to grade may be required.

RAC: Attached.

DISTRICT POC: Jatin Desai, Los Angeles District, (213) 894-6266.

10 Jul 1992
Previous editions obsolete

RISK ASSESSMENT PROCEDURES FOR ORDNANCE AND EXPLOSIVE WASTE (OEW) SITES

Site Name	Oxnard Air Force Base	Rater's Name	Elvira Gaddi
Site Location	Camarillo, CA	Organization	Engineering-Science, Inc.
DERP Project #	J09CA012603	RAC	3

OEW RISK ASSESSMENT:

This risk assessment procedure was developed in accordance with MIL-STD 882B and AR 385-10.

The OEW risk assessment is based upon documented evidence consisting of records searches, reports of Explosive Ordnance Disposal (EOD) detachment actions, and field observations, interviews, and measurements. These data are used to assess the risk involved based upon the hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability.

Any field activities should be made with the assistance of qualified EOD personnel.

Part I. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap resulting from personnel exposure to various types and quantities of unexploded ordnance items.

TYPE OF ORDNANCE

A. Conventional Ordnance and Ammunition

	Yes Value	No Value–	Value
Small Arms (.22 cal - .50 cal)	1	0	1
Medium/Large Caliber (20 mm and larger)	10	0	10
Bombs, Explosive	10	0	0
Bombs, Practice (w/spotting charges)	6	0	0
Grenades, Hand and Rifle, Explosive	10	0	0
Grenades, Practice (w/spotting charges)	4	0	0
Landmines, Explosive	10	0	0
Landmines, Practice (w/spotting charges)	4	0	0
Rockets, Guided Missiles, Explosive	10	0	10
Detonators, Blasting Caps	6	0	0
Convention Ordnance and Ammunition Value (Maximum of 10).			10

B. Pyrotechnics (for munitions not described above.)

	Yes Value	No Value	Value
Munition (Container) Containing White Phosphorus or other Pyrophoric Material (i.e., Spontaneously Flammable)	10	0	0
Munition Containing a Flame or Incendiary Material (i.e., Napalm, Triethlaluminum Metal Incendiaries)	6	0	0
Flares, Signals, Simulators	4	0	0
Pyrotechnics Value (Maximum of 10).			0

C. Bulk High Explosives (Bulk Explosives not an integral part of conventional ordnance; uncontainerized).

	Yes Value	No Value	Value
Primary or Initiating Explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10	0	0
Demolition Charges	10	0	0
Booster, Bursting or Fuze Explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8	0	0
Military Dynamite	6	0	0
Less Sensitive Explosives (Ammonium Nitrate, Explosive D, etc.)	3	0	0
High Explosives Value (Maximum Value of 10)			0

D. Propellants

	Yes Value	No Value	Value
Solid or Liquid Propellants	6	0	6

E. Radiological/Chemical Agent/Weapons

	Yes Value	No Value	Value
Toxic Chemical Agents (Choking, Nerve, Blood, Blister)	25	0	0
Radiological	15	0	0
Risk Control and Miscellaneous (Vomiting, Tear, etc.)	5	0	0

Radiological/Chemical Agent/Weapons Value (Maximum 25). 0

Total Ordnance and Explosive Waste Characteristics Value (Total = A + B + C + D + E with a Maximum value of 61) = 25.

Apply this value to Table 1 to determine Hazard Severity Category.

Table 1
Hazard Severity

Description	Category	Value
CATASTROPHIC	I	≥ 21
CRITICAL	II	$\geq 13 < 21$
MARGINAL	III	$\geq 5 < 13$
NEGLIGIBLE	IV	$\geq 1 < 5$
NONE		0

* Apply Hazard Severity Category to Table 3.

Part II. Hazard Probability. The probability that a hazard has been or will be created due to the presence and other rated factors of unexploded ordnance or explosive materials on a formerly used DOD site.

AREA, EXTENT, ACCESSIBILITY OF CONTAMINATION

A. Locations of Contamination

	Yes Value	No Value	Value
On the surface	5	0	0
Within Tanks, Pipes, Vessels or Other confined locations.	4	0	0
Inside walls, ceilings, or other parts of Buildings or Structures.	3	0	0
Subsurface	2	0	2
Value for location of UXO. (Maximum Value of 5).			2

B. Distance to nearest inhabited locations or structures likely to be at risk from OEW site (roads, parks, playgrounds, and buildings).

Distance to Nearest Target	VALUE	
Less than 1,250 feet	5	
1,250 feet to 0.5 miles	4	
0.5 miles to 1.0 mile	3	
1.0 mile to 2.0 miles	2	
Over 2 miles	1	–
Distance to Persons Value (Maximum Value of 5).		5

C. Numbers and types of Buildings within a 2 mile radius measured from the hazardous area, not the installation boundary.

Number of Buildings	VALUE
0	0
1 to 5	1
6 to 10	2
11 to 15	3
16 to 25	4
26 and over	5
Number of Buildings Value (Maximum Value of 5).	5

D. Types of Buildings (within a 2 mile radius)

	VALUE	
Educational, Child Care, etc.	5	
Residential, Hospitals, Hotels, etc.	5	
Commercial, Shopping Centers, etc.	5	
Industrial Warehouse, etc.	4	
Agricultural, Forestry, etc.	3	
Detention, Correctional	2	
Military	1	
No Buildings	0	
Types of Buildings Value (Maximum Value of 5).		5

E. Accessibility to site refers to access by humans to ordnance and explosive wastes. Use the following guidance:

Barrier	Assigned Value
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel) which continuously monitors and controls entry onto the facility;	0

or

Barrier	Assigned Value
An artificial or natural barrier (e.g., a fence combined with a cliff), which completely surrounds the facility; and a means to control entry, at all times, through the gates or other entrances to the facility (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the facility).	0

Isolated site	1	
Security guard, but no barrier	2	
A barrier, (any kind of fence) but no separate means to control entry	1	
Barriers do not completely surround the facility	3	
No barrier or security system	5	
Accessibility Value (Maximum Value of 5).		3

F. Site Dynamics - This deals with site conditions that are subject to change in the future, but may be stable at the present. Examples would be excessive soil erosion by beaches or streams, increasing land development that could reduce distances from the site to inhabitated areas or otherwise increase accessibility.

	Value	
None Anticipated	0	
Expected	5	
(Maximum Value of 5)		0
Total value for hazard probability. Sum of Values A through F. (Not to exceed 30).		20

Apply this value to Hazard Probability Table 2 to determine Hazard Probability Level.

Table 2
Hazard Probability

Description	Level	Value
FREQUENT	A	≥ 27
PROBABLE	B	$\geq 21 < 27$
OCCASIONAL	C	$\geq 15 < 21$
REMOTE	D	$\geq 8 < 15$
IMPROBABLE	E	< 8

* Apply Hazard Probability Level to Table 3.

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table 3. Enter with the results of the hazard probability and hazard severity values.

Table 3

Probability Level	Frequent A	Probable B	Occasional C	Remote D	Improbable E
Severity Category:					
CATASTROPHIC I	1	1	2	3	4
CRITICAL II	1	2	3**	4	5
MARGINAL III	2	3	4	4	5
NEGLIGIBLE IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Imminent Hazard - Emergency action required to mitigate the hazard or protect personnel (i.e, Fencing, physical barrier, guards, etc.).

RAC 2 Action required to mitigate hazard or protect personnel. Initial project phase--phased EECA.

RAC 3 Action required to evaluate potential threat to personnel. Initial project phase--Archives search and site investigation.

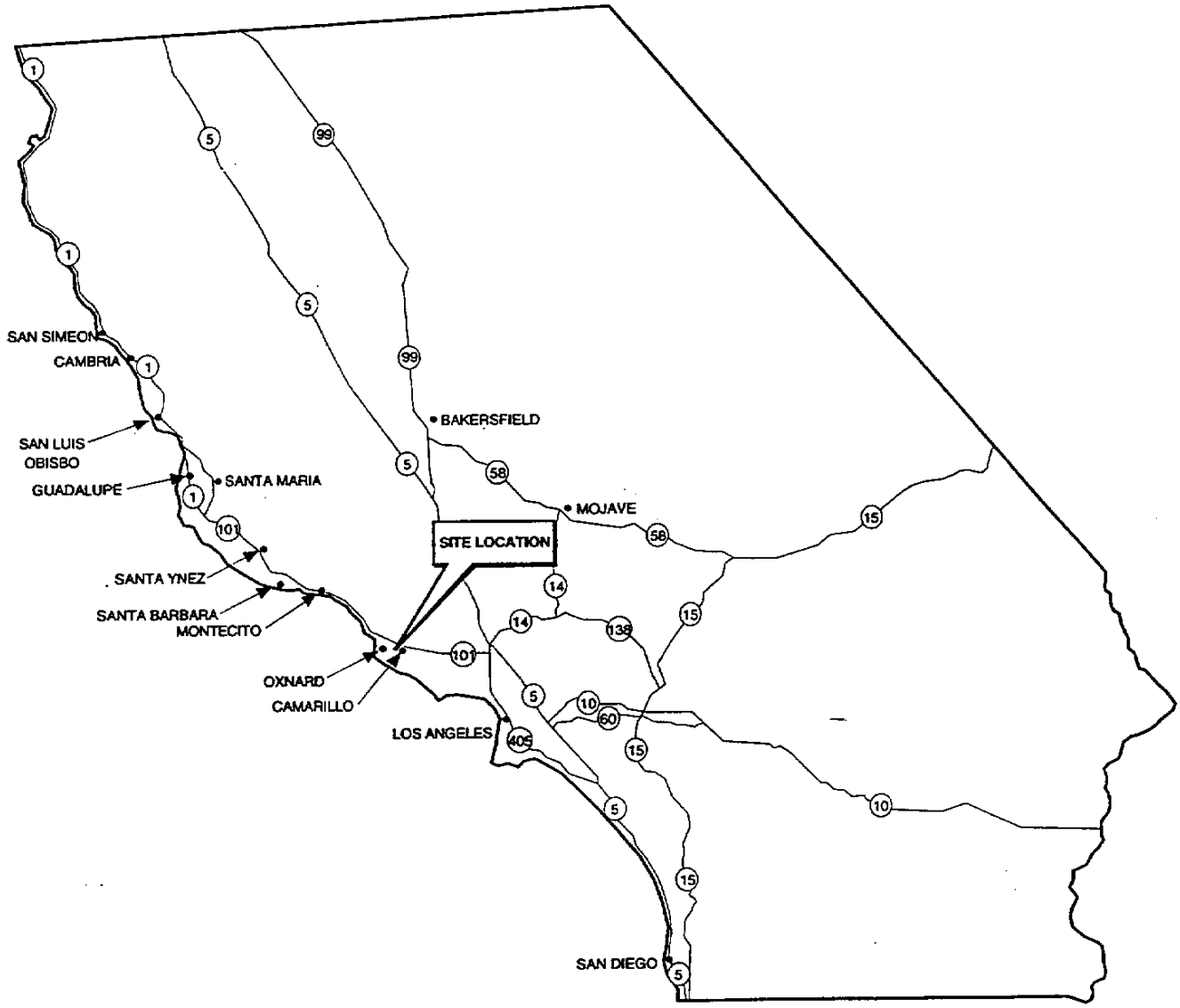
RAC 4 Action required to evaluate potential threat to personnel. Initial project phase--Archives search.

RAC 5 No action required.

NOTE: Other phases may be considered depending on individual site conditions.

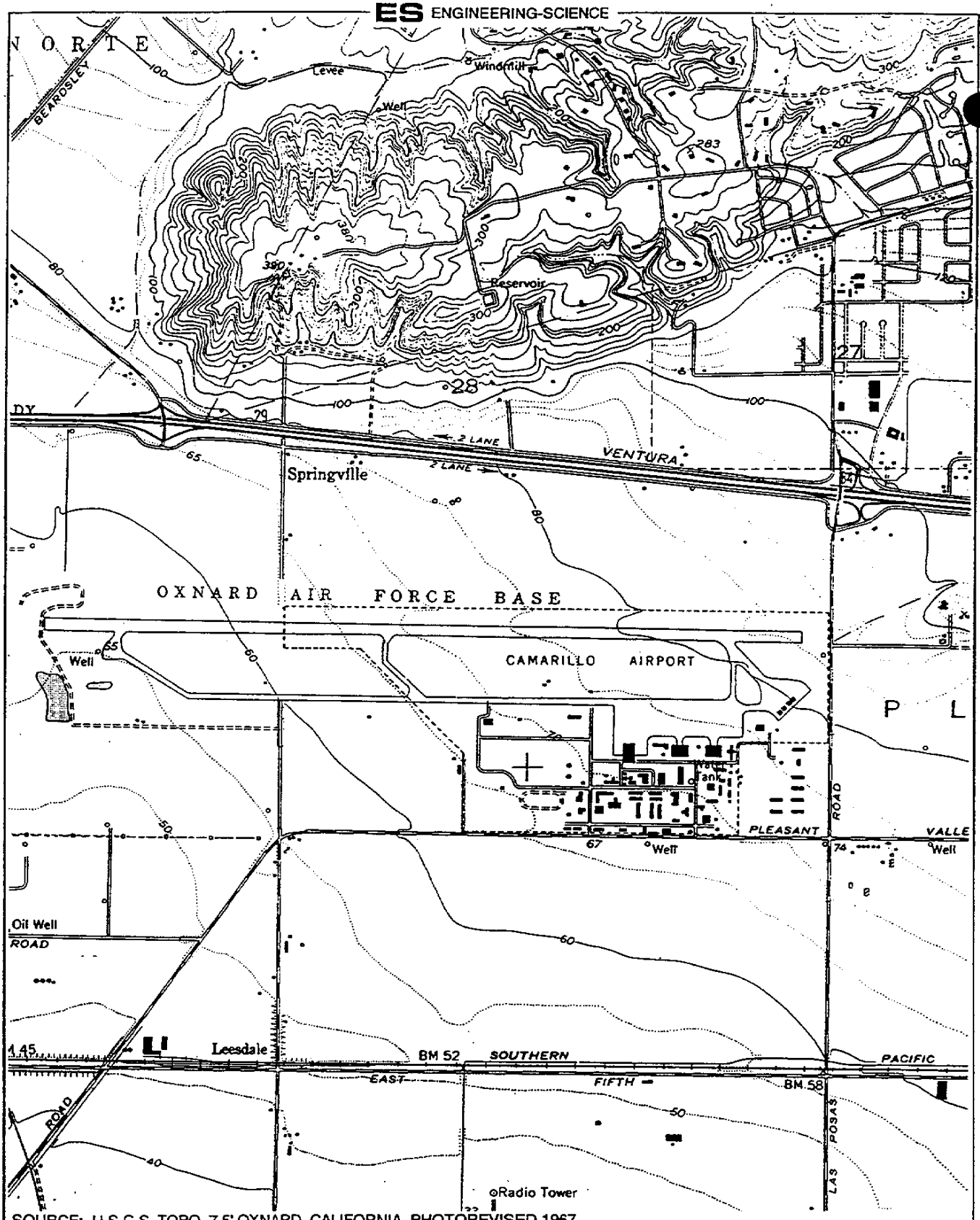
Justification. In narrative form, summarize the documented evidence that supports this risk assessment.

A RAC 3 is determined for this site. The "Draft EIS for the Disposal of the Former Oxnard Air Force Base" indicates two buildings used for the storage of ammunitions and rockets. In addition, USACE files indicate that missiles were assembled at this site and stored in bunkers. Internal USACE memo indicate land burial of unserviceable ordnance was acceptable at the time.



ES	U.S. ARMY CORPS OF ENGINEERS LOS ANGELES DISTRICT
	LOCATION MAP FOR CAMARILLO AIRPORT (OXNARD AIR FORCE BASE) CAMARILLO, CALIFORNIA SITE NO. J09CA012600
	FIGURE 1

ES ENGINEERING-SCIENCE



SOURCE: U.S.G.S. TOPO, 7.5' OXNARD, CALIFORNIA, PHOTOREVISED 1967.

0 0.25 0.5

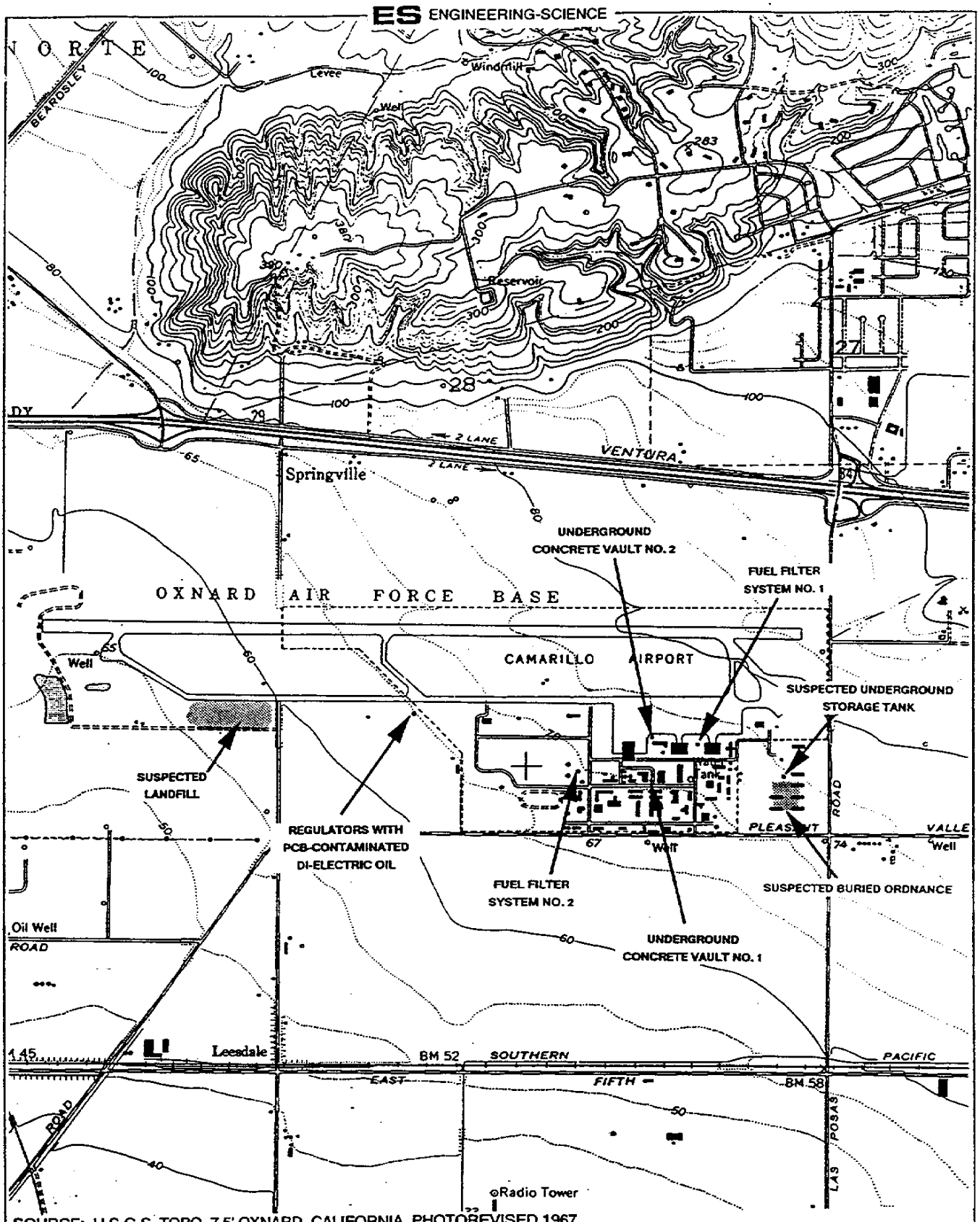
SCALE IN MILES

ES

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

SITE MAP FOR
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
CAMARILLO, CALIFORNIA
SITE NO. J09CA012600

FIGURE 2



SOURCE: U.S.G.S. TOPO, 7.5' OXNARD, CALIFORNIA, PHOTOREVISED 1967.

0 0.25 0.5

SCALE IN MILES

ES

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

PROJECTS MAP FOR
CAMARILLO AIRPORT (OXNARD AIR FORCE BASE)
CAMARILLO, CALIFORNIA
SITE NO. J09CA012600

FIGURE 3

APPENDIX C-3

Alford, Robert P., War Assets Administration, 1946, WAA form 1319, Reclassification and Building List, Oxnard Flight Strip, Oxnard, CA.

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region

WAA FORM 1219
(REV. 9-10-46)
FORMERLY WAA FORM 2019

UNITED STATES OF AMERICA
WAR ASSETS ADMINISTRATION

REAL PROPERTY CLASSIFICATION

1. PROPERTY IDENTIFICATION
Oxnard Flight Strip
Oxnard, California

3. WAA CASE NUMBER
W-Calif-66

OWNING AGENCY NUMBER
WD-443

2. AREA
303.35 Acres Fee

DATE OF DECLARATION
Feb. 14, 1946

Corrections-1-30-1947
9-15-1947, 9-25-1947

4. Complete Re-CLASSIFICATION — Acquisition Cost

		Acres	Land	Betterments	Total
Non-Section 23 (11) Airport	(F)	301.05	$193,414.34	$491,301.92	$684,716.26
Non-Section 23 (05) Off-Site Use		--	--	58,741.88	58,741.88
Non-Section 23 (07) Utilities, Use in Place		(as below)			
(07) Power & Light System	(EF)	1.50	963.69	11,469.00	12,432.69
(07) Telephone & Telegraph System	(EF)	0.80	515.97	9,088.00	9,601.97
TOTALS	(F)	303.35	$194,892.00	$570,600.80	$765,492.80

5. REMARKS

This Complete Reclassification is made for the purpose of reconciling the records of Real Property and Accounting (Form 1229), and of making certain reclassifications - as set forth below:

The latest Complete Classification, dated August 13, 1947, and approved by Rowe, Washington, August 29, 1947, is changed as follows:

Decreases and Eliminates:

Un-coded item, "Runways owned by P.R.A." $274,091.78
Formal corrected SPB-5, dated Sept. 15, 1947 eliminates the cost of this item.
See preliminary explanation in above-mentioned last classification approved Aug. 29, 1947.

2-3-48 Reviewed by P.P.O. C.M.B.

DATE: Dec. 30, 1947

RECOMMENDED BY:
Robt P. Alford Jr
ROBERT P. ALFORD
Deputy Regional Director
OFFICE OF REAL PROPERTY DISPOSAL

RECOMMENDED	APPROVED
A. F. Gordon	Robert H. Fabian
DIRECTOR, Appraisal Division	DEPUTY ADMINISTRATOR - REAL PROPERTY
6. FIELD INITIAL	Zone
DATE: JAN 13 1948	DATE: JAN 13 1948

Reproduced from the Holdings of the
National Archives -- Pacific Southwest Region

Complete Reclassification
Oxnard, California
W-Calif-66, WD-443 Dec. 30, 1947

Decreases	(11) Airport Betterments	$3,494.60		
	(05) Off-Site Use	1,719.60	$5,214.20	

Signed corrected SPB-5, dated Sept. 25, 1947, withdraws certain Installed Property and transfers it to Personal Property. It decreases the Acquisition Cost of the following buildings:

		(11)	(05)
Bldg. T-66	Mess Hall		$1,719.60
T-22	Mess Hall	$3,082.60	
T-117	Crewshed	27.00	
T-106	Fire Station	385.00	
Totals		$3,494.60	$1,719.60
Total Decrease		$5,214.20	

Increases Telephone Line Right of Way License

Conformed corrected SPB-5, dated Oct. 21, 1947, declares a Telephone Right of Way License No. W-04-195-Eng-1948, dated April 23, 1943, from Oxnard Home Telephone Company to the Government, across property owned by American Crystal Sugar Company from whom the Telephone Company holds an underlying license. No Acquisition Cost is shown herein, as it is uncertain whether the $50.00 consideration mentioned in narrative of SPB-5 was actually paid by the Government or by the Telephone Company.

				Acquisition Costs
Decreases	(05)	Off-Site Use	Betterments	$11,894.96
Increases	(11)	Airport (F)	Betterments	$11,894.96

Per letter Non-Industrial Division, dated Nov. 17, 1947 and supplemental CAA Report, dated Oct. 14, 1947, approved by Zone letter Dec. 11, 1947, the following (05) buildings are herein reclassified (11) Airport.

Bldg. H-1	Hutment	Estimated Cost		$ 267.39
H-2	"	"	"	267.39
T-66	" $9,125.00	"	"	7,405.40
	1,719.60			
T-70	Lavatory	"	"	3,420.00
T-91	Hutment	"	"	267.39
T-93	"	"	"	267.39
				$11,894.96

National Archives -- Pacific Southwest Region

Complete Reclassification, Oxnard Flight Strip
Oxnard, California
W-Calif-66, WD-443

Dec. 30, 1947

				Acres	Land Cost	Betterment Costs	Total Costs
Decreases	(11)	Airport	(F) (E)	2.30	$1,477.66	$20,547	
Increases	(07)	Property Use On-Site Power & Light System	(F) (E)	1.50	$963.69		$11,469
		Telephone & Telegraph System	(F) (E)	0.80	$513.97		$9,088

Per requests of Ventura County, Sept. 3, 1947, and Non-Industrial Division Nov. 6, 1947, supported by CAA Recommendation dated Oct. 17, 1947, Electric Power Lines and Telephone and Telegraph Cables with corresponding in and out-easements are herein classified (07) for use On-Site instead of (11) Airport, subject to the condition that purchasers thereof furnish service to the Airport.

If the Southern California Edison Company and the Oxnard Home Telephone Company purchase and operate these utilities, it will be more economical and practical, and will simplify maintenance and improvement of existing service and development of satisfactory additional services for prospective tenants at the Airport.

Attached Plot Plan, 57-2M, marked Exhibit "A," shows Airport boundaries and, encircled, the (05) Buildings and Structures for Off-Site Use.

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region

OXNARD FLIGHT STRIP

List of Betterments Classified (11) Airport

	Bldg. No.	Description	Acquisition Cost
	T 1	Sewage Pumping Plant	(See Sewage System)
*	T 3	Guard Hut (est)	$267.40
*	T 4	Skeet Range (est)	267.40
	T 8	Officers Quarters	5154.00
	T 10	Officers Quarters Lavatory	2144.00
*	T 14	Storage Bldg. (est)	267.40
	T 16	Officers Club	3508.50
	T 20	Garage	294.08
	T 22	Mess Hall ($16139.00 - 3082.80)	13056.40
*	T 27	Transportation Officers Gas Serv.(est)	267.39
	T 48	Dispensary	15235.00
	T 65	Watertank & Tower	(See Water Supply)
*	T 95	Storage Hutment (est)	267.39
	T 131	Crew Shed	273.00
*	T 133	Motor Vehicle Repair Shop (est)	267.39
*W	R-1	Wash Rack (est)	267.39
*		Flagpole (est)	267.39
	T 101	Operation Bldg.	4629.00
	T 102	Link Trainer Bldg.	3016.00
	T 103	Class Room	1229.00
	T 104	Armament Bldg.	3510.00
	T 106	(Crash Truck - $3361.00 (Fire Station- -385.00	2976.00
	T 107	Crew Shed	294.09
	T 109	" "	294.09
	T 111	" "	294.09
	T 113	" "	294.08
	T 115	" "	294.08
	T 117	" " ($294.08 (- 27.00	267.08
	T 118	Hangar	16678.00
	T 119	Pump House	(See Water Supply)
	T 121	Crew Shed	294.08
	T 123	" "	294.08
	T 125	" " Not on Airport) - 294.08	------
	T 127	" "	294.08
	T129	" "	294.08
*	T 91	Hutment (est)	267.39
*	T 93	" (est)	267.39
*	H 1	" (est)	267.39
*	H 2	" (est)	267.39
	T 66	Mess Hall $9125.00 -1719.60)	7405.40
	T 70	Lavatory	020.00

Total Bldgs. - $58,650.92

Reproduced from the Holdings of the
National Archives -- Pacific Southwest Region

OXNARD FLIGHT STRIP

List of Betterments Classified (11) Airport Cont.

Description	Acquisition Cost
Drainage (Ditch & Dik)	$3216.00
Fence & Gates 21308 Lin. Ft.	3433.00
Roads, Excavation & Lake Course, 21,213 Sq. Yds.	43937.00
Sewage System	30630.00
Water Supply & Distribution System	56719.00
A.C. Gas Fueling System	20820.00
Taxiways 90,000 Sq. Yds.	205777.00
Hard Standings, 5500 Sq. Yds.	17788.00
Aprons & R.W. Markings 3319 Sq. Yds	10906.00
Lighting System	3031.00
Relocation of Crash Truck Station & Crew Shed	1136.00
Dust Control 320 Acres	5258.00
Total Betterments (11) Airport ————	$491301.92

Bldg. No. T-125, included in declaration, no longer exists.

* Items marked * are parts of a lump sum item, $6150.00 covering 23 buildings and structures, appearing on Accounting Spread Sheet, and should be applied to that lump sum item.

SCHEDULE I

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region

OXNARD FLIGHT STRIP

List of (05) Buildings and Structures

Bldg. No.	Description	Acquisition Cost
T-2	Officers Quarters	$3506.50
T-24	Administration Bldg.	3164.00
T-26	Supply Bldg.	2817.00
T-28	Barracks	4433.50
T-30	Lavatory	5017.50
T-34	Barracks (With T-2)	3062.00
T-36	Barracks (With T-44)	3062.00
T-38	Recreation Bldg.	3157.00
* T-39	Storage Shack (est)	267.39
T-42	Barracks	4433.50
T-44	Barracks	3062.00
T-50	Barracks	3062.00
T-54	Lavatory	5017.50
* H-3	Hutment (est)	267.39
* S-1	Shack (est)	267.39
T-62	Barracks	3062.00
T-64	Supply Bldg.	3184.00
T-68	Barracks	3062.00
T-76	Barracks	2402.00
* T-92	Hutment (est)	267.39
* T-94	Hutment (est)	267.39
T-105	Paint Shop	294.09 (08)
* T-108	Carpenter Shop (est)	267.39
* H-5	Hutment (est)	267.39
* H-4	Hutment (est)	267.39
* H-5	Hutment (est)	267.39
* H-6	Lavatory (est)	267.39
* S-2	Shack Guard (est)	267.39
	Total (05) Betterments	$58741.88

Items marked * are parts of a lump sum item, $6,150.00, covering 23 buildings and structures, appearing on Accounting Spread Sheet and should be applied to that lump sum item.

APPENDIX C-4

Barrow, Martin, War Assets Administration, 1948 Letter to Office of Real Property Disposal, Washington D. C., Granting entry to U. S. Navy, Oxnard Flight Strip, Oxnard, CA.

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region

OFFICE OF REAL PROPERTY DISPOSAL
REGION 10
1182 Market Street
San Francisco 2, California

In reply refer to:
RSP10-RD-P

June 30, 1948

TO: Director, Property Management Division,
Office of Real Property Disposal
Washington 25, D. C.

FROM: W. I. Graham, Chief,
Property Management Division
Office of Real Property Disposal

SUBJECT: Oxnard Flight Strip, Oxnard, California
WAA Case No. W-Calif-66
Lease No. RPD-CL-206

Enclosed herewith, for your information and files, is one (1) conformed copy of Right of Entry granted to U. S. Naval Air Missile Test Center, Point Mugu, California, permitting use of a portion of the subject installation.

Encl as above

SOURCE: [illegible]
RG: 270
SERIES: [illegible]
BOX: 129
FOLDER: [illegible]

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region

WAR ASSETS ADMINISTRATION
OFFICE OF REAL PROPERTY DISPOSAL
REGION 10
1182 Market Street
San Francisco 2, California

In reply refer to:
RSF10-RD-P

June 30, 1948

TO: Director, Property Management Division,
Office of Real Property Disposal
Washington 25, D. C.

FROM: V. I. Graham, Chief,
Property Management Division
Office of Real Property Disposal

SUBJECT: ~~Oxnard Flight Strip, Oxnard~~, California
WAA Case No. W-Calif-66
Lease No. RPD-OL-206

Enclosed herewith, for your information and files, is one (1) conformed copy of Right of Entry granted to U. S. Naval Air Missile Test Center, Point Mugu, California, permitting use of a portion of the subject installation.

Encl as above

RECEIVED
REAL CONTROL

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region

In Reply Refer To:
DLA-PPM-KEELER
RPD-01-206
Oxnard Flight Strip
Oxnard, California
L-Cal-66

April 13, 1948

U. S. Naval Air Missile Test Center
Point Mugu, California

Gentlemen:

Permit is hereby given permitting use of a portion of that certain tract of land as shown on Exhibit "A" and located at Oxnard Flight Strip, Oxnard, California, more particularly described as follows:

> Part of Subdivision 88 as the same is designated and delineated upon that certain map entitled "Map of Rancho El Rio de Santa Clara O'La Colonia, partitioned by Order Dist. Court 1st Jud. Dist. California", and filed in the office of the County Clerk of Ventura County in that certain action entitled "Thomas A. Scott, et al., Plffs., vs. Rafael Gonzales, et al., Defts, "brought for the purpose of partitioning said Rancho El Rio De Santa Clara O'La Colonia, said real property particularly described as follows:
>
> Beginning at the East line of "Road Road" at the Northwesterly corner of subdivision 88, identical with the Southwesterly corner of subdivision 87; Thence North 89° 54' East 2641.98 feet along the Southerly boundary of said subdivision 87 and the Northerly boundary of said subdivision 88; thence South 0° 45' East 1162.8 feet; thence South 89° 49' 30" West 30.9 feet to the POINT OF BEGINNING. Thence South 0° 10' 30" East 226.0 feet; thence South 89° 49' 30" West 231.5 feet; thence North 46° 41' 30" West 138.5 feet; thence North 0° 10' 30" West 253.8 feet; thence North 89° 49' 30" East 336.0 feet to the POINT OF BEGINNING.

This permit is given upon the following conditions:

VDB 51 13
VONNIE DEBI
RECEIVED

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region

U. S. Naval Air Missile Test Center
Re: RPD-CL-206

April 13, 1948

(1) That the Permit shall become effective April 13, 1948 and continue until April 13, 1949, subject, however, to a thirty day written notice of cancellation by either party.

(2) Such occupancy shall be at your sole risk and responsibility and War Assets Administration shall be held harmless for any damage to property of yours stored on the premises.

(3) The right of ingress and egress to and from the above described land.

(4) That upon expiration or termination hereof the property described in this permit shall be restored to its present condition, usual wear and tear excepted.

If the conditions herein meet with your approval please signify your acceptance on the space provided retaining two copies for your files and returning the original and four copies to this office.

Very truly yours,

WAR ASSETS ADMINISTRATION

By Martin Barrow
Contracting Officer
MARTIN BARROW
Chief, Facility Control Branch
Real Property Management Division

Approved and accepted this 14th day of May, 1948.

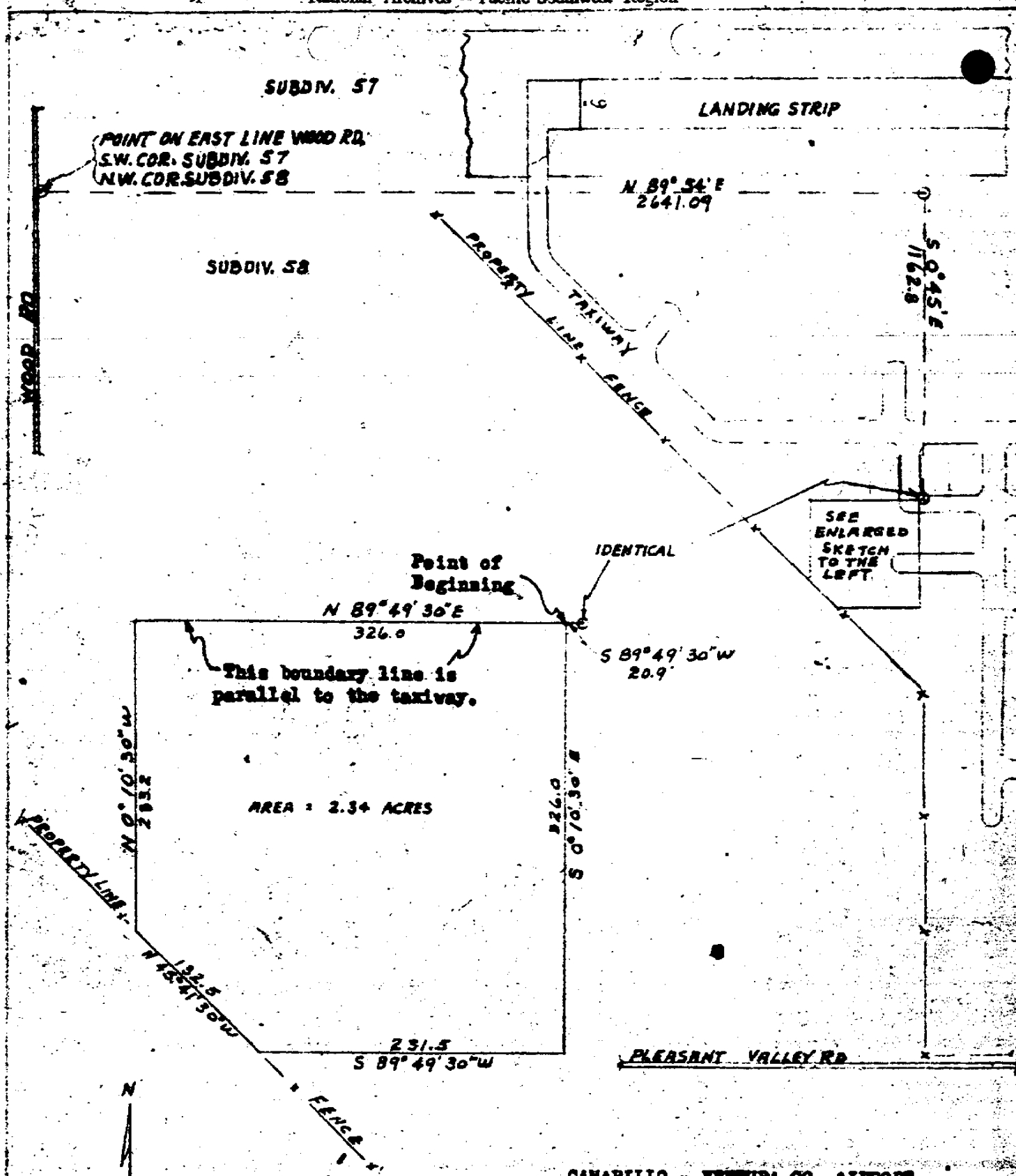
U. S. NAVAL AIR MISSILE TEST CENTER
POINT MUGU, CALIFORNIA

By _____
Robert S. Hatcher
Captain, USN
Commanding Officer

WITNESS: E. R. EASTWOLD
Commander, USN

AAW
MOORPARK
APR 13 8 51 13 48
POINT DEL
RECEIVED

Reproduced from the holdings of the
National Archives -- Pacific Southwest Region



CAMARILLO - VENTURA CO. AIRPORT
PLOT REQUIRED FOR
ELECTRONIC LOCALIZER INSTALLATION
Scales:
General Sketch 1" 400 feet.
Enlarged Sketch 1" 100 feet.
P.W.C.E. 1. 14 January 1946.

APPENDIX C-5

Chennault, John S., Colonel, U. S. Army Air Corps, 1944, History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport Van Nuys, CA.

H I S T O R Y O F T H E
441ST AAF BASE UNIT
Metropolitan Airport
Van Nuys California

APRIL
19 44

1 LT ELIZABETH M BROOCK
Historical Officer

Sgt Charles C Rock
Historian

APPROVED:

JOHN S CHENNAULT
Colonel, Air Corps,
Station Commandant.

A2,3-04

USAFHRA, MAXWELL AFB, AL
BOX: 289.29-150 - 289.36-2
VOLUME: 289.36-1

INTRODUCTION

The general reorganization of the Fourth Air Force, effective the 1st April, presented a variety of problems. Many changes were necessary, and the month of April was devoted to familiarization with revised duties and procedures.

The objective of the 441st Army Air Force Base Unit, Metropolitan Airport, Van Nuys, California, together with the other Units in the chain, emerged as a maximum accomplishment of assigned mission with a minimum manpower utilization.

Organization of an Army Air Force Base Unit required that all military personnel under that command, not operating under a T/O, be officially assigned or attached to the AAF Base Unit. Each squadron was staffed with a Commanding Officer who will be responsible for discipline, supply, mail, housekeeping and orderly room functions.

The 441st is comprised of seven Provisional Squadrons, namely, A, B, D, T, N, O and P. Squadrons A, B, D and T are located at Van Nuys, California; Squadron N, Glendale, California; Squadron O, Oxnard, California; and Squadron P, Lomita, California.

Colonel John S Chennault, former Commanding Officer of the 360th Fighter Group, Santa Maria, California, assumed command of the 441st AAF Base Unit on April 1st. The 360th had functioned so

and functions continued until the 11th, at which time Lt Wells was appointed Base Motor Pool Officer. This same date the physical concolidation of the Base Motor Pool and the old 446th Motor Pool was accomplished. Both personnel and equipment were brought into one Motor Pool.

On the 14th 2 Lt Ruth M Meryash was appointed Base Motor Pool Officer, relieving Lt Wells of that duty. Lt Wells was appointed Base Motor Vehicle Repair Officer.

The physical consolidation of all Motor Pool activities was accomplished by the 22nd.

Production Line Maintenance, for almost everyone concerned, was something that was dreamed up on the spur of the moment and dropped somewhere for want of something better to do with it. After three weeks, the picture is becoming clearer, and the plan devised and inaugurated to secure the greatest benefit from this type of maintenance, has proved to be very efficient.

The original plan calls for forty P-38 type aircraft on the flight line available for flight at all times, and a reserve of twenty P-38 type aircraft in the Engineering Pool either undergoing major maintenance, or as a back-logto replace aircraft on the flight line which may go out of commission during the course of a days' flying. Ships on the flight line will be replaced with a Pool ship only in the event that the maintenance necessary to return the ship to flying status will require

longer than three hours to a half day.

The above plan is based on a total of sixty P-38 type aircraft and sufficient personnel to properly maintain them. Until maintenance personnel has reached full strength, thirty-two aircraft will be assigned to the flight line and the balance will be held in the pool. Of the fifty-nine aircraft assigned to this station at the third quarter of the month, twenty-one are new P-38 J-15L0 type aircraft which are being held in the pool due to the fact that spare parts are not as yet available for this model airplane.

A model miniature Sub-Depot is being set up in this section under the supervision of T Sgt Tommy DeGrant and his crew. This Tech Supply started almost from scratch and the results at this time are due to the effort and initiative put forth by every man assigned to this department. The only drawback has been the lack of space, and that is being partially overcome through the erection of an addition in the shape of another Butler Hut which will be known as Tech Supply Annex No. 1 and will be used as a warehouse for slow moving parts.

During the last week in April the construction of a new device for the training of pilots in the proper use of Airplane Armament and Bombing equipment was begun by a crew under the personal direction of Captain Thomas P St Germain, Base Ordnance Officer. Built from Class 26 materiel, the new device is blue-printed so that trainees will be

able to operate equipment in a standard cockpit and at the same time see everything that takes place when guns are charged and fired, bombs released, etc.

Verbal request was made on the 4th Air Force Ordnance Section for shipment of Cal. .50 Training Ammunition, 100 pound practice bombs and 12 gauge skeet for this section to pick up 100,000 rds. of Cal. .50 Training ammunition from March Field. Some 31,200 rounds of Cal. .50 combat ammunition and 34,000 rounds of Cal. .50 practice ammunition were issued to the line Armament Section.

The Property Section completed the acceptance of accountability for all Ordnance (except automotive) materiel formerly held by the 373rd and 446th Fighter Squadrons and Sub-Base Headquarters. A stock record account for this property was initiated. The process of changing accountability for motor vehicles and automotive equipment was started and a separated stock record account initiated. The latter account will be turned over to the General Supply Officer when it is completely set up.

12 Cal. .50 Basic AC Machine Guns and 4 20 MM AC Cannons were received from Muroc AAF for stock. Approval was secured from the 4th Air Force to requisition 15 Remington 31 A Skeet-type shotguns on Ogden Arsenal and to pick up 12 Cal. .22 Rifles from March

Field.

1 Lt Melvin Adams, Assistant ASF Property Officer (Ordnance), and Sgt Yoder, of the Ammunition Section, made a trip to Oxnard the 28th to check and inspect 75,100 pound Demo Bombs, 50 300-pound Demo Bombs and 250 nose and tail fuzes before assuming accountability from Santa Maria AAF.

Requisitions for initial stockage of Ordnance General Supplies were completed and forwarded to Ogden Ordnance Depot, Ogden, Utah.

Sgt Raymond E Chappie, requisition and reports clerk, made a strategic withdrawal from Saturday's Retreat Formation to reach St Ann's Maternity Hospital a full 20 minutes before 7-pound, 9-oz, Wanda Louise Chappie let loose her first wail. Wanda has gained 2 ozs and Sgt Chappie has lost 3 pounds. As a result of this occacion, a layer of cigar smoke permeates the Base Ordnance Office.

3rd Echelon Maintenance was still using the Office of the Provost Marshall the 24th for office interviews were conducted with men desiring transfers from other fields. Frank Malcolm, AC instrument mechanic, now working at Santa Maria, desires a transfer. His draft status is 1A, and if his release is okayed at Santa Maria he will be requested for transfer in grade. Richard Wilson, sheet metal worker from Santa Maria, has been interviewed, and transfer-

APPENDIX C-6

General Services Administration, 1971a, Appraisal of Oxnard Air Force Base Camarillo, CA.

A P P R A I S A L

of

SERVICE UTILITIES

at

Oxnard Air Force Base
Camarillo, California
GSA Control No. 9-D-Calif.-410-B

GSA Contract #GS-09-DR-P-1-0061

SOURCE: NARA SOUTHWEST
RG: 291 GSA PROPERTY DISPOSAL
SERIES: ACC# 291-81-0005
BOX: 2 OF 17
FOLDER: CAMARILLO CA 9-DAF-410-B

As of

July 15, 1971

MARSHALL AND STEVENS INCORPORATED
1645 Beverly Boulevard
Los Angeles, California

A24-25

HISTORY OF THE FACILITY

Oxnard Air Force Base is situated in Ventura County, California, between Oxnard and Camarillo. When active, it was charged with protecting Southern California, primarily the Los Angeles area, against air attack by an aggressor.

An Air Defense Command installation, the base was the home of the 414th Fighter Group and 12 subordinate and attached units. It had approximately 1,300 to 1,500 military and 225 to 250 civilian personnel.

The brief history of what is now Oxnard AFB goes back to 1942. A landing strip was built by the Bureau of Public Roads to accommodate light planes. The advent of World War II caused Ventura County to change plans for the field and the U.S. Army Air Corps became its occupants. In July 1942 a squadron of P-38 aircraft were assigned to the field.

The Army Air Corps remained until mid-1943, when the field became a U.S. Navy Auxiliary Air Station. Torpedo bombers and drone aircraft first occupied the field, attached to the Naval Air Station at Point Mugu.

In 1949 the Department of the Air Force began an extensive survey of the Los Angeles area for a site suitable for an Air Defense Command fighter base. In 1950, the area now comprising Oxnard Air Force Base was approved. Construction and major renovations began in August 1951, and by March 1952 sufficient construction had been completed to warrant assignment of the 4734th Air Base Squadron to the base.

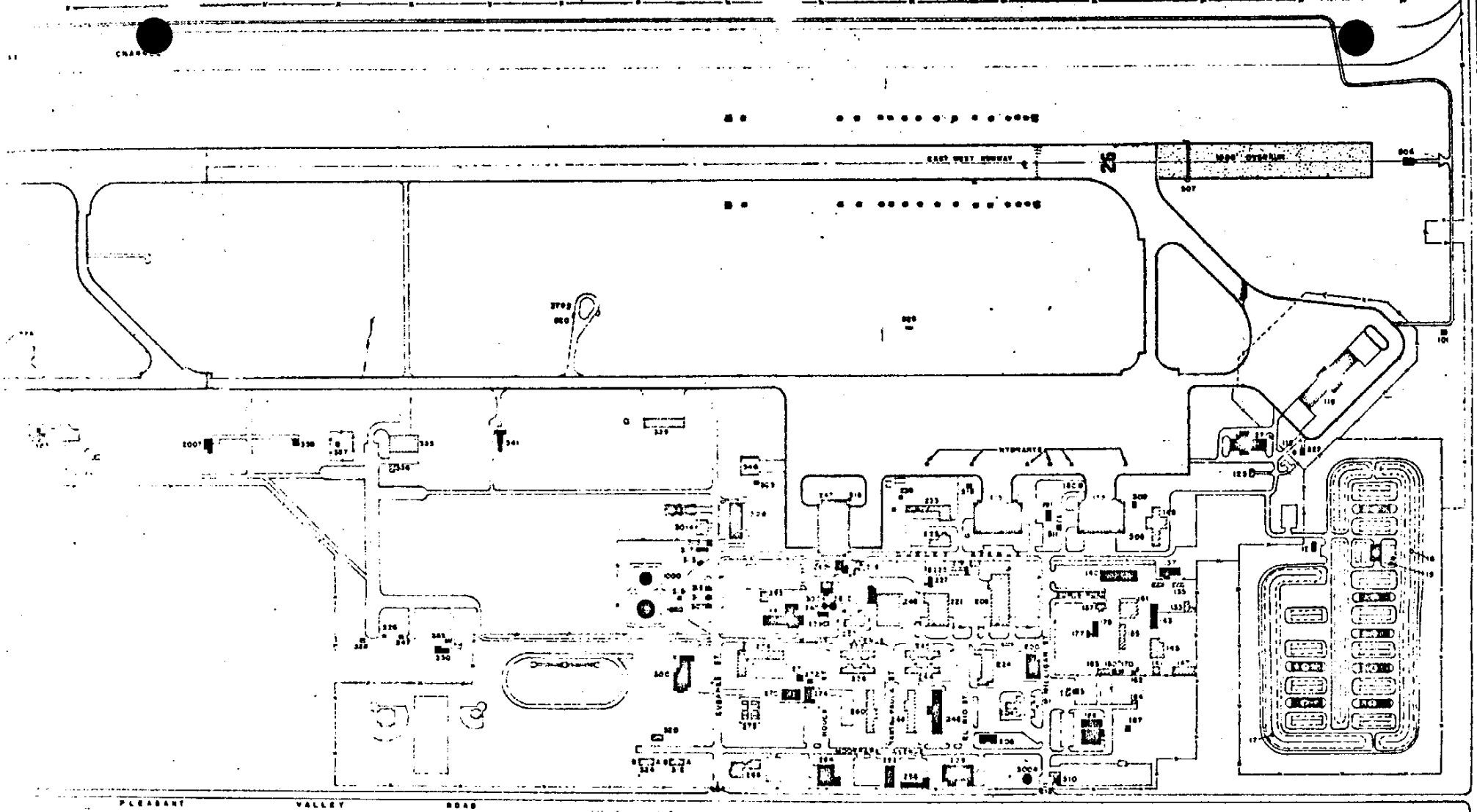
MARSHALL and STEVENS incorporated

Major construction was completed in December 1952 and the 354th Fighter Interceptor Squadron, equipped with P-51 Mustangs, began moving into Oxnard AFB from their old home at Long Beach.

In February 1953, the first jet aircraft began to arrive. The 533rd Air Defense Group was activated and the fighter squadron was assigned Lockheed F-94 jet aircraft.

On August 18, 1955, the 533rd Group and the 354th Fighter Squadron were deactivated, and the present units, the 414th Fighter Group and the 437th Fighter Interceptor Squadron were activated. In December 1955 the first Northrop F-89 Scorpion jets arrived to replace the F-94s. By March 1956 the changeover was completed. Between January and April 1960, the F-89s were replaced by high performance interceptors, the McDonnell F-101B Voodoos.

The Base has been inactive since its closing in the late 1960's.



GRAPHIC SCALE

ADDITIONAL CODE IDENT NO	DRAFTSMAN Patterson	DATE
	CHECKER	
	DESIGN ENGR	
	EXAMINED	
	FIRE CHIEF	
	DESIGN ACTIVITY AUTHENTICATION NAME SYMBOL AND DATE	
	COL USAF BASE COMMANDER	

U.S. AIR FORCE
AIR DEFENSE COMMAND
OXNARD AIR FORCE BASE, CALIFORNIA

BASE LAYOUT PLAN

CODE IDENT NO	SIZE	
	D	
SCALE 1" = 400'	17 JAN 1967	SHEET

ENGINEERING DRAWING LAYOUT D

APPENDIX C-7

General Services Administration, 1971b
Draft: Environmental Statement For
The Disposal Of Oxnard Air Force Base
Ventura County, California

PB 201 091D

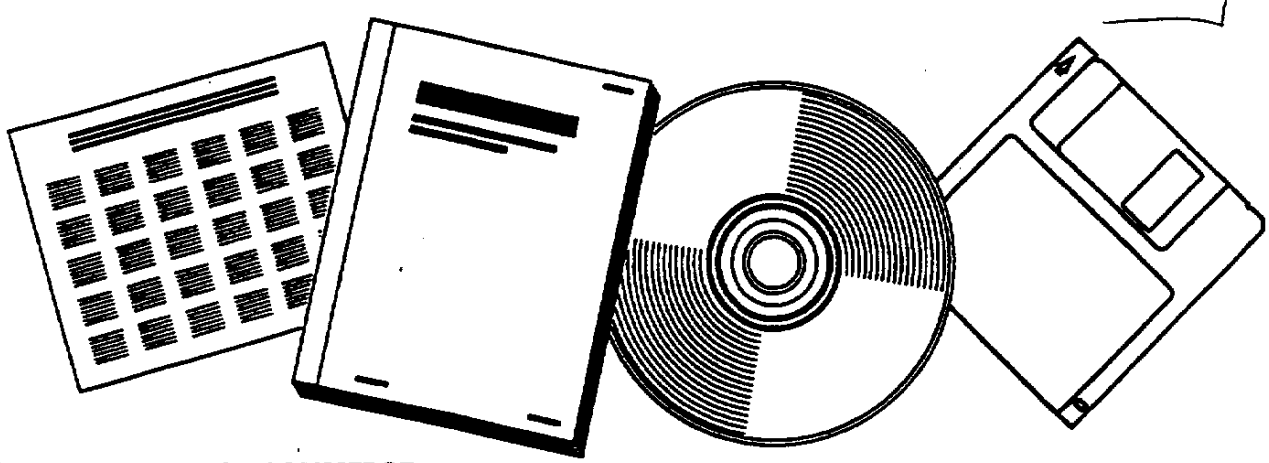
NTIS®
Information is our business.

DRAFT: ENVIRONMENTAL STATEMENT FOR THE DISPOSAL OF OXNARD AIR FORCE BASE VENTURA COUNTY, CALIFORNIA AS REQUIRED BY SECTION 102(2)(C) OF THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969

U.S. GENERAL SERVICES ADMINISTRATION
WASHINGTON, DC

ONLINE SERVICES, OCLC
STL. PUBLIC LIBRARY, CASU
BRANCH, 1222 SPRUCE ST.
ST. LOUIS, MO

JUL 71



U.S. DEPARTMENT OF COMMERCE
National Technical Information Service

EE 5-26

UNITED STATES OF AMERICA
GENERAL SERVICES ADMINISTRATION
WASHINGTON, D.C. 20405

PB 201 091 -D

JUL 16 1971

Honorable Russell E. Train
Chairman, Council on
Environmental Quality
722 Jackson Place, NW.
Washington, DC 20506

Dear Mr. Train:

Pursuant to the provisions of section 102(2)(C) of the National Environmental Policy Act of 1969 (Public Law 91-190, 83 Stat. 853), and the interim guidelines issued in implementation of that act, we are transmitting herewith a draft environmental statement relating to the disposal of the former Oxnard Air Force Base, Ventura County, California.

After responsible Federal, State, regional and local agencies, and the public have received copies of the enclosed draft environmental statement, and their comments, if any, have been considered, a final text environmental statement, together with copies of all comments received, will be forwarded to you.

Sincerely,

REPRODUCED BY
U.S. DEPARTMENT OF COMMERCE
NATIONAL TECHNICAL
INFORMATION SERVICE
SPRINGFIELD, VA 22161

Rod Kreger
Acting Administrator

RECEIVED JUL 21 1971

10 Enclosures

DRAFT

Environmental Statement

for the disposal of

Oxnard Air Force Base

Ventura County, California

as required by

Section 102(2)(C) of the National Environmental

Policy Act of 1969

prepared by

GENERAL SERVICES ADMINISTRATION

on JUL 16 1971

Summary

No firm disposal plan has been reached. The following alternative disposal actions are under consideration:

1. Conveyance of the property for airport;
2. Negotiated sale of the property to local bodies;
3. Advertised competitive bid sale of the entire tract;
4. Assignment of undetermined amounts of the property as follows:

a. Portion to Department of Health, Education, and Welfare;
b. Sewage and water system to the city of Camarillo;
c. Assignment of portion to the Department of the Interior for park and recreation;
d. Transfer of a portion to Bureau of Prisons;
e. Transfer of one building to Department of Justice.

No irretrievable or irreversible commitment of resources is expected to result from any ultimate disposal plan adopted.

Inclusion of the areas covered by licenses and easements in any disposal action will depend on the particular disposal action adopted.

DRAFT

city disposal system. The buildings and runways are considered to be in good condition and the Air Force is maintaining the property pending disposal.

Oxnard Air Force Base was constructed in 1942, inactivated in 1946, and reactivated in 1951. The base has been actively used by the Air Force as a fighter interceptor group until late 1969.

DRAFT

Possible Alternative Disposal Actions

1. Conveyance of the property to the State, or a political subdivision, municipality, or tax-supported institution for a public airport. Informal advice indicates that the Ventura County Board of Supervisors has had prepared for its use an environmental impact study. We are informed that the report finds that air operations alone would not significantly affect the air quality of the Oxnard Plain area. The report further states that total airport operations which would include auto traffic generated by airport operations would have a deleterious effect upon the Camarillo area and its immediate environs. The report goes on to say that the true magnitude or seriousness of this problem can only be assessed by performing a more detailed study aimed at determining local concentrations of potential pollution for various meteorological concentrations.

The City of Camarillo has voiced strong opposition to use of the facility as a commercial airport because exhaust fumes, noise, and future meteorological pollution would affect the local environment.

2. Negotiated sale of the property to local bodies at an estimated fair market value pursuant to section 203(e)(3)(H) of the FederalProperty and Administrative Services Act of 1949, as amended (40 U.S.C.484(e)(3)(H), for such public use as the local bodies desire. (This assumes that a local public body desires to purchase the property.)

3. Competitive-bid sale of the property to the public.

4. Disposal of the property in accordance with the provisions of existing law:

(a) Sewage Collection System to be assigned to the Department of Health, Education, and Welfare (DHEW) for conveyance to the City of Camarillo, Sanitary Distict.

(b) Water Storage Distribution System to be assigned to DHEW for conveyance to the City of Camarillo.

(c) Nine acres of land and 14 buildings located thereon to be assigned to DHEW for conveyance to the Ventura County Superintendent of Schools for vocational educational training.

(d) Conveyance to the City of Camarillo, under existing laws, of existing roads and a 68-foot highway easement.

(e) Assignment of approximately 175 acres to the Bureau of Outdoor Recreation, Department of the Interior, for park purposes.

(f) Sealed bid sale to the public of approximately 440 acres. Such sale may result in the establishment of an industrial park by the purchaser. Local zoning regulations may control the environmental impact of such result.

(g) Transfer of approximately 150 acres to Bureau of Prisons, Department of Justice, for use as a site for construction of a multipurpose youth facility. If this transfer is not consummated, the acreage proposed for sealed bid sale would be increased proportionately. The proposed multi-purpose youth facility appears to be compatible with disposal for educational and park and recreation uses of the tract.

(h) Transfer of Building #206 to the Department of Justice for use by the Imigration and Naturalization Service.

NTIS does not permit return of items for credit or refund. A replacement will be provided if an error is made in filling your order, if the item was received in damaged condition, or if the item is defective.

Reproduced by NTIS
National Technical Information Service
U.S. Department of Commerce
Springfield, VA 22161

This report was printed specifically for your order from our collection of more than 2 million technical reports.

For economy and efficiency, NTIS does not maintain stock of its vast collection of technical reports. Rather, most documents are printed for each order. Your copy is the best possible reproduction available from our master archive. If you have any questions concerning this document or any order you placed with NTIS, please call our Customer Services Department at (703)487-4660.

Always think of NTIS when you want:
- Access to the technical, scientific, and engineering results generated by the ongoing multibillion dollar R&D program of the U.S. Government.
- R&D results from Japan, West Germany, Great Britain, and some 20 other countries, most of it reported in English.

NTIS also operates two centers that can provide you with valuable information:
- The Federal Computer Products Center - offers software and datafiles produced by Federal agencies.
- The Center for the Utilization of Federal Technology - gives you access to the best of Federal technologies and laboratory resources.

For more information about NTIS, send for our FREE *NTIS Products and Services Catalog* which describes how you can access this U.S. and foreign Government technology. Call (703)487-4650 or send this sheet to NTIS, U.S. Department of Commerce, Springfield, VA 22161. Ask for catalog, PR-827.

Name _____
Address _____
_____
_____
Telephone _____

- Your Source to U.S. and Foreign Governme
Research and Technology.

APPENDIX C-8

Roed, Edward E., 1st Lieutenant, U. S. Army Air Corps
1943, History of the Santa Maria Army Airbase
Santa Maria, California

~~RESTRICTED~~

USAFHRC, MAXWELL AFB, AL
BOX: 288.4/1952 to 288.43-1
VOLUME: 288.43-1 v.1

HISTORY OF THE

ARMY AIR FIELD
SANTA MARIA, CALIFORNIA

1 June 1942 to 31 December 1943

Prepared in April 1944 in compliance with AR 345-105, AAF Regulation 20-8, and Directives of the Fourth Air Force.

FORMER DESIGNATIONS

Army Air Base
Santa Maria, California

PRESENT ASSIGNMENT

FOURTH AIR FORCE

UNITS ASSIGNED OR ATTACHED

391st Aviation Squadron
483rd Base Headquarters
and Air Base Squadron
513th Service Squadron
733rd Army Band
1164th Guard Squadron
Estrella Air Field
Oxnard Air Field

COMPILED BY:

Edward E. Roed

EDWARD E. ROED,
1st Lt., Air Corps,
Historical Officer.

APPROVED BY:

Richard A. Grussendorf

RICHARD A. GRUSSENDORF,
Colonel, Air Corps,
Commanding.

A2,6+-7

~~RESTRICTED~~

DECLASSIFIED ON FRONT COVER
EO11652

OXNARD FLIGHT STRIP

On 22 June 1943 twenty-six enlisted men, on detached service from 31st Base Headquarters and Air Base Squadron, March Field, California, reported for duty at Oxnard Flight Strip, Oxnard, California. Maj. Francis L. Wilkes assumed command of the base on that date. All buildings were ready for occupancy, but it was obvious that much was yet to be done to make the base a well regulated one. Only a few months before it had been a part of a farmer's field. It must be developed and equipped to accommodate squadrons of fighter planes and men that would arrive to receive their final phase of training. To do this would entail much planning and hard work on the part of all concerned.

The next day Detachment 774th Military Police Battalion consisting of fifty enlisted men and two officers, Lt. David Thomas and Lt. William Watts, arrived. They immediately posted patrols and guards and provided for the security of the base.

Soon a Post Exchange was in operation on the base, and furniture was secured through the Red Cross to set up a day room in the opposite end of the building. The USO was contacted and arrangements were made for a weekly movie. The Port Hueneme Naval Base scheduled their

excellent Camp Rouesseau dance orchestra for several dances at the Flight Strip. The Oxnard USO provided plenty of dancing partners and the Red Cross Ladies provided punch and refreshments for the dances.

Many hardships were endured in the first few weeks after activation of the base. Bad weather and lack of personnel and transportation made each undertaking doubly difficult. Messing and housing facilities had to be provided, and supplies obtained. Where equipment was lacking, ingenuity was brought into play, and improvisions were made.

One of the first problems confronted was that of water supply. The water tanks evidently had not been pre-soaked, and when water was pumped into them it turned green, and was unfit for drinking purposes. Draining and refilling remedied this condition. It was at this time that the water chlorinator gave trouble also.

Meanwhile, there was trouble in the cooking and heating departments. The ranges in the Mess Hall refused to function. It was only through the untiring efforts of newly-discovered repairmen that they were finally coaxed back into operation. The oil burners on the water heaters were out at the same time, so repairmen were compelled to work on a twenty-four hour a day basis.

After that particular trouble was passed, a high water tower was erected, but there was still insufficient

water pressure because of mechanical trouble. Again the new redwood tank turned the water blue-green rendering it unpalatable. This mechanical trouble and electrical failure experienced all over the field kept emergency electricians and repairmen busy day and night.

A construction crew was organized from the few men available. One of their first tasks was to construct sidewalks to connect barracks, latrines, offices, supply buildings, etc., in an effort to defeat the mud situation. At the time the original cadre arrived there were no sidewalks on the base. Heavy rains made the unpaved streets almost impassable, and transportation was seriously curtailed.

After construction of the sidewalks, the crew set out to improve the interior of the barracks. They built clothes racks, closets and shelves in them, and made necessary alterations and additions. Upon completion of that project they erected a flagpole across the street from base headquarters. Later they cut weeds around buildings on the base to reduce fire hazards, then planted grass in all open areas in an effort to reduce the dust nuisance. An ornamental stone wall and concrete archway was erected at the main gate. The cement arch was lettered with the name of the field with blue and gold Air Corps colors. Most of the construction work at the main entrance was accomplished by the personnel of Detachment D 774th M.P. Bn, who did this

in addition to guard duty.

It was on 14 July 1943 that one of the major changes was made. The 504th Base Headquarters and Air Base Squadron, consisting of three officers and one hundred twenty-eight enlisted men arrived from Santa Ana, California. Captain Tom D. Paul was appointed Base Surgeon and Base Sanitary Officer. He secured needed medical supplies and set up the base dispensary, as well as assuming the duty of making the water supply and sewage disposal systems function properly. Capt. Paul also carried out a mosquito control project.

Lt. Charles A. Rosen, Chemical Warfare Service, was appointed Base Chemical Officer, and at once a concentrated warfare training program was initiated. One project was to gas proof several key buildings. At that time Maj. Wilkes was assigned to the 504th and it became the headquarters squadron. Lt. James F. Lucas was made base adjutant, with several additional duties.

With the increase in personnel, things ran more smoothly, despite the added burden of furnishing extra mess and housing facilities and obtaining supplies. The base could now operate under improved conditions, and there were enough men to do the many jobs yet to be done. However, on 26 July 1943 there was still another change. The Detachment 31st Base Headquarters and Air Base Squadron returned to March Field, California. This move reduced the

enlisted strength of the base by twenty-five men. On 28 July 1943, there was a still larger reduction in personnel. Eighty men were placed on detached service at March Field, and were subsequently assigned there.

On 16 August 1943, a large streamlined experimental glider capable of carrying about five tons of soldiers and weapons was successfully flown on numerous occasions. Considerable excitement was experienced on the first flight because the tow rope became accidentally detached, but the glider landed in a large bean field about three miles from the Flight Strip, without damage to the glider.

On 22 August 1943, Lt. Rosen, Chemical Warfare Officer, departed Oxnard Flight Strip for March Field. He was not replaced, and the base was without a CWS representative.

Events on the base functioned normally until 2 October 1943, which was a red-letter day in the history of the Flight Strip. It was then that the 383rd Fighter Squadron arrived to start their training. The Base was now about to do the job for which it had been preparing. Those men who had been stationed at the base from the beginning began to see their dreams materialize, as P-38's filled the sky above the field.

Chaplain Pendleton, Base Chaplain, was always ready to care for and improve the morale of the men. He

never missed an opportunity to secure a USO show or USO girls for a dance. In these and many other ways he provided diversions for the men on the Base. However, on 25 October 1943, he was transferred to March Field, and Chaplain Knoble became Base Chaplain. He, too, was quick to recognize the importance of entertainment and recreation in the lives of the men on the Base. Because transportation facilities were poor, it was necessary for most of the men to spend their free time on the Base. This greatly increased the need for entertainers to come to the Base. Chaplain Knoble saw to it that they came.

On 27 December 1943, the 383rd Fighter Squadron left the Base for parts unknown. They chalked up an excellent record while they were here.

All personnel of the 504th Base Headquarters and Air Base Squadron were transferred on 1 January 1944 to Santa Maria Army Air Field, and placed on detached service at this station. The Squadron was now known as Detachment D 483rd Base Headquarters and Air Base Squadron.

In the short period it has been in existence the Oxnard Flight Strip has grown from an undeveloped piece of land into an efficient, well-improved base. It is the aim of all Base personnel to render all possible services which will expedite the training of tactical units on the Base.

APPENDIX C-9

Ventura County Department of Airports, 1986
Final Environmental Impact Report on
the Camarillo Airport Master Plan
Camarillo, CA.

REFERENCE
ROOM USE ONLY

Final Environmental Impact Report on the Camarillo Airport Master Plan

OXNARD (Ca) PUBLIC LIBRARY

county of ventura
DEPARTMENT OF AIRPORTS

OXNARD PUBLIC LIBRARY
R 979.492 ENV OXNARD, CA

Michael Brandman Associates

IN ASSOCIATION WITH

FORESITE GROUP

JUNE 1986

A27+08

1.0 SUMMARY

The Camarillo Airport master planning process has identified 12 projects, as listed below, to remedy existing problems and/or supply the necessary facilities to meet future aviation demands.

Project 1	- Construct air traffic control tower.
Projects 2, 5, 7, 8 and 10	- Develop aircraft storage areas.
Projects 3 and 6	- Provide for additional fixed base operators.
Project 4	- Construct administration building and general aviation terminal.
Project 9	- Provide area for industrial park.
Project 11	- Install visual navigation aids.
Project 12	- Install precision approach.

Table 1 summarizes the environmental concerns with implementation of the proposed projects. Impacts have been identified as being either a not substantial, adverse but not significant, or significant. A narrative discussion of each issue follows with a full discussion of these impacts and mitigation measures provided in Section 4.0.

TABLE 1

SUMMARY OF ENVIRONMENTAL IMPACTS

Subject	Impact	Mitigation Measures
Land Use	Adverse but not significant	See noise
Noise	Adverse but not significant	Restrict future incompatible developments
Social	Not substantial	None necessary
Socioeconomic	Not substantial	None necessary
Traffic	Not substantial	None necessary
Air Quality	Significant	See Section 4.6.3
Water Resources	Significant	Prepare drainage plans
Biological Resources	Not substantial	None necessary

3.0 DESCRIPTION OF PROJECT

3.1 PROJECT LOCATION

Camarillo Airport, owned and operated by the County of Ventura, is located about one mile southwest of the City of Camarillo as shown in Exhibit 1. It is approximately 53 miles northwest of Los Angeles.

3.2 PROPOSED ACTION

In April and May, 1982, the Board of Supervisors conducted public hearings in Oxnard, Camarillo and Thousand Oaks to receive public input on the airport service levels previously discussed in the Master Plan. Based on this public input and the technical analysis summarized herein, the Board of Supervisors approved the following recommendations in July, 1982:

1. The County's role in providing air transportation is limited to meeting the general aviation and commuter service needs of the citizens of Ventura County.

2. The development of the Oxnard and Camarillo Airports should be limited to meeting the forecasted needs of general aviation through the year 1995 in a manner that will compliment each other, optimize the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities.

3. The current terminal facilities at Oxnard Airport should be maximized (not expanded) to accommodate the future needs of a commuter service and abandon any further study for providing facilities to accommodate scheduled jet services at either airport.

The work accomplished in the Master Plan and ANCLUC are consistent with these recommendations and provides future programs based on the above planning guidelines for the Airport.

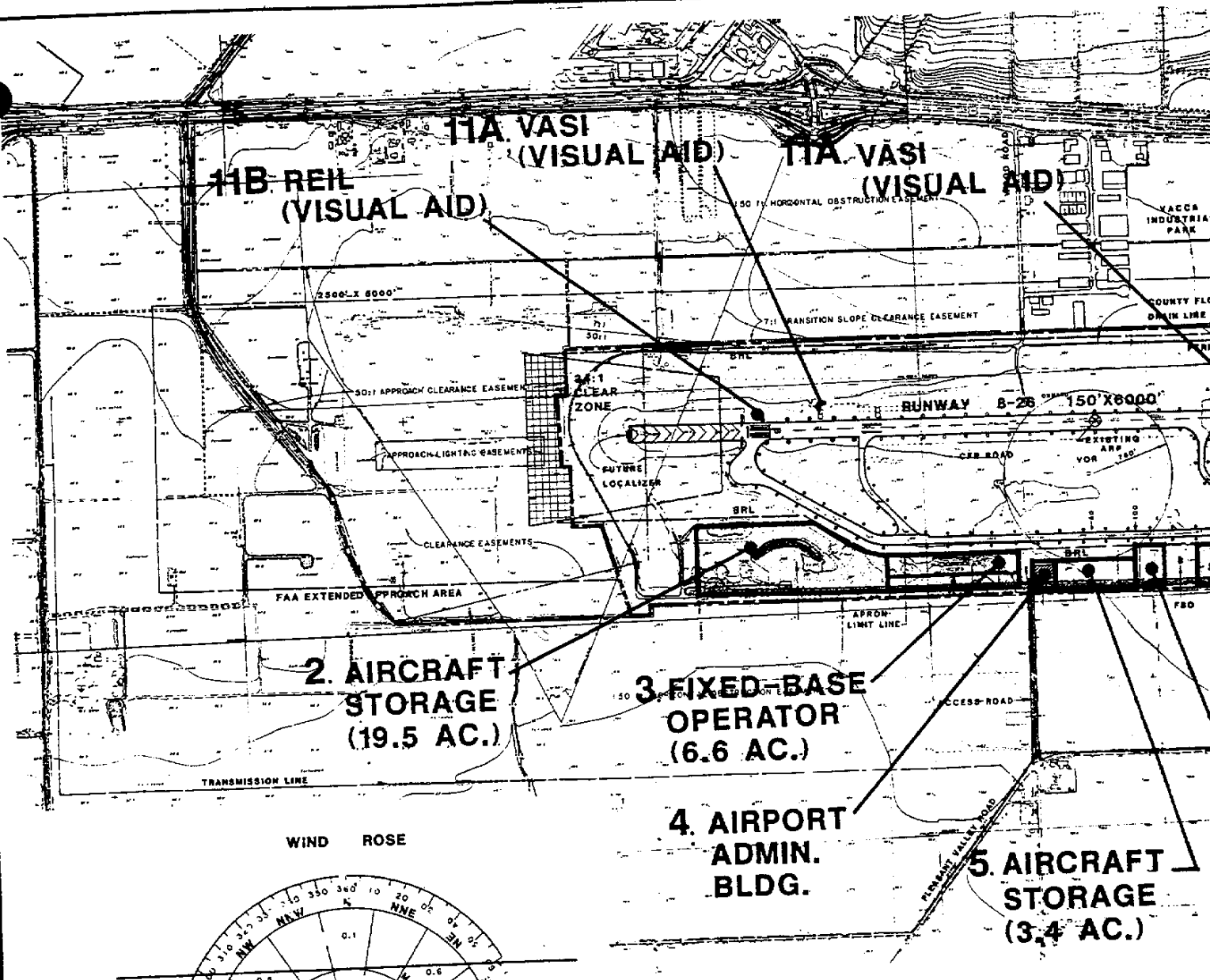
Several projects and procedures are proposed in the Master Plan Airport Layout Plan and ANCLUC Study for Camarillo Airport, and are assessed in this report. The projects are discussed below and illustrated in Exhibit 2.

Project 1: Air Traffic Control Tower — A site of about one acre is proposed to the north of the airport for construction of an air traffic control tower. Although the airport layout plan shows a site off airport property, other sites may be feasible on airport property. The air traffic control tower would provide safer and more efficient flow of traffic, both in the air and on the runway-taxiway system as aviation activity increases at the airport.

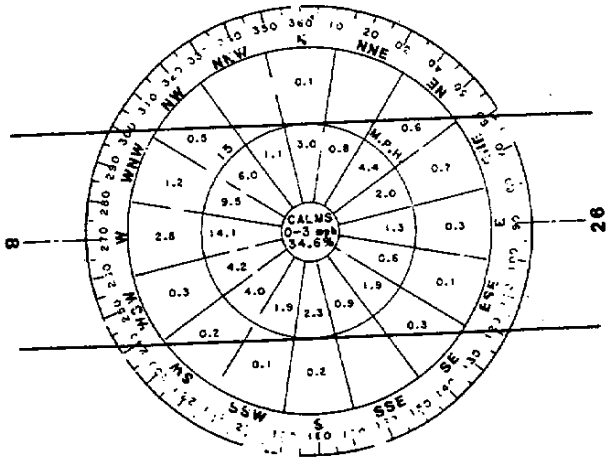
Projects 2, 5, 7, 8, and 10: Aircraft Storage Areas — Currently, approximately 36.6 acres along the southern side of the field are proposed for new aircraft storage area. These projects are proposed to help meet future aircraft storage demand.

Projects 3 and 6: Fixed Base Operators (FBOs) — Two parcels of land, approximately 6.6 acres and 1.4 acres respectively, are planned for development by FBOs. Specific layouts of buildings on these parcels would be determined by management of the FBOs and airport at a future date. In general, they would probably contain office buildings with pilot support facilities and waiting areas, hangars, aircraft tiedown areas and automobile parking areas.

Project 4: Airport Administration Building and General Aviation (GA) Corporate Terminal — This facility is shown on the western half of the airport, along the southern side, although a note on the Airport Layout Plan indicates that its location may change. The building would serve two purposes. The first would be to house the offices of the airport manager and various staff personnel. The second would be to provide a dropoff and pickup point for general aviation passengers. General aviation is considered to include all aircraft uses other than for scheduled airline or for military purposes. The major users of the terminal building would be corporate and charter passengers and pilots. The building would most likely include a waiting room, restroom, a snack shop or restaurant, and pilot support facilities such as a flight planning room, flight service station telephone, computer terminals for obtaining current weather information, etc.



WIND ROSE



SURFACE WIND VELOCITY FROM 1955-1966
PORT HUENEME, CALIFORNIA

NOTES: 8/26 RUNWAY HEADING
14° 50' EASTERLY MAGNETIC VARIATION
RUNWAY 8/26 PROVIDES 99% TOTAL
WIND COVERAGE WITH A CROSSWIND
COMPONENT NOT EXCEEDING 15 mph

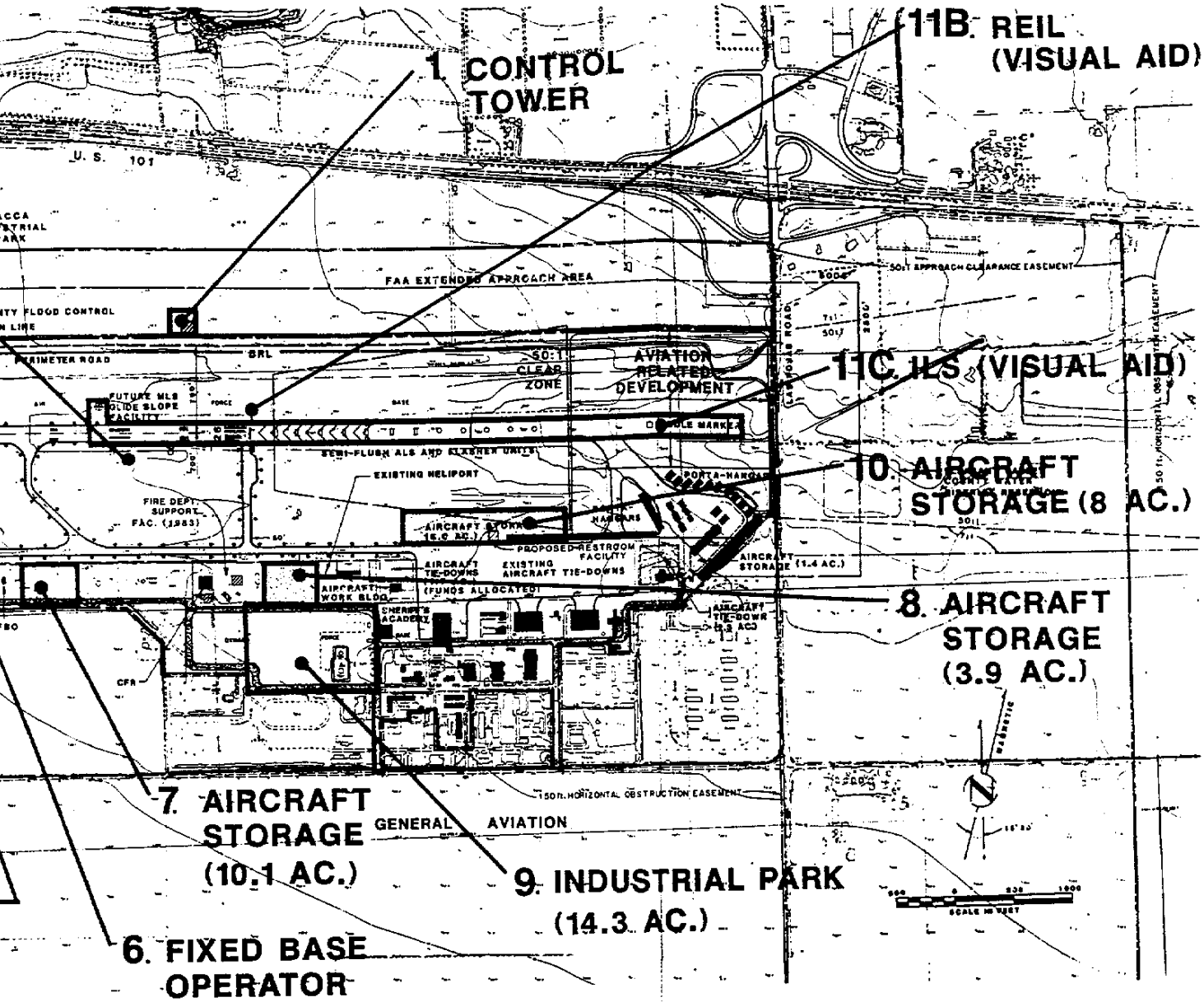
CALMS	34.6%
4-15 mph	58.0%
OVER 15 mph	7.4%

RUNWAY DATA TABLE

ITEM	RUNWAY EXISTING		RUNWAY 8-26 ULTIMATE	
RUNWAY LENGTH/WIDTH	150'X6000'		150'X6000'	
EFFECTIVE GRADIENT %	.24%		SAME	
% WIND COVERAGE	15 mph - 99% COVERAGE			
PAVEMENT STRENGTH (000 lbs.)			SAME	
LIGHTING (TYPE)	MIRL		SAME	
MARKING	VIS		PI	
RUNWAY END	8	26	8	26
APPROACH AIDS				
VISUAL AIDS	REIL		VASI-REIL	VASI-REIL
TYPE APPROACH			NPI	PI
APPROACH SLOPES	34:1	50:1	34:1	50:1

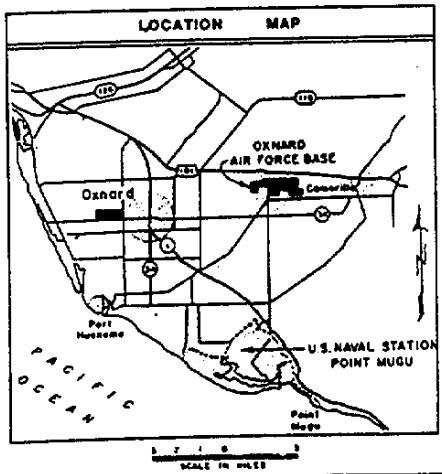
Michael Brandman Associates

Camarillo Airport Environmental Impact Report



AIRPORT DATA TABLE		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION	81'	SAME
AIRPORT REFERENCE POINT(ARP)	LATITUDE 34° 12'49"N LONGITUDE 119° 05'36"W	
MEAN MAX. TEMPERATURE OF HOTTEST MONTH	73° F	SAME
AIRPORT & TERMINAL NAVIGATIONAL AIDS	VOR	VOR ILS
AIRPORT CATEGORY	GENERAL UTILITY	BASIC TRANSPORT

LEGEND		
EXISTING	ULTIMATE	ITEM
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE (BRL)
70		GROUND CONTOURS
		AIRPORT PROPERTY LINE
		THRESHOLD LIGHTS
		AIRFIELD PAVING
		CLEAR ZONE
		PROPOSED ACQUISITION
		AIRCRAFT PARKING
		BUILDINGS
		VEHICLE PAVEMENT
		FENCE
		MED. INTENSITY TAXIWAY LIGHTS



Proposed Projects

EXHIBIT 2

APPENDIX C-10

White, David, 198?, Camarillo Then and Now
Pages 44 and 45, published n. a., date n. d.
Bancroft Library, University of California
Berkeley, CA

of Supervisors, after a long and controversial hearing, voted to accept the base for airport use. In doing so, they chose to ignore the provision of Proposition A, as they had been advised by legal counsel that the proposition was in violation of the U.S. Constitution, and therefore invalid.

Subsequently, a lawsuit was filed against the county by the City of Camarillo, and certain private citizens, asking the court to, in effect, order the Board of Supervisors to call an election pursuant to Proposition A. However, Judge Richard C. Heaton of the Ventura County Superior Court then held Proposition A to be unconstitutional, and the ruling was appealed. Judge Heaton's ruling was upheld by the District Court of Appeals.

The Camarillo City Council remained unanimously opposed to any airport operation at the base until March, 1974, when Roderick B. Moore, a pro-airport advocate, was elected to the city council. For a time, Moore was the lone pro-airport voice on the council. However, Councilman Robert V. Pena's position softened after the U.S. General Services Administration made its decision to award the majority of the base to the county for airport use, followed by Judge Heaton's decision ruling Proposition A unconstitutional. It is interesting to note that the council voted three to two (with Moore and Pena casting negative votes) to appeal Judge Heaton's ruling. Then, after the election of pro-airport advocate Ed Leland in the spring of 1976, the council voted three to two (with John Rush and Mary Gayle voting "No") to withdraw the appeal. In October, 1976, the council voted four to one (with Mary Gayle the lone dissenter) to approve an agreement with the county for the joint control of the airport and the formation of an airport authority.

Camarillo Airport is now operated by the County of Ventura as a general aviation airport under strict environmental controls agreed to by the City of Camarillo and the county. These controls are enforced by an airport authority composed of two members of the county Board of Supervisors, two members of the Camarillo City Council and one member at large, appointed by the other four.

The first members of the airport authority were Supervisors Ralph R. (Hoot) Bennett and Ted Grandsen, Councilmen Ed Leland and Robert V. Pena, and public member Robert North, with Robert V. Pena, then Mayor of Camarillo, as chairman. The 1977-78 members are Supervisors Ed Jones and Ted Grandsen; Mayor Roderick B. Moore, Councilman Ed Leland, and Robert North. Supervisor Ed Jones is the chairman.

THE POST OFFICE

The Camarillo Post Office was transferred from the vanishing community of Springville in 1903. It was first located at the corner of Ventura Boulevard and Somis Road, and was housed in different stores and at the depot, including the mercantile store of Weatherly and David when Max Riave and his brother, Sam, bought the business in 1922. It was, for a time, located on South Glenn Drive. The first postmaster was John Sebastian from 1900 (Springville) to 1904, and he was followed by Alfred Sebastian, 1904-08; Al Meyer, 1908-12; Israel Hernandez, 1912-20; Roy Weatherly 1920-22; Fred Stein, 1922-34; R.C. Glover, 1934-35; Della Carillo, 1935-42; J. Everett Osborn, 1942-58; Chester B. Schmill, 1958-63; Carl W. Fischer, Jr., 1963-74; Lewis Bart Miller, 1975-. When Max and Ruth Riave opened the new building, erected for them in 1946 on Ventura Boulevard between Palm and Elm Streets, one half of it was the post office. The service remained there until it was transferred to its present site in Daily Plaza on Arneill Road.

CAMARILLO DAILY NEWS

The present-day Camarillo Daily News, the first morning newspaper in Ventura County, started as an eight-page weekly paper in October of 1926. In due course, it was issued twice weekly and then thrice weekly as it kept pace with increasing demands of citizens, old and new, for coverage of news and other events. It became a Monday through Friday daily in 1963, and added a Sunday edition in July, 1977. It continues to chronicle the news in remodeled premises on South Glenn Drive, a building which started out as a frozen meat locker.

The first publisher, with a few dozen subscribers, was Cal Hoffman; and Mrs. Irene (Otto) Kitchen of Somis (a 1976 honorary dona of Pleasant Valley) was the first employee, taking care of editorial, advertising and other duties, with the title of "associate

A2,10-C9

At latest count there were 52,240 volumes in the new library, 405 record albums, 1,044 casettes, and 210 periodicals. There is large print material, talking books for people with visual or physical handicaps, 16mm films on a variety of subjects, all kinds of informational material, foreign language books, government documents, and pamphlets from many sources. There are puppet shows for children, and, in the summer, also reading sessions for children. Questions are answered by telephone.

The South Library branch in Dizdar Park is still open for the convenience of people in that area on two afternoons per week, Tuesday and Thursday, from 1—5 p.m

CAMARILLO AIRPORT

The Camarillo Airport has had a somewhat checkered history. Located south of Highway 101 in the area once known as Springville, it was developed as a landing strip in early 1942 by the U.S. Public Roads Administration. The overall area of the original development was approximately 100 acres, consisting of a strip approximately 550 feet wide by 8,000 feet in length.

Late in 1942, the U.S. Army Air Force took over the strip and purchased an additional 303 acres, extending the area of the base south to Pleasant Valley Road. The Army Air Force continued to occupy the base through 1944. In 1945, the field was used as an auxiliary base by the Marine Corps at Goleta in Santa Barbara County. In 1947 and 1948, Ventura County acquired both portions of the base.

During 1948 and through 1950, the airport was used for various aeronautical purposes, both civilian and military. In mid-1951, the airport was leased back to the Air Force and became Oxnard Air Force Base. It remained an active air base until it was closed by the Air Force on December 31, 1969, thus beginning the long squabble among the County of Ventura, the City of Camarillo, and various citizens' groups over control of the base. The airport was not to re-open until October, 1976.

After the Air Force closed the base, the property was turned over to the U.S. General Services Administration for their custodial care and eventual disposition.

In 1970, the county submitted its formal application to re-acquire the air base, and many people felt that the transfer back to the county would be routine. This was not to be the case.

First, there was the necessity of an environmental impact statement required by the Federal Environmental Quality Act. This, in itself, became controversial. There were numerous applications for all or portions of the base by other public and private entities. The City of Camarillo worked with several educational institutions, trying to promote a total package of recreational and educational uses for the base. The Citizens Against the Camarillo Airport (CACA) was formed and remained active over the years. This organization was dedicated to opposing any airport use at the base.

From late 1969, when the Air Force first announced its intention to close the base, until late 1976, when an agreement was finally reached between the City of Camarillo and the County of Ventura, the airport issue remained controversial. The Board of Supervisors first proposed its use as a commercial airport, and, after several years, modified its position, agreeing that the base could be a general aviation airport with strict environmental controls, and offering to share control of the base with the City of Camarillo.

Almost from the beginning of the dispute, the Camarillo City Council was adamantly opposed to any airport operation. Many people in the community were convinced that even a general aviation airport would be impossible to control, and that any airport would eventually mushroom beyond the control of local citizens. Anti-airport forces achieved a measure of success when Proposition A, on its second attempt, was passed by the voters of Ventura County in November, 1974. This proposition required the Board of Supervisors to adopt an ordinance that would, among other things, prohibit establishment of any airport within a city of the county without voter approval of the people of that city.

On May 30, 1975, the U.S. General Services Administration finally announced its intention to grant the air base to the County of Ventura for airport use. In early summer of that year, the Board

APPENDIX C-11

354th Fighter-Interceptor Squadron, 1953
History of the 354th Fighter-Interceptor Squadron, Oxnard Air Force Base, CA

K-SQ-FI-354-HI
Jan-Jun 1953

RETURN TO C/

Director
Aerospace Studies Inst
ATTN: Archive Branch
Maxwell AFB Alabama

END OF HISTORICAL REPORT

354TH FIGHTER-INTERCEPTOR SQUADRON

1 JANUARY 1953 THROUGH 30 JUNE 1953

A2, 11 + C10

7-4531-16

420858

USAFHRA, MAXWELL AFB, AL
K-SQ-FI-330-HI to K-SQ-FI-
354-HI JAN-JUN 1953

UNCLASSIFIED
DOWNGRADE PROBABLY E.O. 11652
SEE P.6.2

SECRET

INTRODUCTION

The recently reactivated 354th Fighter-Interceptor Squadron, under the command of Major Thomas W. Queen, Jr., was located at Long Beach Municipal Airport, Long Beach, California at the beginning of this reporting period.

The squadron was charged with the defense of the vital Los Angeles and San Diego area under the direction and supervision of Headquarters, 27th Air Division (Defense), Norton Air Force Base, San Bernardino, California. This defense was maintained by the squadron through a twenty-four (24) hour day alert commitment utilizing unit-equipped F-51D type aircraft.

By 1 January 1953, the squadron was under orders to move from its operating location at Long Beach Municipal Airport to a new permanent station at Oxnard Air Force Base, Oxnard, California.[1] The movement order directed that operating procedures at this new location would become effective on 9 January 1953. The movement procedures were under way at the beginning of this reporting period.

The Operations Section had assumed active alert status on 8 January 1953, the arrival date of the first contingent of assigned F-51D type aircraft at Oxnard Air Force Base.[2]

---

1 - Ltr, 27 BO 370, Hq 27th ADiv (Def), dtd 12 Dec 52, Subj: Movement Order

2 - See Appendix — page 31, Fig 9 and page 32, Fig 10

SECRET

CHAPTER II

OPERATIONS SECTION

The mission of the Operations Section is to achieve and maintain a high state of effectiveness in the following activities: (a) to operate assigned aircraft in accordance with directives from higher authority, (b) to conduct training under published training directives in an effort to bring the section to the highest possible state of effectiveness, and (c) to develop tactics and techniques in the operation of assigned aircraft so that maximum effectiveness is realized.

A considerable gain in personnel was realized during the period covered by this report. This was due to the conversion of the squadron to F-94C type aircraft. On 20 April 1953, the first radar observers reported to the organization. At the end of the period a total of thirty-one (31) radar observer personnel were assigned.

There was no appreciable change in pilot personnel assigned during the period. The following indicates the total number of pilots assigned as of the end of each month:

Jan	Feb	Mar	Apr	May	Jun
25	25	23	24	24	24

On 20 June 1953, Captain Donald E. Miller assumed duties as Operations Officer replacing Major James E. Anderson, who assumed command of the squadron.

A shortage of personnel in both combat capable pilots and clerical personnel constituted a major problem during this reporting period. As can be seen from the schedule below, the number of combat capable pilots available for the alert commitment has been low. This has induced a heavy workload on the pilots standing alert and has made scheduling difficult. The average number of combat capable pilots per month is as follows:

Jan	Feb	Mar	Apr	May	Jun
23	23	19	19	23	20

Personal equipment has been inadequate during the period, particularly with the additional crew assignments. A general shortage of flying suits, sun glasses, flying gloves, oxygen bottles, and helmets continues to present a major problem. With the conversion to F-94C type aircraft nearing completion, the shortages will have a detrimental effect upon the squadron's combat effectiveness.

Problems inherent with the conversion of the unit to a new type aircraft are being met with a minimum of difficulty. The first F-94C arrived at the base on 2 June 1953.[16] As of 30 June 1953, 183 hours and 10 minutes had been flown in the aircraft under the direction of a capable squadron training officer.

The movement of the squadron from Long Beach Municipal Airport to Hamard Air Force Base was accomplished early in January of this reporting period. On 8 January 1953, the first alert flight was placed on readiness at this station. For this reporting period, approximately 1250 scramble sorties were flown.

---

16 - See Appendix — page 39, Fig 17

F-51D type aircraft were primary unit-equipped aircraft for the period. A total of 3137 hours and 50 minutes were flown in the F-51D aircraft from 1 January 1953 to 1 July 1953.

As the schedule below indicates, a very large percentage of programmed requirements were completed:

REQUIREMENTS	PERCENTAGE
Simulated Combat	100
Acrobatics	100
Precision Instruments	100
Navigation	100
Intercepts	100
A A Gunnery	78.4
Camera Gunnery	100
Ascents and Recovery	100
Ground Training	100

In April of 1953, an Operation Readiness Test was conducted by Headquarters, 27th Air Division (Defense). The exercise was satisfactorily executed with complete manning of all available aircraft, firing of armament load, and subsequent turn-around. Fourteen (14) aircraft were turned around in a matter of 34 minutes.

Two (2) major aircraft accidents occurred during this reporting period:

(1) An instructor pilot in a T-33 retracted the gear on the aircraft while taxiing to the ramp after a flight of one (1) hour. The instructor pilot was attempting to raise the flaps but retracted the gear instead.

(2) Two (2) F-51Ds collided shortly after the takeoff roll had started. Captain R.M. Harton, the pilot of the lead aircraft was killed and Second Lieutenant D.S. Corner, the number two man, was seriously burned.

CHAPTER VI

ARMAMENT SYSTEMS SECTION

The mission of the Armament Systems Section is to maintain E-5 fire control systems equipment in the F-94C type aircraft in support of the overall squadron mission.

The personnel strength of the section at the close of this reporting period is composed of two (2) officers, twenty-four (24) airmen, and one (1) technical representative of Hughes Aircraft Corporation.

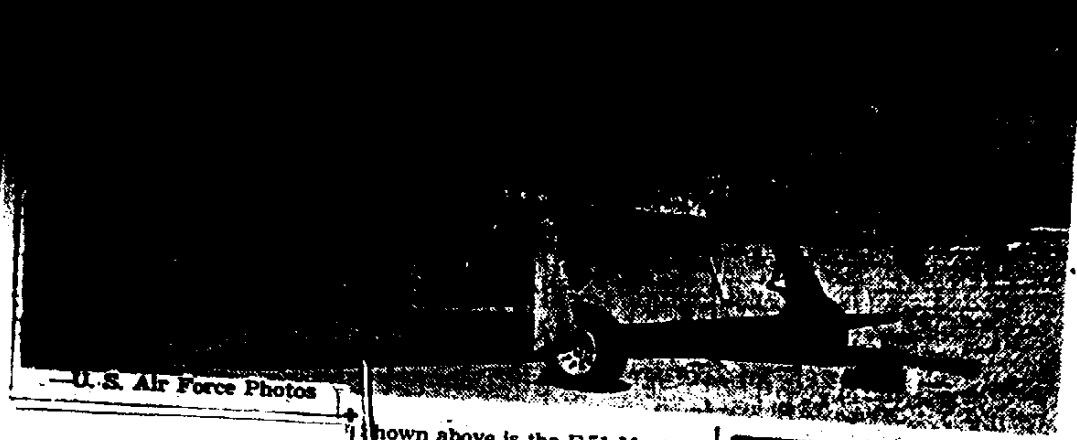
The principal problem encountered by the section during this reporting period was one of training. Due to the transition from F-51D type aircraft to F-94C type aircraft, the experience level has been very low. This problem is being eliminated through constant training by qualified personnel within the section, as well as invaluable assistance from the F-94-6 Mobile Training Detachment assigned to the squadron during this reporting period.

Another pressing problem within the section has been the lack of necessary equipment to fulfill the mission requirements of the section. Calibration test equipment for the E-5 fire control system has been critically short throughout the Air Defense Command. This shortage of equipment has made necessary additional after duty work hours for personnel of the section.

During the Operation Readiness Test of April 1953, the Armament Systems Section displayed a capability of loading and reloading the F-51D type aircraft with a minimum of delay.

Armament maintenance during the Air Defense Command gunnery meet held at Yuma County Airport was of an exceptional calibre. The boresighting of the weapons was accurate and weapon malfunctions were few.

The squadron transition to F-94C type aircraft has introduced the section to the rocket systems within the E-5 fire control system. Personnel qualified for maintenance on this rocket systems are at a minimum. By extensive training, it is proposed that this problem will be eliminated.



U. S. Air Force Photos

F-51 Mustangs Land at Local Base Friday

Camarillo residents were made aware of the fact that the local air base was definitely in operation when a formation of thundering F-51's arrived from Long Beach Friday morning to make their permanent home here.

Based here for the protection of southern California centers of popualtion and industry, the 354th Fighter Interceptor Squadron is commanded by Major Thomas W. Queen Jr. who was born in Santa Barbara, but has called San Diego "home" for some years. Major Queen flew 62 missions in F-47 Thunderbolts over Europe in World War II and completed 125 missions over Korea in F-80 Shooting Stars.

Other officers who arrived here Friday in their F-51's were Capt. W. C. Whitaker, Indianapolis, Ind., Capt. W. E. Mathews, Alhambra, Calif., Lt. R. H. Luedeka, Long Beach, Calif., Lt. L. G. Roland, Hershey, Pa., Capt. R. L. Eckman, Riverside, Calif., Lt. P. W. von Wiedenfield, Lomita, Calif., and Lt. J. P. Check, Wilmington, Calif.

The Fighter Interceptor Squadron has an authorized strength of 187 men, 37 of whom are pilots, and 25 planes. At the present time all planes are F-51's but it is expected that eventually these will be replaced with jets. Overall strength of the base is expected to reach 1000 within a short time. This complement includes both civilian and military personnel.

Of the pilots presently stationed at the base, 16 are Korean returnees, and 8 of the group saw action in the same fighter-bomber group. One of the pilots, 1st Lt. Griffith was attached to a fighter squadron and has a Russian MIG to his credit.

Operations Officer for the squadron is Major James E. Anderson, a native of Chatom, Alabama. Major Anderson was operations officer of the 9th Squadron of the 49th Fighter Bomber Group and saw eight months service in Korea. He has 169 missions to his credit in that theatre and was awarded the DFC and the Air Medal with 13 Oak Leaf clusters, but derives his greatest satisfaction from personally demolishing 12 enemy locomotives and scattering camel trains carrying supplies to the North Korean army, over the countryside.

The 354th saw service with the 8th Air Force in England during World War II and was stationed in Germany after hostilities ceased. It was deactivated for a time, but was reformed for action in Korea.

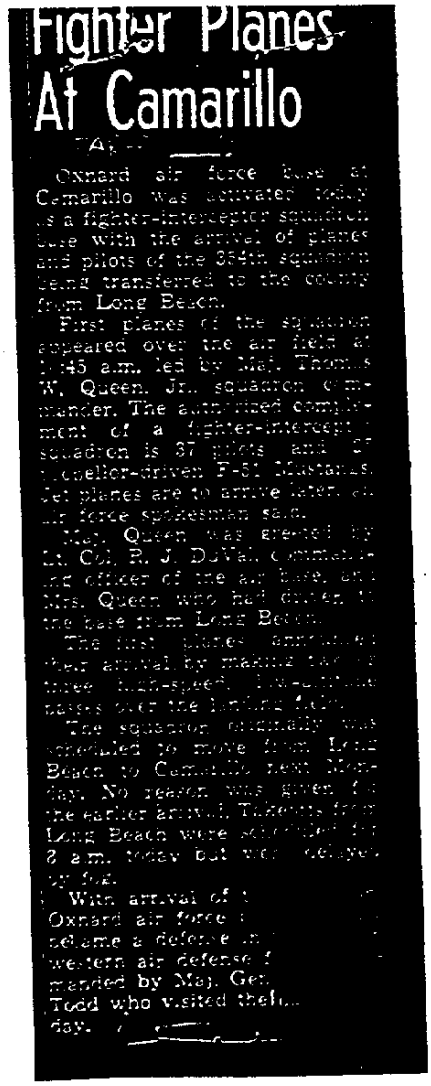
Lt. Col. R. J. DuVal, commanding officer of the Oxnard Air Force Base greeted the 354th as the culmination of months of preparation and intensive effort for their arrival.

Shown above is the F-51 Mustang flown from Long Beach to Oxnard Air Force Base by Major Queen, commanding officer of the 354th Fighter Interceptor Squadron, consisting of 25 planes and 187 men who will be based there for the protection of cities and industrial and military installations in this area of Southern California. Inset shows close-up of Major Queen taken as his plane rolled to a stop on the flight strip.

Lower picture shows squadron members and the official family of the base. Standing are the commanding officers and their staffs. From left to right: Capt. Harton, assistant operations officer, Major Anderson, operations officer; Major Queen; and Lt. Col. R. J. DuVal, commanding officer of the Oxnard Air Force Base.

Fig 9 — Newspaper report pertaining to the arrival of the 354th Fighter-Interceptor Squadron at Oxnard Air Force Base.

Camarillo News, Thursday, 15 Jan 53



Fighter Planes At Camarillo

Oxnard air force base at Camarillo was activated today as a fighter-interceptor squadron base with the arrival of planes and pilots of the 354th squadron being transferred to the county from Long Beach.

First planes of the squadron appeared over the air field at 1:45 a.m. led by Maj. Thomas W. Queen, Jr., squadron commander. The authorized complement of a fighter-interceptor squadron is 37 pilots and 27 propeller-driven F-51 Mustangs. Jet planes are to arrive later, an air force spokesman said.

Maj. Queen was greeted by Lt. Col. R. J. DeVal, commanding officer of the air base, and Mrs. Queen who had driven to the base from Long Beach.

The first planes announced their arrival by making two or three high-speed [illegible] passes over the landing field.

The squadron originally was scheduled to move from Long Beach to Camarillo next Monday. No reason was given for the earlier arrival. Tickets from Long Beach were [illegible] for 8 a.m. today but were delayed by fog.

With arrival of [illegible] Oxnard air force [illegible] became a defense [illegible] western air defense [illegible] manded by Maj. Gen. Todd who visited the [illegible] day.

Fig 10

Newspaper report pertaining to the arrival of the 354th Fighter-Interceptor Squadron at Oxnard Air Force Base.

Ventura, Calif Star-Free Press, 9 Jan 53

Base Welcomes F-94C Jet Fighters

The ALERT

Vol. 1, No. 7 OXNARD, CALIFORNIA Friday, June 12, 1953

THIS IS IT -- The first of the long awaited F-94C Starfire fighters that arrived here on June 3rd is shown landing. They are the latest development of all weather jet fighters and by means of radar are able to locate and destroy enemy aircraft without visual contact. Lt. Col. Thomas Queen Jr., Deputy Group Commander, was the pilot of the first of a number of Starfires to land at this base.

U. S. Air Force Photo

All Weather F-94C Starfires To Replace F-51 Mustangs

A number of the Air Force's newest all weather F-94C Starfire jet fighters, made by the Lockheed Aircraft Company, were flown here for permanent assignment Wednesday, June 3. Two of the long awaited planes were flown by Lt. Col. Thomas Queen, Jr., new Deputy Group Commander and Tony Lavier, Chief Engineering Test Pilot for Lockheed.

Base personnel flocked to the line to welcome the long awaited jet fighters as Lt. Col. Queen landed the first of the Starfires that are assigned here permanently.

Tony Lavier, well known as one of the country's great test pilots, displayed his flying versatility and ability, and the efficient performance capabilities of the F-94C, as he flew his Starfire through a series of outstanding maneuvers before landing. Later, he held a briefing for the pilots and radar observers who will fly the new aircraft.

In anticipation of the change from conventional type aircraft to jets, school sessions have been held for airmen and officers who will be directly connected with servicing and flying these jets, explaining the new additional developments in the Starfire. These new developments are said to make the F-94C more effective in combat and all around performance.

The Starfire has been designed to operate effectively at night and in any kind of weather. One of its outstanding features is its radar which can locate and destroy enemy aircraft by means of rocket fire without visual contact.

The base has long awaited the change to jet aircraft which will make its mission of air defense more efficient and up to date. These all weather F-94C Starfires are the first of a group of 25 authorized to replace our present F-51 Mustangs. They were flown in from the Lockheed Aircraft Corporation at Palmdale, California.

Fig 17 -- Newspaper report pertaining to the arrival of the first newly-assigned F-94C type aircraft to the squadron....

Oxnard AFB newspaper "Alert", 12 June 53

APPENDIX C-12

414th Fighter Group, 1962
History of the 414th Fighter Group
Oxnard Air Force Base, CA

RCS: AU-D5

P.R.C.

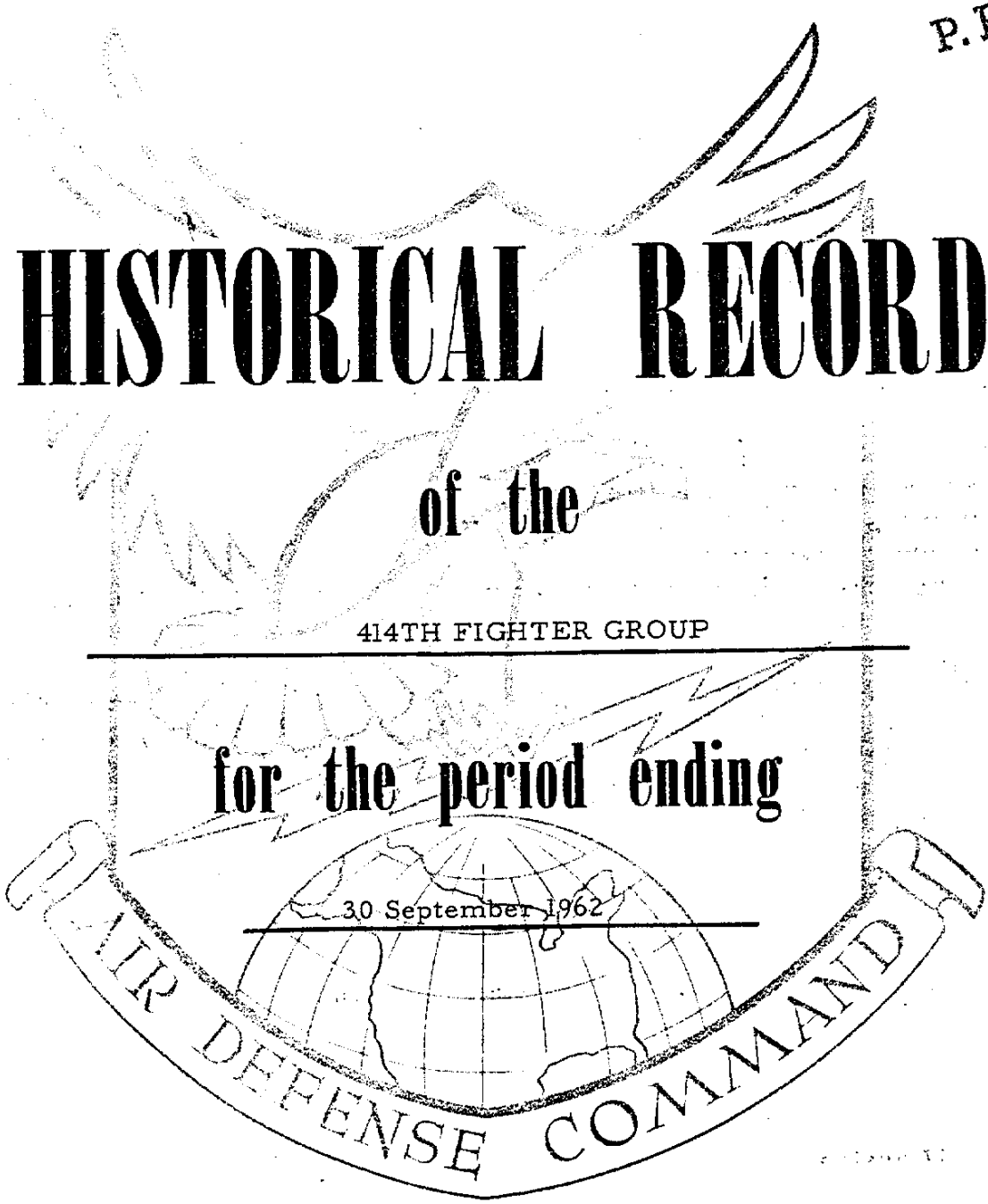
HISTORICAL RECORD

of the

414TH FIGHTER GROUP

for the period ending

30 September 1962



CLASSIFIED

A2,12
+ C1

5-449-3

436141

US AIR FORCE MAXWELL AFB AL
BOX K-6P-414-HI, JAN-SEP62-OCT DEC69
VOLUME K-6P-414-HI
JAN-SEP 1962

ADC FORM 102 MAY 58

F.C. 5310

Section I. **REQUIRED DATA**

1. UNIT AND LOCATION
414th Fighter Group (Air Defense)

2. NAME AND GRADE OF COMMANDER
LOUIS T. SEITH, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*
Los Angeles Air Defense Sector
28th Air Division
Air Defense Command
USAF

4. SUBORDINATE UNITS *(Down to and including squadrons)*
437th Fighter Interceptor Squadron
414th Air Base Squadron
414th USAF Dispensary
414th Materiel Squadron
414th Consolidated Aircraft Maintenance Squadron

Administrative Control:
Det 9, 4th Weather Squadron (MATS)
Det 5, 1907 Communications Squadron (AFCS)
Det 1806, 18th District OSI
USAF Auditor General, 1034th USAF Auditor General Sq (USAF) Western District

5. MISSION *(Give authority and brief statement of primary mission)*
ADC Reg. 24-5, under O/T 1104
To provide trained Air Defense combat crews for air defense of the Continental United States. To maintain and operate an Air Base; administer, equip, and train for combat all assigned personnel. To provide logistical support and technical assistance to ADC off-base stations when required by appropriate commanders.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	136	1189	152	1477
ATTACHED				

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*
F-101B - 17 assigned
F-101F - 2 Assigned

Civil Engineers Section: Projects completed by the Base Civil Engineers during this quarter are as follows: (A) BX Sales Store - $8,690; (MC) Small Arms Range - $6,905; (A) Heat and Vent Bldg. 140 - $8,880; (Cons) Tennis Court Fence - $1,430; (MC) Pave and Power Parking - $5,425; (Paint) Ext Hangar, Bldg 213 - $3,000; (Maint) Paint Roof 173 and walls 247 - $8,000; (M) Paint Aviation Fuel Tanks - $1,025; (MC) Door and Ramp warehouse 209 - $3,670; (MC) Curb and Gutter (Somis Rd) - $4,930; (R) Gaslines Capehart - $21, 246; (A) Airmen's Dining Hall - $19,534. - - - - Projects under construction as of 30 September 1962 are as follows: (A) Interior Control Tower - $16,348; (MC) Paint Chem Stor Bldg -.$4,984; (R) Repair Parking Apron and reseal hot water mains - $105,780; (R) Test Cell Baffles - $16,650.

Explosive Ordnance Disposal Section: During this reporting period the EOD Section lost three NCO's due to reassignments. The EOD Section received and disposed of 2 each MA-1 igniters during this period. Personnel of this section conducted a Special Assistance Class to members of the 9617th AFRRS, for which they were presented letters of commendation by the Base Fire Chief. The EOD office was repainted and remodeled with the aid of self-help work orders for the necessary materials to accomplish the project.

OPERATIONS STAFF OFFICE

Lt. Col. John H. Meierdierck, Operations Staff Officer

General: Personnel assigned to the Operations Staff Office are as follows: Lt. Col. John H. Meierdierck, Operations Staff Officer; Captain Russell H. Bishop, assistant operations staff officer; Mrs Joan L. Thorson, clerk typist. Lt. Col. Meierdierck returned in September from Operations Boot Strap after receiving his degree from the University of Maryland. In his absence, the position was filled by Major Leo F. Flaherty, an interceptor pilot assigned to the 437th FIS. - - - - During the period of this report this organization competed for and won the 28th Air Division's nomination for the Hughes Trophy and placed second in the overall ADC competition to determine the best all-weather interceptor squadron in the Air Defense Command. - - - - - One C-47 was transferred during the period of this report. - - - - - The Disaster Control Officer and members of the Explosive Ordnance Disposal Team conducted regular exercises to test the ability of this base to react to various types of emergencies. - - - - - The Safety activity consisting of Flying, Missile/Nuclear and Ground Safety, previously assigned to the Operations Staff Officer, is now a separate activity reporting directly to the Group Commander. - -- -- - The Explosive Ordnance Disposal Team has the following personnel assigned: SSgt R. D. Davis and AlC F. L. Guidi. TSgt C. R. McLeod and SSgt R. E. Tree have been transferred overseas and SSgt W. E. Reid has been reassigned to another base within the United States.

APPENDIX C-13

414th Fighter Group, 1963a
History of the 414th Fighter Group
Oxnard Air Force Base, CA

RCS: AU-D5

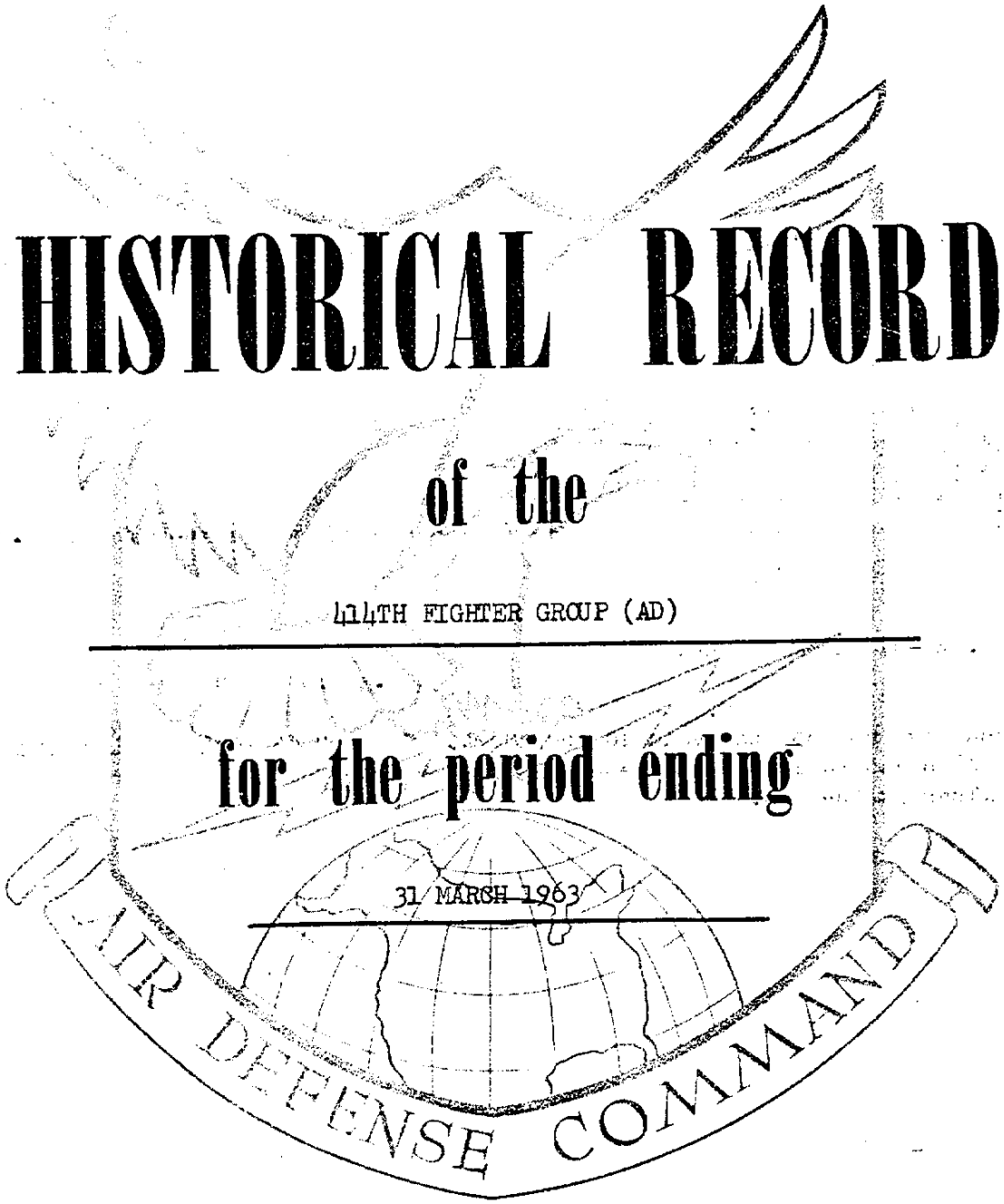
HISTORICAL RECORD

of the

414TH FIGHTER GROUP (AD)

for the period ending

31 MARCH 1963



A2,13+
C12

5-4151-5

USAFHRA, MAXWELL AFB, AL
BOX: K-GP-414-HI, JAN-SEP 1962-OCT-DEC 1969
VOLUME: K-GP-414-HI, JAN-DEC 1963

ATCH 5

DC FORM MAY 58 102

F.C. 5310

Section I. **REQUIRED DATA**

1. UNIT AND LOCATION

414th Fighter Group (Air Defense)

2. NAME AND GRADE OF COMMANDER

LOUIS T. SEITH, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Los Angeles Air Defense Sector
28th Air Division (Defense)
Air Defense Command
USAF

4. SUBORDINATE UNITS *(Down to and including squadrons)*

437th Fighter Interceptor Squadron
414th Air Base Squadron
414th Consolidated Aircraft Maintenance Squadron
414th Materiel Squadron
414th USAF Dispensary

Administrative Control:
Det. 9, 4th Weather Squadron (MATS)
Det. 5, 1907 Communications Squadron (AFCS)
Det. 1806, 18th District OSI
USAF Auditor General, 1034th USAF Auditor General Sq (USAF) Western District

5. MISSION *(Give authority and brief statement of primary mission)*

ADC Reg. 24-5, under O/T 1104
To provide trained Air Defense combat crews for active air defense of the Continental United States. To maintain and operate an Air Base; administer, equip, and train for combat all assigned personnel. To provide logistical support and technical assistance to ADC off-base Air Force stations when required by appropriate commanders.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	130	1087	158	1375
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

F-101B - 19

given and several special tours to Hollywood and Los Angeles conducted.

NCO Club: Bingo sales went up slightly with gross sales at $2585.00. Snack bar sales went down with gross sales at $8229.21. Bar sales were down for this period with gross sales at $15,512.99.

Officers Club: Membership averaged 127 active and 54 associates. Net profit for Jan. - $187.36; Feb. - $733.35, and Mar. - $125.28.

414TH CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON - Capt. Stephen L. Sutton, Comdr.

Armament and Electronics: Despite an unsuccessful capability inspection during Jan., this organization made an astounding recovery and passed reinspection within 30 days,

Missile Section: The section passed the semi-annual activities inspection by 414th Ftr Gp quality control branch with no discrepancies. Work is continuing on rewritting of OJT phase tests.

Organizational Maintenance: This section assumed the responsibility of transient alert which previously came under the Field Maintenance Section.

Field Maintenance: The engine shop received a new starter test stand. When installed, it will allow the engine shop to test sircraft starters more thoroughly. The jet engine test cell underwent further repair on the perforated steel panels in the exhaust section. Repair is normal and the test cell has been returned to full operation.

ADC Storage Area: During the period, this section has conducted extensive OJT programs to bring personnel along in their fields. All 322x1F personnel received 40 hours mandatory training in FTD course AEF 32000-1, Solid State Electronics. In maintenance, WCS verification procedures were revised with excellent results. Aircraft recovery time has improved due to revised maintenance procedures.

414TH MATERIEL SQUADRON - Maj Charles Maxwell, Commander.

Commissary: Sales for this quarter were $282,185.00. This is $338.00 less than sales for the previous quarter. Received and installed Toledo overhead track scale which will weigh carcass meats while hanging from the overhead track. Received and installed three new "NCR" model 61 cash registers with extra cash drawers for relief operators.

Clothing Sales Store: Receipts - $18,072.44; cash sales - $8,562.51; reimbursable sales - $2,330.62

Base Petroleum Section: This section received 2,205,484 gallons of aviation fuel and issued 2,240,258 gallons; 41,168 gallons of automotive gasoline and issued 41,098 gallons; 115,374 gallons of heating oil and issued 115,374 gallons; 6,118 gallons of liquid oxygen and issued 6,664 gallons; 25,376 c/ft of gaseous oxygen and issued 25,376 c/ft.

Traffic Management: Commercial freight - outbound 62,671 lbs, issued 124

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
LOUIS T. SEITH, Col., USAF	Louis T. Seith

government bills of lading at a cost of $2,467.55; inbound 2,584,998 lbs., accomplished 444 government bills of lading. By log air - outbound, 24,844 lbs., inbound, 32,251 lbs. Passengers - 72, cost $4,484.83. Household goods and personal effects - outbound, 123 totaling 270,449 lbs at a cost of $31,156.37. Inbound van shipments of household goods requiring intransit storage: 34 shipments, 112,606 lbs, cost, $3,782.41. Commercial storage - placed in temporary storage: 28 (461 cwt); removed from non-temporary storage: 25 (307 cwt); lots remaining in non-temporary storage: 279 (4060 cwt); total cost of invoices processed for payment totaled $6,454.49.

Motor Pool: Total miles driven by motor pool drivers is 78,497. Total miles driven on assigned vehicles is 160,891. Total transportation requests received is 2,820 and completed, 2,818. The vehicle maintenance section received nine new vehicles and processed them through the vehicle maintenance shops to the transportation section. Scheduled work orders accomplished totaled 29; unscheduled work orders, 175; and cash sales slips accomplished, 600.

Explosive Ordnance Disposal: This section gained one MSgt., sent one airman TDY to the Naval Powder Factory, Indian Head, Md., to attend an EOD refresher course and one airman to a one week proficiency course at Hill AFB, Utah. During the reporting period received two off base calls and disposed of two cases of deteriorated dynamite.

OPERATIONS STAFF OFFICE - Lt. Col. John H. Meierdierck, Staff Officer

Capt. Lloyd W. Beckett retired on Mar 31 and 1st Lt Ronald V. Larson assumed the duty of base disaster control officer on Feb 27. Maj. Daniel E. Farr was assigned on Jan 5 and Lt. Col. Wayne T. Plant was assigned on Mar 1.

PERSONNEL STAFF OFFICE - Lt Col L. C. Christianson, Staff Officer

Retention Branch: Airmen discharged that were eligible to reenlist was 29. Career airmen reenlisted was 20. One first term airman reenlisted. A new method was initiated to standardize the retention program at squadron level. A folder is initiated for all first term airmen processing through the retention office. Each folder is labeled showing the airman's name and date of separation. Included in the folder is three forms. AF Form 324, retention interview; 28th ADiv Form 41, supervisor's progress data; and a check list in the form of a letter outlining some of the subjects the retention officers and immediate supervisors should discuss and explain to the airman.

Personal Affairs: There has been a definite increase in the number of applications for "No fee" passports by military and dependent personnel this quarter. The number of AF Aid Society loans has declined during this quarter. No loans or grants were made.

APPENDIX C-14

414th Fighter Group, 1964a,b,c
History of the 414th Fighter Group
Oxnard Air Force Base, CA

RCS: AU-D5

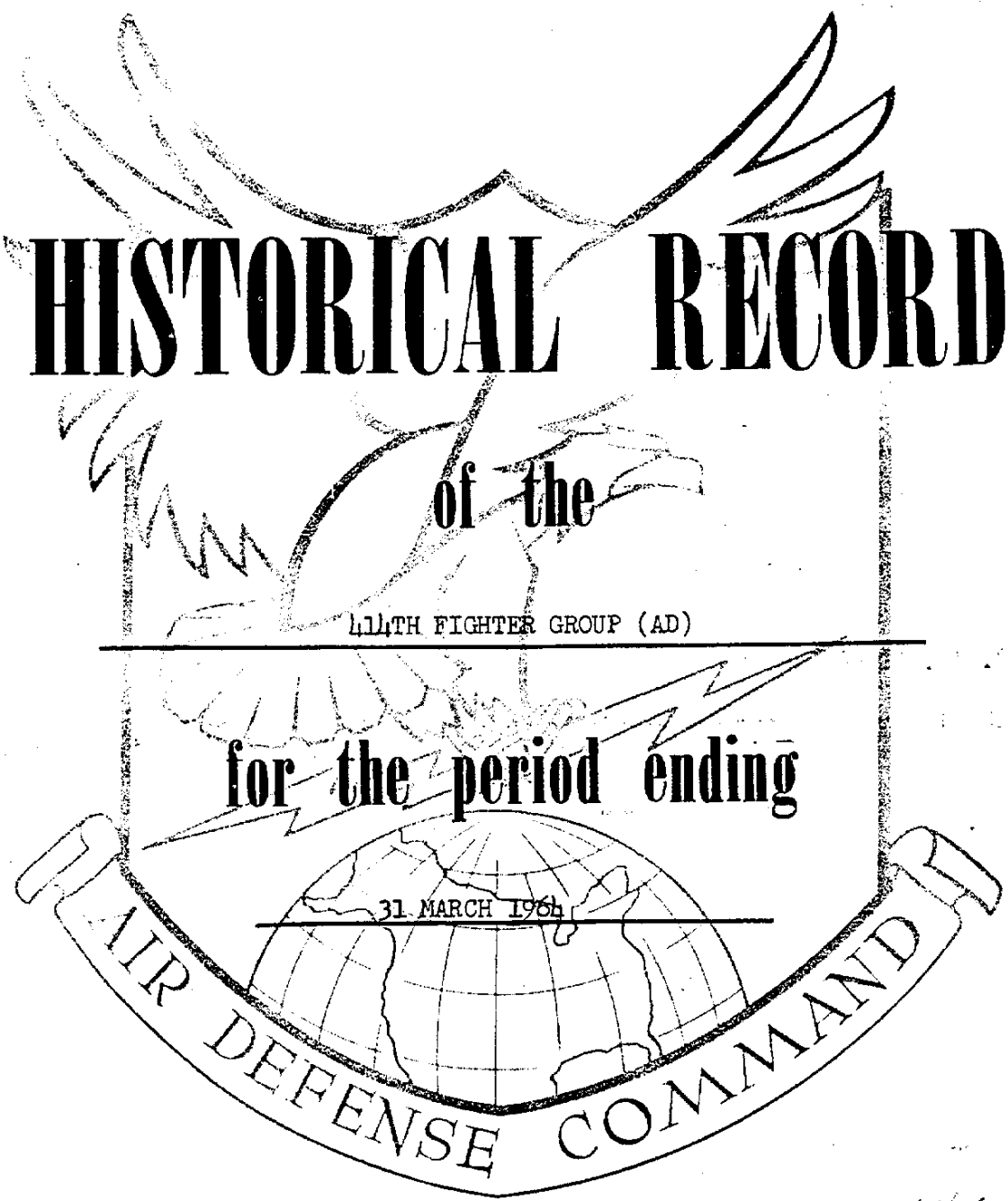
HISTORICAL RECORD

of the

414TH FIGHTER GROUP (AD)

for the period ending

31 MARCH 1964



A 2, 14, 89 64A

+

[USAFHRA, MAXWELL AFB, AL
BOX: K-GP-414-HI, JAN-SEP 1962 - OCT-DEC 1969
VOLUME: K-GP-414-HI. JAN-DEC 1964] + C13 Atch 3

6-1129-3

ADC FORM MAY 58 102

F.C. 5310

Section I. REQUIRED DATA

1. UNIT AND LOCATION

414th Fighter Group (Air Defense)

2. NAME AND GRADE OF COMMANDER

ROY L. TWEEDIE, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Los Angeles Air Defense Sector
28th Air Division (Defense)
Air Defense Command
USAF

4. SUBORDINATE UNITS *(Down to and including squadrons)*

437th Fighter Interceptor Squadron
414th Air Base Squadron
414th Consolidated Aircraft Maintenance Squadron
414th Materiel Squadron
414th USAF Dispensary

Administrative Control:
Det. 9, 4th Weather Squadron (MTC)
Det. 5, 1097th Communications Squadron (AFCS)
Det. 1806th, 18th District OSI
USAF Auditor General, 1034th USAF Auditor Gen Sq. (USAF) Western District

5. MISSION *(Give authority and brief statement of primary mission)*

ADC Regulation 24-5, under O/T 1104

To provide trained Air Defense combat crews for active air defense of the Continental United States. To maintain and operate an Air Base; administer, equip, and train for combat all assigned personnel. To provide logistical support and technical assistance to ADC off-base Air Force stations when required by appropriat commanders.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	149	1270	159	1578
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

F-101B - 21

III. Traffic Management: Commercial freight - outbound, 77,059 pounds, issued 86 government bills of lading, at a cost of $3,662.90. Inbound - 4,169,051 lbs of mixed freight and 7,721,399 pounds of petroleum products, and accomplished 716 government bills of lading. Log Air - 23,405 outbound; 30,922 pounds inbound. Passengers - Issued 46 travel requests at a cost of $112.99. Household goods and personal effects - Outbound, 91 shipments, totalling 264,294 pounds at a cost of $2,638.56. Inbound shipments - 61 for a total of 198,768 pounds. Commercial storage - Lots placed in non-temporary storage equaled 42;573 cwt. Lots removed from non-temporary storage equaled 22;338 cwt. Lots remaining in non-temporary storage equaled 294;3914 cwt. Total cost of invoices processed during this reporting period for payment totaled $5,763.25.

IV. Motor Pool: Total miles driven by motor pool drivers was 70,175. Total miles driven on assigned vehicles was 175,652. Total transportation requests received was 3,364 and 3,362 were filled. Eight new vehicles were received and four were deleted because they were beyond economical repair.

V. Clothing Sales Store: Receipts for the reporting period totaled $5,742.28. Cash sales totaled $6,380.20, and reimbursable sales $934.87.

VI. Explosive Ordinance Disposal: During this reporting period this section disposed of a large amount of unserviceable commercial explosives. In support of 28th AD OPS PLAN 120-63, personnel of EOD spent TDY period at Williams AFB, Ariz.

414TH CONSOLIDATED MAINTENANCE SQUADRON: Maj. T.W. Johnson, Commander

I. In January 1964, the AWCS Flightline, under the electronics section, reorganized into three flights, each having the responsibility of maintaining the fire control system on seven F-101 aircraft. A system of evaluating these flights was developed a nd a standard success rate of 85% was realized and set. Supervisors found it necessary to make better utilization of manpower and develop a higher caliber of maintenance. The following success rates were realized: A Flight - 80.1%,80.1%, 78% for Jan., Feb., and Mar., respectively. B Flight - 72.4%, 89.5%, 80.7%. C Flight - 72.7%, 80.9%, 77.4%.

II. The Autopilot section designed and built an AN/AJN-3 compass mockup which now gives them the capability of bench-checking and repairing the compass system components on the F-101 aircraft. In the Instrument Shop, a nitrogen test stand was manufactured, which greatly reduces the time necessary to calibrate tire gauges and other pressure instruments. The Comm/Nav section designed and manufactured a tool to remove the retaining ring from tubes installed in the TACAN set. Prior to use of this tool, these tubes were easily broken upon removal.

III. The Survival Equipment Shop, under the base self-sufficiency program, recovered four C-47 ailerons which is depot-level maintenance. Two back-style parachutes packed and inspected by this shop were utilized successfully in an F-101 emergency ejection after a mid-air collision. A filter cart was received which is used while flushing aircraft. The filter cart prevents the contamination of the hydrolic systems at the test stands. During this reporting period, the Propulsion Branch maintained a minimum of four spare engines. The last eight engines going through periodic inspection have been completed, test cell run, and back in the aircraft in an average of 48 elapsed clock hours.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ROY L. TWEEDIE, COLONEL, USAF	for Bruce Peterson Maj USAF

RCS: AU-D5

HISTORICAL RECORD

of the

414th Fighter Group (ADC)

for the period ending

30 September 1964

A, 2, 14 - 2694-B
+ C 13

USAFHRA, MAXWELL AFB, AL
BOX: K-GP-414-HI, JAN-SEP 1962-OCT DEC 1969
VOLUME: K-GP-414-HI, JAN-DEC 1964

Section I. REQUIRED DATA

1. UNIT AND LOCATION

414th Fighter Group, Oxnard AFB, Calif.

2. NAME AND GRADE OF COMMANDER

ROY L. TWEEDIE, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Los Angeles Air Defense Sector

28th Air Division (Air Defense)

Air Defense Command

USAF

4. SUBORDINATE UNITS *(Down to and including squadrons)*

437th Fighter Interceptor Squadron
414th Combat Support Squadron
414th Consolidated Aircraft Maintenance Squadron
414th Supply Squadron
414th USAF Dispensary

Administrative Control:
Det. 9, 4th Weather Squadron (MTC)
Det. 5, 1907th Communications Squadron (AFCS)
Det. 1806th, 18th District OSI
USAF Auditor General, 1034th USAF Auditor General Sq. (USAF) Western District

5. MISSION *(Give authority and brief statement of primary mission)*

ADC Regulation 24-5, under O/T 1104

To provide trained Air Defense combat crews for active air defense of the Continental United States. To maintain and operate an air base; administer, equip, and train for combat all assigned personnel. To provide logistical support and technical assistance to ADC off-base Air Force Stations when required by appropriate commanders.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
AUTHORIZED	145	1215	160	1520
ASSIGNED	146	1316	159	1621

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

F-101B - 19

PART B: This part should include a list of key personnel and information on: (1) community relations; (2) awards and decorations; (3) morale; (4) any other subjects the commander may wish to include.

and personal effects - Outbound 176 shipments, totalling 480,908 pounds at a cost of $3,184.74. Inbound shipments - 94 for a total of 373,804 pounds. Commercial storage - Lots placed in non-temporary storage equaled 61; 1075 cwt. Lots removed from non-temporary storage equaled 55; 870 cwt. Lots remaining in non-temporary storage equaled 279; 4126 cwt. Total costs of invoices processed for payment totalled $7,642.84.

VIII. Transportation: Total miles driven by motor pool drivers was 76,569. Total miles driven on assigned vehicles was 162,805. Total transportation requests received was 3,084 and 3,082 were filled.

414TH SUPPLY SQUADRON: Lt. Col. Harry T. Rhode, Commander

As of 1 August 1964 the 414th Materiel Squadron was designated the 414th Supply Squadron. With this change, the assigned strength of the squadron was greatly reduced due to the transfer of the Engineers Section, Base Motor Pool, Traffic Management Section, Clothing Sales Store, and the Commissary to the Combat Support Squadron.

I. Base Petroleum Section: Received 2,289,305 gallons of aviation fuel, issued 2,278,970 gallons. Received 37,001 gallons of heating oil, issued 37,001 gallons. Received 8,999 gallons of liquid oxygen, issued 8,802 gallons. Received and issued 37,008 C/ft of gaseous oxygen. Received 21,125 gallons of liquid nitrogen, issued 21,364 gallons.

II. Explosive Ordnance Disposal: During this reporting period the EOD element destroyed a large number of unserviceable munitions, and recovered several cases of commercial explosives and blasting caps from rural areas.

414TH CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON: Capt. John D. Lookadoo, Commander

I. The AGE shop now overhauls the compressors on the MC-11 air compressors and sends the engines out on contract maintenance for overhaul. During the quarter, the tire shop became self-sufficient in wheel repair with the exception of wheel balancing. The races are now being replaced on both F-101 and T-33 wheels. All the plates and adapters needed to replace the races were made by the machine shop. Wheels for the F-101 are still a critical item but race replacement at field level has aided greatly in reducing this problem. Main tires and tubes for T-33 aircraft still remain critical items. In the radar field maintenance section the base repair capability has reached a peak of 98%, and the NRTS rate has continued to diminish. This section has also increased production through improved trouble shooting techniques. Most significant is the continued decrease of components removed because of suspected malfunctions which bench check good.

II. The flying increased slightly over the previous reporting period. The F-101B/F aircraft flew a total of 1073 sorties while logging 1511 hours; the T-33's flew 1024 hours; and the C-47's flew 398 hours.

(If more space is needed, continue on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

PREPARED BY *(Typed name and grade of Historian)*	SIGNATURE
RONALD J. BROCATO, A2C, USAF	Ronald J. Brocato
APPROVED BY *(Typed name and grade of commander)*	SIGNATURE
ROY L. TWEEDIE, Colonel, USAF	Roy L. Tweedie

RCS: AU-D5

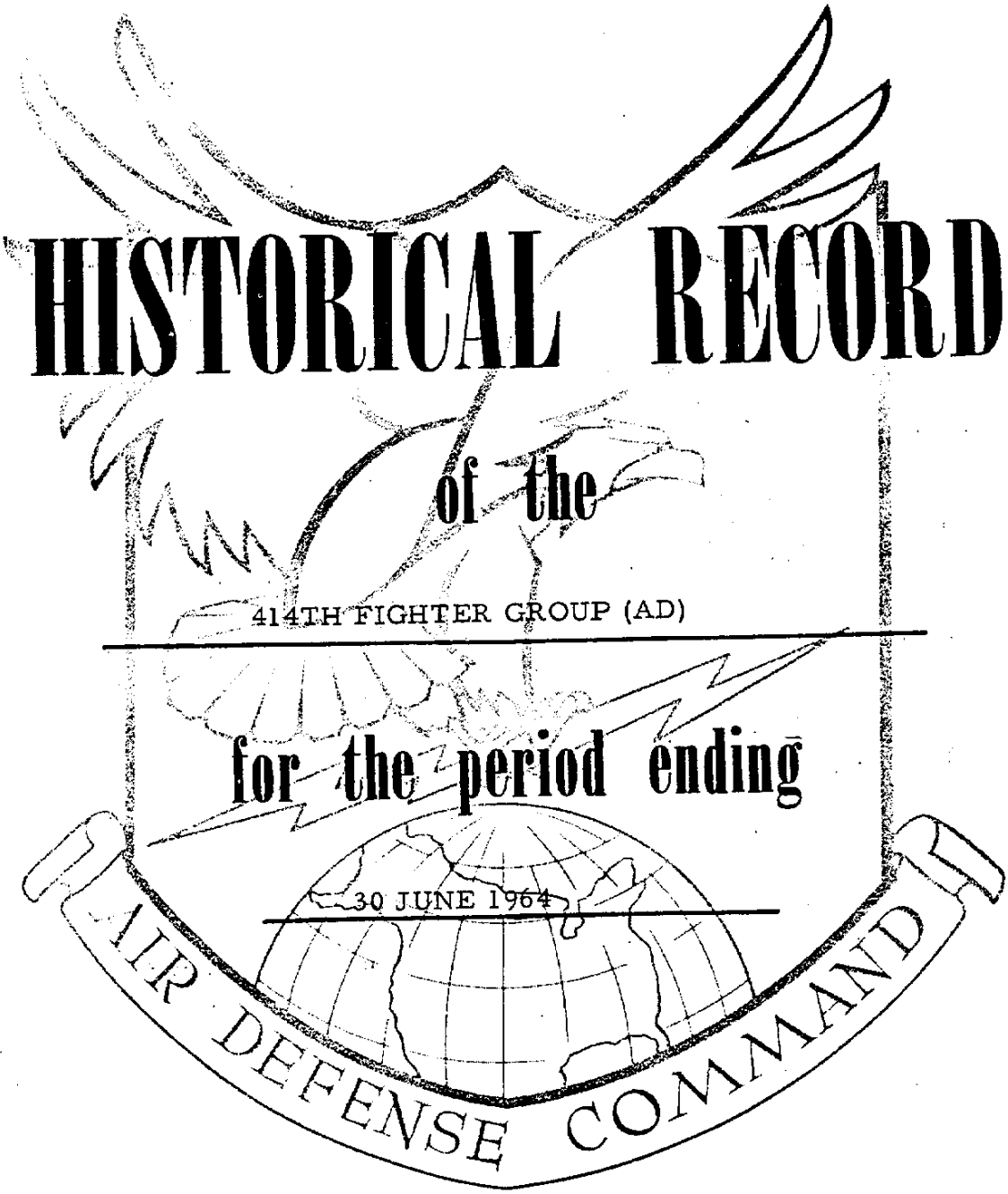
HISTORICAL RECORD

of the

414TH FIGHTER GROUP (AD)

for the period ending

30 JUNE 1964



A 2.14 1964 C
1 C 13
6-11294-3
USAFHRA, MAXWELL AFB, AL
BOX: K-GP-414-HI, JAN-SEP 1962-OCT-DEC 1969
VOLUME: K-GP-414-HI JAN-DEC 1964

Section I. **REQUIRED DATA**

1. UNIT AND LOCATION

414th Fighter Group, Oxnard AFB, Calif.

2. NAME AND GRADE OF COMMANDER

ROY L. TWEEDIE, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Los Angeles Air Defense Sector

28th Air Division (Defense)

Air Defense Command

USAF

4. SUBORDINATE UNITS *(Down to and including squadrons)*

437th Fighter Interceptor Squadron
414th Air Base Squadron
414th Consolidated Aircraft Maintenance Squadron
414th Materiel Squadron
414th USAF Dispensary

Administrative Control:
Det. 9, 4th Weather Squadron (MTC)
Det. 5, 1097th Communications Squadron (AFCS)
Det. 1806th, 18th District OSI
USAF Auditor General, 1034th USAF Auditor General Sq. (USAF) Western District

5. MISSION *(Give authority and brief statement of primary mission)*

ADC Regulation 24-5, under O/T 1104

To provide trained Air Defense combat crews for active air defense of the Continental United States. To maintain and operate an Air Base; administer, equip, and train for combat all assigned personnel. To provide logistical support and technical assistance to ADC off-base Air Force Stations when required by appropriate commanders.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	145	1244	61	1550
ATTACHED				

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

F-101B - 18

V. Photographic Laboratory: Processed the following: 78 work orders; 62 photostats; 466 negatives; 1492 prints; and 1.3 Rl of color film.

VI. Officers' Open Mess: Sales during this reporting period totaled $19,761.55. Total of expenses amounted to $19,026.50. Net profit during this period was $735.05.

414TH MATERIEL SQUADRON: Lt. Col. John H. Jones, Commander

I. Commissary: Sales for the most recent quarter are $3,180 less than for the corresponding period of a year agoTotal sales for the first two months of this reporting period were $188,457. (Figures for June were not yet compiled for inclusion in this report.) A second project "Breadwinner" commissary store was activated at Cambria AFS, California on April 1, 1964.

II. Base Petroleum Section: Received 2,757,635 gallons of aviation fuel, issued 2,651,664 gallons. Received 51,759 gallons of heating oil, issued 51,759 gallons. Received 8,840 gallons of liquid oxygen, issued 8,450 gallons. Received and issued 36,844 C/ft. of gaseous oxygen. Received 21,830 gallons of liquid oxygen, issued 21,065 gallons.

III. Traffic Management: Commercial freight - outbound 71,762 pounds, issued 81 government bills of lading, at a cost of $5,940.59; inbound - 2,092,929 pounds mixed freight and 10,298,040 pounds of petroleum products; accomplished 769 government bills of lading. Log Air - 34,874 outbound; 34,388 inbound pounds. Passengers - Issued 53 travel requests at a cost of $587.43. Household goods and personal effects - Outbound - 184 shipments, totalling 522,950 pounds at a cost of $5,940.59. Inbound shipments - 59 for a total of 209,195 pounds. Commercial storage - Lots placed in non-temporary storage equaled 538;26 cwt. Lots removed from non-temporary storage equaled 47;535 cwt. Lots remaining in non-temporary storage equaled 273;3921 cwt. Total cost of invoices processed for payment totaled $4,027.36. Since this office has assumed the responsibility for overseas household goods shipments, a total of 28 shipments have been made.

IV. Motor Pool: Total miles driven by motor pool drivers was 86,715. Total miles driven on assigned vehicles was 180,195. Total transportation requests received was 3,500 and 3,498 were filled. During this reporting period received 11 new vehicles and four were deleted because they were beyond economical repair.

V. Clothing Sales Store: Receipts for the reporting period totaled $12,140.70. Cash sales totaled $9,276.10, and reimbursable sales amounted to $1,056.83.

VI. Explosive Ordinance Disposal: During this reporting period this section disposed of 256 blasting caps and 207 sticks of dynamite recovered from local areas. During "Desert Strike" this section supported umpires at this base in their mission by setting up and firing simulators for atomic weapons. "Fifty years of Flight" was supported by this section by setting up straffing runs and fuel fires.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ROY L. TWEEDIE, Colonel	Roy L. Tweedie

APPENDIX C-15

414th Fighter Group, Public Affairs, 1969
History of the 414th Fighter Group
Oxnard Air Force Base, CA

RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

K-GP-414-HI
OCT - DEC 1969

P.R.C.

HISTORICAL RECORD

of the

414th Fighter Group (Aerospace Defense Command)

for the period ending

31 December 1969

USAFHRA, MAXWELL AFB, AL
BOX: K-GP-414-HI, JAN-SEP 1962 - OCT-DEC 1969
VOLUME: K-GP-414-HI, OCT-DEC 1969

7-4284-65

I. REQUIRED DATA

1. UNIT AND LOCATION
414th Fighter Group (ADC)
Oxnard AFB, California 93030

2. NAME AND GRADE OF COMMANDER
Henry P. Rettinger, Colonel, USAF

3. CHAIN OF COMMAND *(Superior echelons)*

414th Fighter Group
26th Air Division
10th Air Force
Aerospace Defense Command
United States Air Force

4. SUBORDINATE UNITS *(Down to and including squadrons)*

460th Fighter Interceptor Squadron
414th Combat Support Squadron
414th Consolidated Aircraft Maintenance Squadron
414th Supply Squadron
414th Dispensary
414th Fighter Group (Det 1), Edwards AFB, California

TENANT UNITS
503S Field Training Detachment (ATC)
1951st Communications Squadron (AFCS)
USAF Auditor General, 1034 USAF Auditor General Sq(USAF)Western Div.
Detachment 12, 35th Weather Squadron (MAC)
Detachment 1806, 18th District OSI

5. MISSION *(Give authority and brief statement of primary mission)*

(ADCR 23-18, 19 Sep 68)

The mission of the 414th Fighter Group is to equip, administer, train and provide combat ready fighter interceptor forces for air defense as directed by proper authority. The 414th Fighter Group exercises command jurisdiction over all assigned units, activities, installations and attached units as directed by competent authority, and supports other forces as directed.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
AUTHORIZED	11 + (2)	9 + (81)	7	27 + (83)
ASSIGNED	9 + (2)	12 + (65)	5	26 + (67)

Note: (#) = Det 1 Manning, Edwards AFB

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

F-106A (18)
F-106B (2)
T-33 (5)
T-29 (1)

II. COMMENTARY *(Continued)*

Due to base closure, the Cost Reduction Program was terminated at the last meeting on 18 November 1969. To that date, $34,700 was validated and forwarded to higher headquarters. A total of $7,000 was rejected by the Auditor due to projected savings that could not be realized on base closure.

Nineteen reports of survey were processed as of 10 December with no one held pecuniarily liable.

Key Personnel:

Colonel Henry P. Rettinger, Commander 414th Fighter Group
Lt Colonel Frank J. Harvan, Deputy Commander for Operations
Lt Colonel William A. Hemphill II, Deputy Commander for Materiel
Major Paul H. Lange, Group Safety Officer
Major William H. Latham, Commander, Detachment 1, 414 Fighter Gp
2d Lieutenant Daniel B. Orr, Jr, Group Information Officer

3 Atchs
1. S.O. G-182
2. Vapor Tales
3. Folder - News Clippings

(If more space is needed, continue on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

PREPARED BY *(Typed name and grade of Historian)*	SIGNATURE
FRANK J. HARVAN, Lt Colonel, USAF	Frank J. Harvan
APPROVED BY *(Typed name and grade of Commander)*	SIGNATURE
HENRY P. RETTINGER, Colonel, USAF	Henry P. Rettinger

APPENDIX C-16

414th Materiel Squadron, 1960a, b, c
History of the 414th Materiel Squadron
Oxnard Air Force Base, CA

RCS: AU-D5

HISTORICAL RECORD

of the

414TH MATERIEL SQUADRON

for the period ending

30 June 1960

A 2,16 + C 15

5-15-83-13

2

1

USAFHRA, MAXWELL AFB, AL
BOX: K-SQ-SV-380-HI TO K-SQ-SV-420-HI
FOLDER: K-SQ-SV-414-HI JAN-DEC 1960

Atch 35

F.C. 5310

account. Account requisitioning action was accomplished as follows: 2457, OW2562 line items; 3805, OB2562 line items; 253 Army requisitioned items, 22 line items were purchased for weapons; and 1017 line items were purchased for base support. Constant research and pricing problems have arisen due to accounting changes by Army supply agencies and these have been almost completely resolved.

b. Quality Control Section: This section has been active in completing all "Project Count" action and closing out all transaction registers prior to FY 61. In addition, 24,166 documents have been received and processed; 21,270 valid documents were returned for file; 2,896 outstanding documents remain within the supply system; approximately 6,000 FY 60 documents are in processing cycles and must be completed and returned prior to 15 July 1960.

c. Materiel Facilities: The shipping and receiving section processed approximately 15,806 line items of property. Of these approximately 6,000 line items were serviceable property backlog resulting from "Project Count" and excess items leaving on shipping directives. An additional 3,500 to 4,000 line item backlog had been awaiting shipment. The construction of a fence on the south side of base supply has provided a much needed storage area. This new area provides approximately 20,000 square feet of outside storage space. The packing and crating section has processed and/or crated approximately 1,646 items and 275,331 pounds in weight. This property was shipped to various depots, bases and repair agencies.

d. Base Supply Support Center (electronic): This branch of base supply issued 404 electronic components and end items to organizations, received 201 line items from organizations as servicable, 142 reparables, and 153 line items from base supply for stock. All these items were utilized or required to support, directly, the electronic systems of the F-101 B aircraft.

e. GAR-95 Account: This missle section processed 3 line items to redistribution and marketing, packed and crated 32 line items for shipment or storage, researched 170 line item receipts, inspected 170 items received, processed 240 line item document transactions through the IBM machine room, accomplished 509 completed transactions, and experienced no unusual or extraordinary occurences in its direct support of the GAR missles for the F-101 aircraft.

f. Property Accounting Section: During the months of April, May, and June 1960, the property accounting section processed 50,439 line item transactions in account 001, received 4,733 shipping orders from the depots and cut shipping documents in this amount. Property Accounting is in the process of typing 1,200 AF Forms 695 for disposal items as directed by the depots. Shipments of property are a result of the stock balance and consumption reporting to the various depots at the conclusion of "Project Count".

g. Base Procurement Service Store: During the 4th quarter of FY 60, $89,570.34 sales were made in all BPSS departments. Included in the above figure is $13,313.95 of excess shipments to Norton AFB, California.

Approximately 1,000 line items were transferred to the new IE supply point and a complete inventory was completed with satisfactory results.

h. Inspection, Inventory and Research Section: A noticeable increase in inspection actions has been experienced during this quarter. This is a direct result of "Project Count". Approximately 15,806 items were completely inspected during this period. Changes in stock lists resulted in 6,404 items being processed through the research section, machine room, property accounting section, and warehouse facilities. The base procurement service store has been inventoried, and the new schedule has been prepared for the next FY inventory cycle. This BPSS inventory disclosed a $61,782.06 value before inventory, a $60,557.14 value after inventory with a $1,224.92 adjustment required. Droppage allowance of 1% provides a $2,970.28 margin of error which places base supply well within proper limitation. This inventory also disclosed $297,028.68 in property was issued to base activities in the 1960 FY.

i. IE Supply Point: The newly established supply point has been completed and is being utilized. This center, a branch of the base procurement service store, issues, stores, and eventually will order all items generally required by the Base Engineer and IEO sections. At the present time, the stockage at that point is approximately 80% complete. The supply center is in the immediate area where the items will be used.

6. EXPLOSIVE ORDNANCE DISPOSAL: The Explosive Ordnance Disposal section is operating with a personnel shortage of one SSgt and one A2C, AFSC 46150. TSgt V. L. Landry, the section NCOIC, is scheduled for an overseas shipment in September. Approximately 550 hours were devoted to conventional ordnance and special weapons training. EOD personnel disposed of 1,977 2.75 inch high explosive rocket heads and 825 miscellanous explosive items during the reporting period.

7. UNIT SUPPLY: 1st Lt Lester L. McIntyre was assigned to the Unit Supply Section on 3 May 1960, vice: 1st Lt Charles H. Hartmann. A complete inventory of all squadron property was conducted, and the property was found to be on hand and in serviceable condition. Fifteen additional tool boxes were requisitioned for newly assigned personnel; approximately 300 requisitions were submitted for tools for personnel already possessing tool kits, and 59 UAL change reports were submitted for additional equipment required by the various sections within this organization. A "Reconciliation of Equipment in use Records" report reflecting the dollar value of equipment on hand within this squadron, was submitted to the statistical services section at this installation.

a.	UME Dollar Value	None
b.	USE Dollar Value	$1,156,776.14
c.	USE (Other) Dollar Value	$ 6,997.47

8. TRAFFIC MANAGEMENT: Due to the change in Air Force Terminology for Functional Code 43100 the title "Commercial Transportation" was deleted from all ADC Unit Manning Documents and changed to "Traffic Management".

RCS: AU-D5

HISTORICAL RECORD

of the

414TH MATERIEL SQUADRON

for the period ending

30 September 1960

[redacted]

ADC FORM MAY 56 102

Atch 27 F.C. 5310

5-7573

Section I. **REQUIRED DATA**

1. UNIT AND LOCATION
414th Materiel Squadron
Oxnard Air Force Base, California

2. NAME AND GRADE OF COMMANDER
F. E. BROOKS, Lieutenant Colonel

3. CHAIN OF COMMAND *(Superior Echelons)*
414th Fighter Group (Air Defense)
LOS ANGELES AIR DEFENSE SECTOR
28TH AIR DIVISION (Sage)
AIR DEFENSE COMMAND

4. SUBORDINATE UNITS *(Down to and including squadrons)*
NONE

5. MISSION *(Give authority and brief statement of primary mission)*
Oxnard Air Force Base Regulation 24-2, dated 9 March 1960. The mission of the 414th Materiel Squadron is to achieve and maintain a level of operational effectiveness which will enable the unit to render adequate support to the organizations assigned or attached to this base.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	12	247	95	354
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*
Not applicable

d. *Materiel Facilities:* Approximately one-half of the warehouse functions were rewarehoused. The open storage areas were rearranged to permit full utilization of the new outside area, west of the base supply buildings. New sheet metal storage racks were placed into use, further aiding in the separation of serviceable from salvage metal.

e. *Base Procurement Service Store:* The central base procurement sales store reduced its volume by the actual transfer of IDC type items to the IDC Support Center.

6. *EXPLOSIVE ORDNANCE DISPOSAL:* The section NCOIC, TSgt Vincent L. Landry, departed the base for overseas in September. SSgt Harold Lundy succeeded him as NCOIC. As in the previous quarter, approximately 550 hours were devoted to conventional ordnance and special weapons training. EOD personnel disposed of one hundred and sixty-one 2.75 inch-high explosive rocket heads and forty pounds of miscellaneous explosive items during the reporting period.

7. *UNIT SUPPLY:* On 9 September 1960 this organization was notified of the pending consolidation of all unit supply activities at Oxnard Air Force Base. The September 1960 UAL Report was accomplished on 13 September and forwarded to higher headquarters for reprinting prior to the consolidation. Pursuant to a published consolidation plan, a complete inventory of all squadron property was conducted between 15 and 25 September 1960. On 30 September, Special Orders Number G-183, Headquarters 414th Fighter Group, ADC, was published, discontinuing all unit supply activities and establishing the Group Supply (Consolidated). The effective date for the discontinuance of the Materiel Squadron unit supply was 3 October 1960. During the quarter, thirty UAL Change Requests (AF Form 601A) were submitted on sixty-one line items of UAL-type property. Also during this period, 529 AF Forms 1517 were processed through Base Supply.

8. *TRAFFIC MANAGEMENT:* To accomplish its mission in the first quarter of FY 61, the Traffic Management Section continued to operate at fully authorized strength. The statistical breakdown of its operation was as follows:

a. Household Good Movement:

Month	Pounds	Estimated Cost
July	324,356	$2,790.00
August	218,131	3,062.61
September	241,659	2,800.88
	784,146 (392 tons)	$8,653.49

RCS: AU-D5

UNCLASSIFIED

P.R.C.

HISTORICAL RECORD

of the

414th MATERIEL SQUADRON

for the period ending

31 December 1960

AIR DEFENSE COMMAND

UNCLASSIFIED

57-5823-63
433297

ADC FORM MAY 58 102

atch 30

F.C. 5310

Packing and Crating section packed or crated 2,200 line items weighing 319,112 pounds.

The ammunition section consolidated the storage of all ammunition in the igloos.

f. GAR The following statistics summarize activity in this section:

Shipments to Redistribution and Marketing - 4 items.
Line items packed and crated - 30.
Line items researched - 2,500.
Line items inspected - 165.
Line items processed to machine room - 214.
Number of transaction - 551.
Unscheduled inventory - 100%.
MOCP Rate - 0.

g. Base Procurement Service Store: During this quarter, $100,368.79 sales were made in support of base units.

6. EXPLOSIVE ORDNANCE DISPOSAL: The section NCOIC, SSgt Harold Lundy, was TDY for the major part of the reporting period. The following facts further illustrate the activities of the section:

The section personnel devoted 180 hours to training.
Section personnel disposed of 50 each double star red signals.
Section personnel disposed of 20 each night and day flares.
Section personnel disposed of 150 each 2.75 inch rocket motor igniters.

7. UNIT SUPPLY: On 3 October 1960 the 414th Materiel Squadron Unit Supply was discontinued and a Group Consolidated Supply unit was established.

8. TRAFFIC MANAGEMENT: This section ended the period in the process of painting and moving. In addition, this section was studied by personnel from Group in a manpower survey. The statistical breakdown of its operation was as follows:

a. Household Good Movement: 374,211 pounds shipped, at an approximate cost of $26, 723.54.

b. Passenger Movements: 118 passengers moved at a cost of $9,515.80.

c. Freight: Outbound--319,190 pounds, at a cost of $16,334.68.
Inbound -- 10,224,851 pounds, including fuel tankers.

d. Total Funds Expended: $52,574.02.

9. MOTOR POOL: In the Vehicle Maintenance Section, six airmen attended the special automotive repair courses, and one airman completed seven-level technician training. The vehicle cleaning and repainting project was still in process at the close of the period and was approximately 30 % completed.

APPENDIX C-17

414th Materiel Squadron, 1961a, b
History of the 414th Materiel Squadron
Oxnard Air Force Base, CA

RCS: AU-D5

P.R.C.

SI. 1969

HISTORICAL RECORD

of the

414th Materiel Squadron

for the period ending

30 September 1961

AIR DEFENSE COMMAND

5-2757-3
433298

USAFHRA, MAXWELL AFB, AL
BOX: K-SQ-SV-380-HI thru K-SQ-SV-420-HI
FOLDER: K-SQ-SV-414-HI
JAN-SEP 1961

DECLASSIFIED
18 JAN 1979

A2,17+
C16
Atch 30

ADC FORM MAY 58 102

F.C. 5310

i. Quality Control: The Quality Control Section has been brought up to within 1,000 documents of current daily workload and has implemented extra controls to permit more accurate control of both Base Supply and Unit Control documents. The quarterly transaction documents brought to file have reached 41,173.

j. The Materiel Facilities Section has made many great progressions in it's storage facilities. These changes are as follows:

(1) Complete re-warehousing of three AF stock classes.

(2) Construction of Rota-bin storage will accommodate five additional classes and, at the same time, save warehouse area which is much needed.

(3) All outside storage bays have been remarked and numbered.

k. The Base Supply Support Center has been relocated in a new facility. This provides greater space and will allow for the enentual relocation of time-change storage in that area.

l. The receipt and storage responsibility of the Base Procurement Sales Store have been consolidated into one area, freeing one TSgt for stock records duties. All hand tools, in permissible categories, have been relocated in the LP stores.

6. EXPLOSIVE ORDNANCE DISPOSAL: During this reporting period the Explosive Ordnance Disposal Section of the 414th Materiel Squadron disposed of 5 GAR Igniters, 200 lbs of dynamite, 39 commercial blasting caps and inerted 12 explosive bolts for the Armement Section. All explosives and components were destroyed by detonation or burning on the range at the west end of the base.

7. TRAFFIC MANAGEMENT: The Traffic Management Section saw a turnover of personnel during this reporting period. The following is a breakdown of losses and gains.

Losses: One A2C(On loan from the Fire Department)

Gains: Three, One A2C, One A3C, and One AB.

One additional slot was authorized for a Household Goods inspector. Four additional slots were requested for one officer, one administrative clerk and two warehousemen. It is anticipated that at least two of these slots will be awarded during the third quarter of FY 62.

a. The following is a breakdown of Household goods, Passengers, and Freight handled during this reporting period.

~~SECRET~~

RCS: AU-D5

HISTORICAL RECORD

of the

414th Materiel Squadron

for the period ending

30 June 1961

AIR DEFENSE COMMAND

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

28AD 6656

~~SECRET~~

5-21754-3

ADC FORM MAY 58 102

Atch 15

F.C. 5310

6. *EXPLOSIVE ORDNANCE DISPOSAL:* During this reporting period the Explosive Ordnance Disposal Section of the 414th Materiel Squadron disposed of 12 each explosive ejection cartridges, 31 each flares, 3 each MB-1 Igniters, and 49 each explosive cartridge assemblies which had been turned in as unserviceable hazardous explosive items. All items were destroyed either by burning or detonation by initiating explosives on the range at the west end of the base.

Personnel of this section have been in a stand-by status for a total of 199 hours and 45 minutes during the period for mass loadings, Broken Arrow exercises, alerts, and sabotage alerts. No calls were received relative to off-base explosive hazards requiring the services of this section.

During the reporting period one NCO was promoted. SSgt McLeod was promoted to the grade of Technical Sergeant and assumed duties of NCOIC for the section. SSgt Reid departed during this period to attent a refresher course at Indian Head, Maryland.

The E.O.D. Section has operated without loss of time due to accident, illness, or other means, during this period.

7. *TRAFFIC MANAGEMENT:* During this reporting period the Traffic Management Section lost one airman, A2C Thomas Cunningham, on a PCS move, and gained one SSgt, SSgt Raymond Lattin.

During this period no special projects were started nor completed.

During this period the Traffic Management Section moved a total of 366,783 pounds of household goods, in 110 moves, at a cost of $54,308.78. A total of 77 passengers were moved at a cost of $3,938.72. A total of 193,881 pounds of outbound freight were shipped at a cost of $5,769.47, while a total of 4,236,465 pounds of inbound freight were received, including 648 shipments of petroleum products.

8. *MOTOR POOL:* During this period the operations section of the motor pool lost one 60350 and gained one 60370 and one 55150 who is being crosstrained into the 603X0 career field. The vehicle maintenance section was visited by a representative of the USAF Resident Auditor's office. All discrepancies noted during this visit have since been corrected. The vehicle cleaning and repainting project has continued through this reporting period.

1. Operations Section:

a. Total miles driven by Motor Pool drivers: 54,024
b. Total miles driven on assigned vehicles: 136,369

APPENDIX C-18

414th Materiel Squadron, 1962a
History of the 414th Materiel Squadron
Oxnard Air Force Base, CA

RCS: AU-D5

HISTORICAL RECORD

of the

414th Materiel Squadron

for the period ending

31 March 1962

AIR DEFENSE COMMAND

5-3449-29

A2, 19
+C17

USAFHRA, MAXWELL AFB, AL
BOX: K-SQ-SV-380-HI to K-SQ-SV-420-HI
FOLDER: K-SQ-SV-414-HI
JAN-MAR 1962

catch 29

ADC FORM MAY 58 102

F.C. 5310

Project No. OXN	Description	Date Completed
20-2	(MC) Bldg #11 (Fire Detector)	19 Jan 1962
45-2	(M) Paint Ext panel & trim	7 Mar 1962
48-2	(A) Dispensary	7 Mar 1962
54-2	(MC) Ramps & Docks bldg 221	6 Feb 1962
58-2	(M) Paint water storage tank	26 Jan 1962
71-2	(M) Paint storage Bse Rkt Assy	26 Jan 1962
72-2	(MC) Cons Parking Ambulance	23 Jan 1962
82-2	(R) Runway PCC Section	1 Feb 1962
167-1	(CONS) Sadust Scavenger	5 Feb 1962

b. Projects completed by BCE Shops:

(1) Remove and Install Heaters, Bldg 355
(2) Repair Radar Mockup Room
(3) Replace Scramble Bells
(4) Build Status Charts for Base Supply
(5) Construct Dark Room
(6) Install Drinking Fountain
(7) Install Conduit
(8) Install Electrical Outlets
(9) Install Electrical Lines

7. FIRE DEPARTMENT: The fire department Fire Protection Personnel conducted 1,397 special hazard inspections plus 2,009 after hour inspections. The Fire Department received a 750 GPM pumper that was surplus at Hamilton AFB, California. On 29 March 1962 the Fire Department Operational Readiness Inspection was conducted on "A" and "B" Flights. Evaluation of the training system and 20 structural and aircraft crash rescue problems revealed that the Fire Department is in a high state of readiness. Furthermore training records indicated a total of 702 training instructor hours was conducted in the Fire Department over a 12 month period from 1 April 1961 to 1 April 1962.

8. EXPLOSIVES ORDNANCE DISPOSAL SECTION: During this reporting period this section disposed of 253 each Explosive Destructors, 9 each flares, 9 each GAR Igniters, and 109 each Explosive Frangible Studs. All of the above explosive items were destroyed by personnel of this section by detonation and/or burning on the demolition range at Oxnard AFB, California. Subject items were of a hazardous or unserviceable nature. Personnel of this section have compiled a total of 76½ manhours of overtime duty for mass loadings of weapons, exercises, emergency calls and other standby responses to calls.

Edward E Sharp
EDWARD E. SHARP
Lt Col, USAF
Commander

APPENDIX C-19

441st Air Base Unit, 1945b
History of the 441st AAF Base Unit
Van Nuys Metropolitan Airport
Van Nuys, CA

VAN NUYS--#1

JUNE 1945

289.36-9
V. 1

P.R.C.

HISTORY OF

VAN NUYS METROPOLITAN AIRPORT

VOLUME IX

PART I
JUNE 1945

PART II
JULY 1945

PART III
AUGUST 1945
(And Summary to 2 September 1945)

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

MICROFILMED

26220-9

USAFHRC, MAXWELL AFB, AL
BOX: 289.36-8 to 289.36-11
VOLUME: 289.36-9

A2, 19
+C18

4th Antiaircraft Command Installations established in the Base Area of March Field and in that portion of the Base Area of Van Nuys lying east of 117° 50' which at present is:

204th AAA Group, San Diego, California

164th AAA Operations Detachment, San Diego, California

762nd AAA Gun Bn., San Diego, California

529th AAA AW Bn., San Diego, California

244th AAA Searchlight Bn., San Diego, California

and all Fourth Air Force Radar, VHF, and Radio installations now established in the March Field Base Area and in that portion of Van Nuys Base Area lying east of 117° 50' and on any islands off the coast southerly of parallel 34° 30' N. which at present includes:

1M	3K1	L1
1K2	3K2	L6
1K3	3K3	L39
1K4	J4	B3
3H	J8	B5
3R	J38	B8
3U	J41	B41
3Z	J42	F9
7K4		

Racon at RU1 and RU3

The 2686th Fighter Wing (Prov) requested that they be based on Sq. "A" for supplies, etc. The matter was taken up with Colonel H. N. Burkhalter, Jr., Commanding Officer of Van Nuys and it was the decision of Col. Burkhalter that the 2686th Wing set up and maintain a Squadron Supply,[1] instead of being attached to another Squadron of the base.

The sub base at Glendale is maintained as before but plans for the sub base at Oxnard were of an indefinite status. During the month of June,

1. Ltr., Hq. 2686th Wing, App. C, Doc. #1.

inactivation plans were formulated in the event Oxnard Flight Strip is closed.

Size and Growth

The maximum of 2098 persons was established by Fourth Air Force to carry out the mission of Van Nuys.

Accordingly the figures indicate that the base was overstrengthed by ninety eight (98) Officers, three hundred fifty seven (357) Enlisted Men and thirty four (34) Civilians. Strength statistics for the months of May and June are as follows:

Authorized	Asgd. May	Asgd. June
1337 Enlisted Men	2020 Enlisted Men	1694 Enlisted Men
210 Officers	313 Officers	308 Officers
551 Civilians	555 Civilians	585 Civilians
	100 Trainee Officers	54 Trainee Officers
	26 Trainee Enlisted Men	26 Trainee Enlisted Men

As stated in the May history,[1] the compilation of a new Manning Table was undertaken after the one being used at that time was proven to be inadequate for the needs of the base. Detailed reports were forwarded from sections on the base to Management Control justifying all personnel assigned to the sections. This activity continued for almost the entire month of June but was delayed, however, during the middle of the month pending completion of the Classification Audit then in progress.

Completed on 27 June 1945, the new Manning Table was submitted to Fourth Air Force for approval and if approved, will authorize 1754 Enlisted Men, 247 Officers and 603 Civilians.

Organizational Structure of the Unit

A considerable number of Officer changes occurred during the month

1. History of the AAFld, Metro Aprt., 1 May to 31 May 45, Chap. I, Pg. 3

~~CONFIDENTIAL~~

HISTORY OF THE ARMY AIR FIELD
VAN NUYS METROPOLITAN AIRPORT
VAN NUYS, CALIFORNIA

(441st Army Air Forces Base Unit)

1 July 1945 to 31 July 1945

Prepared in compliance with AR 345-105, AAF Regulation 20-8, and Directives of the Fourth Air Force.

PRESENT ASSIGNMENT

To the Fourth Air Force, 1 May 1944

UNITS

Prov Sq A Van Nuys
Prov Sq B Van Nuys
Prov Sq D Van Nuys
Prov Sq E Griffith Park
Prov Sq H Balboa
Prov Sq N Glendale
Prov Sq O Oxnard
Prov Sq T Van Nuys
Prov Sq U Van Nuys

Rec'd 28 SEP

APPROVED:

Gilbert W. Jones
GILBERT W. JONES
Captain, Air Corps
Adjutant

H. N. Burkhalter Jr.
H. N. BURKHALTER, JR.
Colonel, Air Corps
Commanding

~~CONFIDENTIAL~~

CONFIDENTIAL

CHAPTER II

Command and Administration

General Command and Administrative Problems

Staff Meetings

In preparation for the storage of up to 600 vehicles to be received from the 37th Brigade, at a Staff Meeting on 4 July, it was planned to use the runway at Griffith Park. Being 2,000' long X 200' wide, this will provide 600,000 sq ft. A shortage of experienced personnel for this job was discussed. It was decided that it might be necessary to take personnel from each section for this labor work consisting of packing, crating, storing and shipping of materiel left by the 37th Brigade.

At the same meeting, in accordance with AAF Regulation 85-2 on the Use and Assignment of Air Installations, the Commanding Officer announced he would like to have Fourth Air Force and the District cover him with leases or a letter on the use of this field by commercial aircraft concerns adjacent to it. Landing, taking off and parking on Government property makes them subject to paying the government for such privileges.

It was announced at the meeting on 11 July 1945 that Oxnard had been reported as excess to the needs of this Base and pending action on this declaration, Oxnard was put on a non-operational status. The meeting also revealed that a check was being made to determine what commercial concerns used the Metropolitan Airport relative to above paragraph.

At the 18 July meeting, it was announced that the Base Commanders had received a letter signed by General Henry H. Arnold stating that

CONFIDENTIAL

HISTORY OF THE ARMY AIR FIELD
VAN NUYS METROPOLITAN AIRPORT
VAN NUYS, CALIFORNIA

(441st Army Air Forces Base Unit)

1 August to 31 August
1945

Summary of Events

PRESENT ASSIGNMENT

To the Fourth Air Force, 1 May 1944

UNITS

Prov Sq A Van Nuys
Prov Sq B Van Nuys
Prov Sq D Van Nuys
Prov Sq E Griffith Park
Prov Sq H Balboa
Prov Sq N Glendale
Prov Sq M Van Nuys
Prov Sq C Oxnard
Prov Sq T Van Nuys
Prov Sq U Van Nuys

Prepared in compliance with AR 345-105, AAF Regulation 20-8, and Directives of the Fourth Air Force.

APPROVED:

Reed O. Hudson

REED O. HUDSON
Captain, Air Corps
Adjutant

H. N. Burkhalter, Jr.

H. N. BURKHALTER, JR.
Colonel, Air Corps
Commanding

Since the number of permanently assigned personnel in each category dropped sharply, while the number of men in training increased, the manpower situation reached a critical stage during the month. The manning table shortage rose to an all time high of 457. This shortage caused a great many hardships throughout the base, only slightly reflected by a 4½ percent drop in aircraft efficiency.

Pertinent Organizational Changes

Principal organizations changes in the 441st AAF BU during the month of August had to do with the closing of various sub-bases. Fourth Air Force was requested by letter to inactivate the Santa Barbara boat detachment. The detachment has been cut down to one or two men. The area, meanwhile, is being covered by the Balboa Boat Detachment, under this station's command.

The gradual closing of Oxnard flight strip progressed satisfactorily during the month of August, with the exception of the functions coming under the Post Engineer. This was checked into at a staff meeting and suggestions were made to be carried out in September.

Detachments G, U, V, and T, of Headquarters, 63rd AAF BU, Mitchell Field, New York, were based on this organization for all supplies, with the exception of medical and subsistence. A compliment of 125 men and 15 officers are assigned to these detachments. Detachments G and V are in Long Beach; detachment U is at Mines Field; and detachment T is in Burbank. The mission of the above named detachments is a restricted one, namely, Radar bomb scoring for B-29 training. Every effort was made to help set up the new organizations as quickly as possible. Office supplies, housekeeping supplies and furniture were supplied immediately.

APPENDIX C-20

SAFETY PLAN

SITE SPECIFIC SAFETY AND HEALTH PLAN (SSHP)
OEW/CWM Archives Search Site Inspection Visit
Oxnard Air Force Base
Camarillo, California
Site # J09CA0126

1. REFERENCES:

a. Safety Manual, CELMS-PM-M, 16 Sep 93 w/ Ch1.

b. SOP for Reporting Ordnance and Unexploded Ordnance (UXO), CELMS-PM-M, 19 Jan 95.

c. OEW Guidance Regarding Coordination with EOD Organizations, 10 Jan 95.

2. GENERAL: This plan prescribes the safety and health requirements for team activities and operations conducted to determine the presence of ordnance and explosive waste and /or chemical warfare materials at the specified site.

a. The Safety Officer has final authority on all matters relating to safety. The safety rules will be followed at all times. Any member of the team may stop operations if they observe a situation or activity which poses a potential hazard to any individual or to the operation. All actions must comply with the common sense rule!

b. All team members will be aware of the local emergency numbers and the location of the nearest telephone.

c. A minimum of two and a maximum of eight persons will be allowed on-site at any one time.

d. The property owner is not required to sign the SSHP, but should be politely asked to participate in the safety briefing.

3. MISSION: Reconnoiter, document, and photograph areas on Camarillo Airport (Oxnard Air Force Base) suspected to be contaminated with UXO and/or toxic chemical munitions. Team will concentrate on suspected ammunition disposal areas on west end of runway.

4. SAFETY PRECAUTIONS: All team members will stay within sight of each other while on site. A first aid kit will be on hand. The following three basic safety rules apply at all times:

a. Rule 1 - Do not touch or pick up anything at the site.

b. Rule 2 - Do not step anywhere you cannot see where you place your foot.

c. Rule 3 - There will be no eating or smoking at the site. Hands will be washed after the survey and prior to eating. Drinking fluids should be done during periodic breaks.

5. SITE COMMUNICATIONS: The primary means of communicating with other team members will be by voice. Team members will always remain within sight of each other. Cellular telephones should be carried to facilitate and expedite calling for emergency medical services.

6. NATURAL HAZARDS: Normal for industrial area.

7. ORDNANCE HAZARDS: Ammunition disposal area known to have been used to dispose of bulk HE, 2.75 inch rockets, pyrotechnics, and miscellaneous components.

8. HAZARD EVALUATION: Estimate the overall hazards using the following guidelines: (check appropriate item)

[ ] Low (small arms ammunitions)
[ ] Moderate (practice bombs with spotting charge)
[X] High (high explosive munitions, toxic chemicals, WP)
[ ] Unknown

9. EMERGENCY PROCEDURES: First aid will be rendered for any injuries. In the event of a detonation, everyone should freeze until the situation can be assessed by the team leader. Unnecessary injuries can be avoided by not panicking and planning a logical course of action, which may include retracing your steps out of an impact area. Emergency medical services will be contacted by the most expeditious means available.

10. SAFETY STATEMENT: Safety is everyone's business. No unnecessary risks will be taken to obtain photos or other data. Team members are responsible for notifying the project Manager or safety Officer of any physical conditions that may impede or prevent their accomplishment of the mission. An example is allergic reactions to bee stings.

Important Phone Numbers

Emergency medical service:	911
Law enforcement agency:	911
Huntsville Safety:	(205) 895-1582/1579
	(800) 627-3532, PIN 707-2534
Non-emergency number:	(805) 482-9844 (Police)

SSHP reviewed by: 

Randy Fraser

Encls

1. Safety Briefing Attendance
2. Safety gear

SITE SURVEY SAFETY BRIEFING

PPE

_____ Work Clothing
_____ Gloves
_____ Hardhat
_____ Hearing protection
_____ Safety shoes
_____ Safety glasses

Site Hazards

_____ OEW
_____ CSM
_____ HTW
_____ Slips, falls, trips
_____ Wildlife
_____ Vegetation

Weather Precautions

_____ Cold/Heat
_____ Severe Weather

Safety Briefing Attendance

All team members and any accompanying personnel
will be briefed and sign this form:

Print name and organization		Signature
GEORGE F. SLOAN	CELMS-PM-M	
GERALD V. SCHWALBE	CELMS-PM-M	
SCOTT A. BARTON	CELMS-PM-M	

MANDATORY MINIMUM SAFETY GEAR

First aid kit (individual) _____

Survival kit _____

Fire starter _____

Space blanket _____

Whistle _____

Mirror _____

Cellular phone _____

Flash light _____

Survey tape _____

Canteen _____

APPENDIX C-21

SITE VISIT

CELMS-PM-M 6 March 1995

MEMORANDUM FOR RECORD (Mike Dace) Dace 3/10/95

SUBJECT: Trip Report-Site Surveys of Ontario AAF, DERP-FUDS Project No. J09CA053102; Rialto Ammunition Storage Point, DERP-FUDS No. Project J09CA057201; Camarillo Airport (Oxnard Air Force Base), DERP-FUDS Project No. J09CA012603; and Point Sal ATG Gunnery Range, Project No. J09CA055701.

1. On Sunday 26 February 1995, Messrs. George F. Sloan, Scott A. Barton, and Gerald V. Schwalbe departed from St. Louis Lambert Airport at approximately 1900 hrs., Central Standard Time, arriving at Ontario California Airport at about 2130 hrs., Pacific Standard time. After renting a car, they drove to the Doubletree -- Ontario Airport motel and remained overnight.

2. **ONTARIO ARMY AIR FIELD SITE SURVEY:** Early Monday 27 February 1995, the team met with officials at the Ontario Airport. Mr. Kim Ellis, Assistant Airport Manager, phone: (909) 988-2712, had assisted with the arrangements. Individuals with whom we met included Mr. Floyd Paterson, Chief of Airport Operations; Ms. Bonnie Hankins, Superintendent of Operations; Marty Schlockker, Land Side Manager; and Keith Snyder, Operations Coordinator; phone: (909) 988-2811. Their office is accessed by approaching the terminal; stay to the right, they are located in one story building directly across the street from the old tower, and also across from the airport security building (a red brick building). The operations office is in the one story white brick building.

3. Ms. Hankins escorted the survey team assigned to conduct the Ontario Army Air Field site investigation for OEW. First, the area of the former ammunition storage located in the northwest corner of airport was visited. Photographs were taken in the area that is currently paved with concrete to support air freight companies such as UPS, FedEx, etc. Immediately adjacent to what was once the bomb storage area is the location of a former U. S. Army Dumping station, according to archived drawings. Airport staff showed the team examples of old bottles and other souvenirs that had been collected from grading operations at and in the vicinity of this position. The team next drove along a roadway adjacent to the west airport boundary and in the southwest corner stopped and surveyed in the area of photographic interpretation features 5, 6, and 7. Nothing was evident on the surface and photographs were again taken of existing conditions. The team continued to drive along the south boundary of the facility, observing various current uses on the airport. Easily identified were old WW II vintage buildings and the large Air National Guard hanger. It was estimated that the site of the former gas house was along or immediately adjacent to the east side of the Air National Guard property, and this area was also surveyed. No evidence of visual OEW was found by the team at any location on the FUDS. Upon return to the office, it was suggested that someone might wish to contact Mr. Dick Loyd, night shift superintendent. Mr. Loyd is a former pilot, and has considerable knowledge of the field. He is the gentleman who can supposedly point out the exact spot where Lockheed is reported to have buried P-38 engines on the airport. Same phone number as above; contact any evening after 10:00 pm.

4. **RIALTO AMMUNITION STORAGE POINT SITE SURVEY:** After thanking Ontario airport staff for their assistance, the team drove to the Rialto Ammunition Storage Point and vicinity. The site is in the City of Rialto and near Fontana, CA. During the afternoon, visits were made to Rialto City Hall, where the receptionist suggested that the team contact Mr. C. (Chuck) R. Shaw, City Assistant Fire Marshall, phone: (909) 820-2693, who was very familiar with the fireworks companies operating on the former Rialto Ammunition Storage Point. Attempts to contact this gentleman over the next two days proved unsuccessful. The receptionist also furnished the phone number and directions to the San Bernardino County offices where information on the various ownerships could be obtained. A visit to the County Assessors Office (phone: (909) 387-8307) led to a detailed explanation for the method of determining current ownerships. It was quickly evident it would be a somewhat time consuming process to obtain contacts by this approach, and the decision was reached to first drive around the site and collect company names and addresses. Attempts would then be made to contact specific owners of properties upon which it was desired to search for OEW residue. Mr. Barton had already successfully contacted Mr. Roger D. Thompson, Eagle Products Company, and had arranged an appointment to meet with him the following day. Driving about the periphery of the FUDS, the team gathered information about current businesses located on the FUDS and made plans to contact a number of the companies. Late in the day, near the western termination of Stonegate and adjacent to the location of the old bunker, the team stopped at Astro Pyrotechnics, Division of Pyro Spectaculars, 2298 Stonegate, and spoke with Mr. Dan Hyman. He suggested we visit with Mr. Dean Collister, Pyro Spectaculars. The company is located in a white building off of Locust (3196 Locust). He also mentioned that we should speak with Mr. Bill Haysworth, the Guard who lives in a Silver Trailer at the entranceway to the magazine area. This man provides daily security, has been around for a long time, and was one individual with a good knowledge of the FUDS. He also suggested two other good contacts. The first, a gentleman named Leo, was employed with the company for about 15 years and is a walking history about Rialto; and the second contact would be Mr. Smith with the BROCO EXPLOSIVES CO., now known as the BROCO ENVIRONMENTAL CO. A subsequent visit to Astro Pyrotechnics resulted in a request for us to return the following to meet with Mr. Dean Collister.

5. On Tuesday 28 Feb 95, the team proceeded with site investigations by driving first to the southwest corner and taking photographs of the San Bernardino County Landfill and other current usages along the western boundary. The team then proceeded to the far northwest corner and took photographs of the subdivisions built along the north boundary of the FUDS. Driving to the Casa Grande Ave. (runs east and west and forms the south boundary of the subdivisions), the team surveyed unimproved properties which were found to have a considerable amount on discarded debris, junk, and construction waste disposed of on the land. Photographs were taken at this location about the center of Section 20, T 1N. R 5 W.

6. The team then met with two representatives of local businesses. One meeting was with Mr. Roger Thompson, President Eagle Roofing. He indicated that no one associated with their business had ever found any OEW. Mr. Bradley C. Lundy, Vice President - Manufacturing, escorted the team about the property. The team took current condition photographs at various locations on the property, which was generally about a half of mile

southeast of the bunkers. Mr. Schwalbe conducted an interview with Mr. Doug Collister, the Manger of Pyro Spectaculars, 3196 Locust Ave. Mr. Doug Collister informed us that San Bernardino County is the present owner of the majority of earth-covered igloos in the storage area. He stated the County purchased the land with the magazines (except for two mentioned later) for the purpose of expanding the landfill. The transactions took place about one year ago or slightly longer. He had no contacts at the county, but suggested we contact County Real Estate. To the west of Adler Lane, which passes off of the corner of C-1, the County planed to excavate down about 150 feet, and then landfill back up until the fill top elevation reached 50 +/- feet above grade. To the east of Adler, their plans called for operating facilities, monitoring stations. etc. He confirmed Bill Haysworth, the guard living in the Silver Trailer, would be a good contact; and that we should contact Mr. Doug Smith at BROCO, phone 350-0580. BROCO owns property extending westward over areas once used for storage. He stated that his company still leased a couple of magazines, C-1 and B-1, located at the southeastern edge of the bunkers. C-1 is owned by a private individual. B-1 ownership was not mentioned. Past owners of the property included the Schultz Trust and Aerojet, which once had a storage facility operating on the FUDS. He granted permission to go onto his property, escorted by Mr. Hyman, if necessary. He stated he has been employed at the site for 9 years and had never seen anything resembling OEW. Nobody working in the area was ever concerned with storing materials in the bunkers or surrounding areas; but, he continued, who knows what the DOD could have been buried on the land. He concluded by indicating that 5 or 6 Fireworks Companies once used the facilities and the land was split up to a number of different owners. One other item mentioned was that the reason for the fireworks explosion that occurred in 1987 (Bunker A-3 ?) was an individual committed suicide.

7. The survey team proceeded to the entrance way to the bunkers off of Stonehurst Ave. (Take right hand side of fork in Stonehurst off of Locust). Locating the silver trailer, Mr. Schwalbe proceeded to interview the caretaker of the property, Mr. Bill Haysworth. Recollections of this conversation are documented in a interview log. Mr. Haysworth had been transferred by from Barlow KY to Rialto CA and had lived on this, his property, ever since. Bunker A-1 is situated on property he owns. He is paid by two fireworks firms and possibly the county to patrol a 1 and 7/10ths mile roadway circulating through the bunkers. He was formerly with the U. S. Army Engineers during WW II and recognizes explosive materials and munitions. He reported "Never seeing anything of OEW interest on the property". He granted permission for us to survey the property. The team then proceeded to walk northwestward along the roadway, observing surface conditions on each side until we reached Bunker D-1, where a series of photographs were taken. Next the survey team spread out and walked across and through the Rialto earth-covered igloo ammunition storage areas towards A line. Photographs were taken at the location of structure T117, and at a number of other positions; near B-2 was found 20mm ammunition links. No other visual OEW was found by the team. Photographs were taken of what appeared to a dump area, including old rusted barrels, on the east side of the FUDS, just North of Mr. Hayworth's Trailer. The team then departed from the area of the earth covered igloos, and proceeded to BROCO Environmental, Inc. Here we met and interviewed Mr. Douglas D. Smith, President. Mr. Smith indicated his company used to lease five magazines, and then purchased property north of the bunkers in 1987. When BROCO specialized as an

explosives company, they stored Plastics for another company. The property which they leased had drums left on the site, but by whom Mr. Smith had no knowledge. He was in possession of an old aerial photograph of the Rialto FUDS. He used it to indicate the location where, when in the explosives testing business, BROCO once operated an open burn and demolition area. It was to the north of the bunkers. Mr. Smith reported that his company has demilitarized various items for the County. He mentioned his company (or the County) had drilled wells and taken soil samples, monitoring the area of about 20 acres. The location has been identified by SLD mapping interpretation as well as by Mr. Smith. He noted a retired Navy Chief, EOD, Mr. Chubb, is on staff; and the area is now closed and the company no longer performs this service. Basically, BROCO is now in the hazardous and toxic waste business. He mentioned that Adler Lane was simply a dirt track with access off Locust. He confirmed the 1987 explosion of the leased bunker was a suicide.

8. The team returned to the assessors and property office of San Bernardino County and collected property ownership information on major businesses located on property once the former Rialto Ammunition Storage Point. It would have been a very time consuming task to collect all ownerships with the many individual owners in subdivisions, separate residences, small businesses, or who held land for investment purposes. Attempts were made to note the location and addresses of large ownerships and businesses within the FUDS boundary. This information on significant property ownership will be reflected in the ASR. After accomplishing the property owner research, the team drove to Camarillo, CA. arriving about 1800 hours.

9. **CAMARILLO AIRPORT (OXNARD AIR FORCE BASE) SITE SURVEY:** On Wednesday 1 Mar 95, beginning about 0830 hours, the team conducted the Camarillo Airport Site Survey. Mr. John J. Brusca, Airport Projects Coordinator, escorted the team to areas of interest on the FUDS. The former Oxnard Air Force Base Special Weapons storage area (Ammunition Storage Area on 1951 drawing) was surveyed first. As reported by John Brusca, the only storage structure used for to house atomic weapons was observed to have been partially torn down. The remaining walls observed formed dummy structures. No visual evidence of OEW existed in the area. Mr. Brusca then directed us to the landfill area, which is now being improved for airplane hanger storage. On the west end of the airport facility, there are two remaining earth-covered igloos utilized by the Ventura County Sheriffs Department. A third igloo was demilitarized prior to the property being turned over to Camarillo. The rifle range on the west end of the facility is active, and Mr. Sloan speculated it is a probable site for Oxnard Air Force Base's demolition ground. No visible signs of DOD generated OEW were found during the site visit; and photographs were taken at the various locations of interest. The site inspection was finished fairly quickly at about 1000 hours and the team proceeded to drive to Santa Maria, CA.

10. **POINT SAL ATG RANGE SITE SURVEY:** Arriving at the Santa Maria CA at approximately 1300 hours 1 March 1995, the team first registered in the motel and then drove to Guadalupe, CA hoping to contact Mr. Clarence Minetti. Dan Evans, an employee with Parsons/Engineering Science, previously indicated the company had archived their backup information on studies conducted to assist the LA District with INPR preparation. He indicated some effort would be involved in obtaining addresses and phone numbers of

individuals who assisted them with their work. He remembered that Mr. Minetti owned a Western Style bar in the middle of town (however he didn't mention whether it was Santa Maria or Guadalupe). Subsequent efforts by Mr. Schwalbe to obtain phone numbers and then contact Mr. Minetti, the Trustee for the Leroy Trust, Ron Fick (Borel Bank & Trust), and/or George Chisolm, who according to the INPR worked for Mr. Fick, prior to our site survey were unsuccessful. Phone Numbers just were unavailable. Since Minetti was listed as the individual who previously escorted representatives of the LA District to survey the site, it was felt attempts should be made to reach him for right-of-entry. A brief interview held with a financial clerk at the Guadalupe, CA City Hall yielded Mr. Clarence Minetti's place of business, the Far Western Saloon and Restaurant, easily found on the main street through town (Highway 1). Mr. Minetti's daughter-in-law, Sherill, provided his private unlisted phone numbers (Office (805) 680-4859 and Home (805) 680-4859). Mr. Schwalbe then phoned Mr. Minetti on Wednesday evening to gain his permission and assistance with our need to survey property formerly the Point Sal Air-to-Ground Gunnery Range. After hearing the reasons for surveying this FUDS a second time, Mr. Minetti graciously agreed to accompany us to the exact location of the Point Sal ATG Range located on his land, part of the Corralitos Ranch. Prior commitments prevented him from escorting us prior to about 1600 hours Thursday afternoon. He requested we meet him at the Far Western and indicated it should only take about 1 to 1-1/2 hours to survey the practice range.

11. On Thursday 2 Mar 95, Mr. Barton interviewed Mr. Ron Heath, Director, Santa Maria Airport to check if the airport possessed any historical records with respect to the Point SAL Air-to-Ground Gunnery Range. Mr. Heath did not know that the range was associated with the former Santa Maria Army Air Field. Mr. Heath commented that if he comes across any additional information, he would call us. Mr. Barton also arranged by phone for EOD support provided by MSgt Robert E. McCune, 730th EOD Flight, Vandenberg AFB, CA. In the afternoon, TSgt Dave Edwards and SRA Jason C. Brunning accompanied the team on the site visit with Mr. Minetti providing escort on his property. Numerous .50 caliber cartridge cases were found on the former site. In addition, metal fragments from 100 lb sand-filled bombs were found on the site. No other OEW was found on the property.

12. The team then returned to Ontario CA, arriving at about 2200 hours, remained overnight and then on Friday 3 Mar 95, flew home to St. Louis from Ontario, CA.

Scott A. Barton		Gerald V. Schwalbe
SCOTT A. BARTON	GEORGE SLOAN	GERALD V. SCHWALBE
QASAS	Safety Officer	Project Manager
ext. 8844	ext. 8797	ext. 8788

APPENDIX C-22

File Documents References List

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

DOCUMENT C22 -- FILE DOCUMENT REFERENCES

REFERENCES

C22.1 Korf, Orval A., Major, Assistant Adjutant General
1943 Letter to Commanding General, Washington D. C., dated September 5, Record Group 18, Series: Central Decimal Files, October 1942 - May 1944, Box 1555 Oro Grande to Paine Field, Folder: 600. Misc, Oxnard Flight Strip, CA., National Archives and Records Administration, Washington D. C.

C22.2 U. S. Army Air Corps,
1942 Oxnard Flight Strip Dispersed Report, dated August 29, Record Group 18, Series: Project Files, 1939 - 1942, Box 1660 Orlando to Oxnard, Folder: 000 - 800 Misc., Oxnard Flight Strip, CA., National Archives and Records Administration, Washington D. C.

C22.3 Harper, Robert W., Colonel, U. S. Army Air Corps,
1942 Assignment Request for Oxnard Flight Strip and Visalia Air Base, dated September 7, Record Group 18, Series: Project Files, 1939 - 1942, Box 1660 Orlando to Oxnard, Folder: 000 - 800 Misc., Oxnard Flight Strip, CA., National Archives and Records Administration, Washington D. C.

C22.4 Spainhour, C. M., Major, U. S. Army Air Corps,
1942 Site Board Report, Oxnard Flight Strip, CA., dated July 10, Record Group 18, Series: Bulky Files, 1942 - 1944, Box: 928 Otey Mesa to Ozona, Folder: Site Board Report, National Archives and Records Administration, Washington D. C.

C22.5 URS Research Company
197? Final Environmental Impact Statement for the Disposal of Oxnard AFB, CA, D-Calif-410-B-D, dated n. d., Record Group 291, GSA Property Disposal Files, Accession # 291-81-0005, Box: 5 of 17, Washington National Records Center, Suitland, MD.

C22.6 Lawson, W. H., Asst. to the Superintendent, Ventura Co. Comm. College

1974 Letter to the Surplus Property Utilization Office, GSA, dated April 17, Record Group 291, GSA Property Disposal Files, Accession # 291-81-0005, Box: 5 of 17, Washington National Records Center, Suitland, MD.

C22.7 Galuardi, John F., County Commissioner, Ventura Co., CA

1974 Letter on Proposed Disposal Action, Oxnard AFB, CA., dated October 7, Record Group 291, GSA Property Disposal Files, Accession # 291-81-0005, Box: 5 of 17, Folder: Oxnard AFB, 1974 - Current, Washington National Records Center, Suitland, MD.

C22.8 Hull, Clarence W., Regional Counsel, General Services Administration

1949 Letter to Assistant General Counsel, General Services Administration, dated May 25, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.9 Nolan, Thomas B., Assistant Director, General Services Administration

1946 Letter to Mr. James E. McCormack, Director, General Services Administration, Office of Real Property Disposal, dated December 18, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.10 Meade, S. H., Assistant Chief for Business Management, War Assets Adm.

1948 Letter to War Assets Administration, Washington D. C., on Disposal of Oxnard Flight Strip to U. S. Department of the Navy, dated April 29, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.11 Graham, V. I., Chief, Property Management Division, War Assets Adm.

1948 Letter to A. J. Wilson, Property Management Division, War Assets Administration, Washington D. C., on Disposal of Oxnard Flight Strip to U. S. Department of the Navy, dated November 8, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.12 Wilson, A. J., Property Management Division, War Assets Adm.

1948 Letter to V. I. Graham, Chief, Property Management Division, War Assets Administration, San Francisco, CA., on Disposal of Oxnard Flight Strip to U. S. Department of the Navy, dated November 19, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific

Southwest Region, Laguna Niguel, CA.

C22.13 Cochrane, Jack E., War Assets Administration

1948 Letter to DPWO, 11ND, War Assets Administration, on Disposal of Oxnard Flight Strip to U. S. Department of the Navy, dated October 14, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.14 Cochrane, Jack E., War Assets Administration

1948 Letter to War Assets Administration, on Disposal of Oxnard Flight Strip to U. S. Department of the Navy, dated October 14, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.15 Price, L. A., Chairman, Board of Supervisors, Ventura Co., CA

1946 Letter to War Assets Administration, Office of Real Property Disposal, on Diposal of Oxnard Flight Strip to County of Ventura, CA., dated December 24, Record Group 270, Series: Real Property Disposal Files, Box: 107, Folder: Oxnard Flight Strip, CA, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.16 U. S. Army Corps of Engineers, Los Angeles District

1951 Report on Soils Investigation and Design for Proposed Improvements at Oxnard Air Force Base, Oxnard, CA., dated March, Record Group 77, Series: U. S. Army Corps of Engineers LA District Military Construction Files, 1950 -1960, Box: 97 Oxnard AFB, Folder: Oxnard AFB FY 51, 10-11.2, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.17 U. S. Army Corps of Engineers, Los Angeles District

1957 Report on Borrow Area, Ordnance Storage, Oxnard Air Force Base, Oxnard, CA., dated April 18, Record Group 77, Series: U. S. Army Corps of Engineers LA District Military Construction Files, 1950 -1960, Box: 100 Oxnard AFB, Folder: Oxnard AFB FY 56, 27.3 - 27.4, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.18 U. S. Army Corps of Engineers, Los Angeles District

195? Design Analysis, Ammunition Storage Igloos, Oxnard Air Force Base, Oxnard, CA., dated n. d., Record Group 77, Series: U. S. Army Corps of Engineers LA District Military Construction Files, 1950 -1960, Box: 100 Oxnard AFB, Folder: Oxnard AFB FY 56, 27.3 - 27.4, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.19 U. S. Army Corps of Engineers, Los Angeles District

1956 Design Basis, Storage Base Ordnance Igloo, #1B, Oxnard Air Force Base, Oxnard, CA., dated January 20, Record Group 77, Series: U. S. Army Corps of Engineers LA District Military Construction Files, 1950 -1960, Box: 100 Oxnard AFB, Folder: Oxnard AFB FY 56, 27.3 - 27.4, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.20 U. S. Army Corps of Engineers, Los Angeles District

1956 Design Basis, Storage Base Ordnance Igloo, #1B, Oxnard Air Force Base, Oxnard, CA., dated May 4, Record Group 77, Series: U. S. Army Corps of Engineers LA District Military Construction Files, 1950 -1960, Box: 100 Oxnard AFB, Folder: Oxnard AFB FY 56, 27.3 - 27.4, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.21 U. S. Army Corps of Engineers, Los Angeles District

1956 Master Drainage Plan for the Built up Area, Oxnard Air Force Base, Oxnard, CA., dated May, Record Group 77, Series: U. S. Army Corps of Engineers LA District Military Construction Files, 1950 -1960, Box: 100 Oxnard AFB, Folder: Oxnard AFB FY 56, 27.3 - 27.4, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.22 441st Air Base Unit

1944a History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated May, Box 289.29-150 to 289.36-2, Volume 289.36-2, USAF Historical Research Center, Maxwell AFB, AL.

C22.23 441st Air Base Unit

1944b History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated July, Box 289.36-3 to 289.36-5, Volume 289.36-4, USAF Historical Research Center, Maxwell AFB, AL.

C22.24 441st Air Base Unit

1944c History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated September, Box 289.36-3 to 289.36-5, Volume 289.36-5, USAF Historical Research Center, Maxwell AFB, AL.

C22.24 441st Air Base Unit

1944c History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated September, Box 289.36-3 to 289.36-5, Volume 289.36-5, USAF Historical Research Center, Maxwell AFB, AL.

C22.25 441st Air Base Unit

1944d History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated December, Box 289.36-6 to 289.36-7, Volume 289.36-6, USAF Historical Research Center, Maxwell AFB, AL.

C22.26 441st Air Base Unit

1944e History of the 441st AAF Base Unit, Chemical Section, Van Nuys Metropolitan Airport, Van Nuys, CA, dated December 2, Box 289.36-3 to 289.36-5, Volume 289.36-3A, USAF Historical Research Center, Maxwell AFB, AL.

C22.27 441st Air Base Unit

1945b History of the 441st AAF Base Unit, Van Nuys Metropolitan Airport, Van Nuys, CA, dated April, Box 289.36-8 to 289.36-11, Volume 289.36-8, USAF Historical Research Center, Maxwell AFB, AL.

C22.28 414th Fighter Group

1963b History of the 414th Fighter Group, Oxnard Air Force Base, CA, dated December 31, Box K-GP-414-HI, Volume: K-GP-414-HI Jan.-Dec. 1963, USAF Historical Research Center, Maxwell AFB, AL.

C22.29 Downs, J. A., Major, U. S. Army Corps of Engineers

1946 Letter to Division Engineer, San Francisco, CA., on Care and Custody, Oxnard Flight Strip, Oxnard, CA., dated January 16, Record Group 77, Accession # A51-59, Box: 336 Oxnard Flight Strip to Paine Field, Folder: 686, USAF Historical Research Center, Maxwell AFB, AL.

C22.30 U. S. Army Corps of Engineers, Los Angeles District

1944 Report of Airfield Pavement Evaluation for Oxnard Flight Strip, Oxnard, CA., dated June, Record Group 77, Accession # A51-59, Box: 336 Oxnard Flight Strip to Paine Field, Folder: 686.61, USAF Historical Research Center, Maxwell AFB, AL.

C22.31 Federal Aviation Administration

1945 U. S. A. (Conus) Airfield Directory, Fact Sheet on Oxnard Flight Strip, CA, Box 260.277 v.1, page 156, USAF Historical Research Center, Maxwell AFB, AL.

C22.32 Staff Writer

1969 "Oxnard Air Base to Close", *Oxnard Press - Courier*, dated October 27, Microfilm Library, Oxnard Public Library, Oxnard, CA.

C22.33 Staff Writer

1970 "Camarillo Seeks Base Conversion Data", *Oxnard Press - Courier*, dated August 14, Microfilm Library, Oxnard Public Library, Oxnard, CA.

C22.34 Staff Writer

1965 "Name may change, but not air base task", *Camarillo - Today and Tomorrow*, dated October 26, Vertical Clippings Files, Folder: Camarillo, Camarillo Public Library, Camarillo, CA.

C22.35 Daily, Wendell P.

1946 *An Album of Memories*, published by Camarillo, CA., 1946, Call # 979.492, Camarillo Public Library, Camarillo, CA.

C22.36 M and N Printing Company

1979 *A Pictorial History of Ventura County, CA.*, published by M & N Printing, Oxnard, CA., 1979, Call # 979.492, Camarillo Public Library, Camarillo, CA.

C22.37 U. S. Army Corps of Engineers, St. Louis District

1994 Site Fact Sheet on Camarillo Airport, U. S. Army Corps of Engineers, St. Louis District, St. Louis, MO.

C22.38 U. S. Army Corps of Engineers, Los Angeles District

1945? Building List from the Map of Oxnard Flight Strip, Oxnard, CA, Record Group 270, Series: Real Property Disposal Case Files, Box: 107, Folder: Oxnard Flight Strip, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.39 U. S. Army Corps of Engineers, Los Angeles District

1960 Building List from the Map of Oxnard Air Force Base, Oxnard, CA, dated February 9, Record Group 270, Series: Real Property Disposal Case Files, Box: 106, Folder: Oxnard Air Force Base, Disposal Data, National Archives and Records Administration, Pacific Southwest Region, Laguna Niguel, CA.

C22.40 Air Defense Command

1960 Building List and As-Built Drawings, Oxnard Air Force Base, Oxnard, CA, dated February 9, Files of Mr. John J. Brusca, Airport Projects Coordinator, Camarillo Airport, Camarillo, CA.

APPENDIX D

HISTORICAL PHOTOGRAPHS

NOT USED

APPENDIX E

INTERVIEWS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX E - SUMMARY OF INTERVIEWS

Mr. Tom Iversen
Facilities Manager
Camarillo Airport, Camarillo, CA
Telephone: (805) 388-4206

Mr. Iversen recounted the history of the airport by referring to a aerial photograph of the facility. The facility had three earth-covered igloos located at the west end, one of which was later destroyed prior to transferring the facility to the City of Camarillo. The facility has a rifle range located east of these earth-covered igloos which is still in use for training by local and national law enforcement and security officials. There was also a skeet range which is no longer in use. There was no indication of a gas house on the 1960-dated "As Built" engineering drawings of the former **Oxnard Air Force Base**. Mr. Iversen recalled that over the years that some small arms ammunition (i.e. .50 caliber) has been found and turned over to the sheriff's department for disposal. Mr. Iverson noted that the landfill was an HTRW problem that has had identified within its boundaries buried trash to include Galvanized Steel materials, Tanks, Vehicles, amongst other items (up to 50,000 metal items due to magnometer test). The area is leach filled with drainage to the west and southwest.
He recommended one good contact would be a Mr. Bob Cantor who was employed as the principal engineer with Duynamac. He has recently moved to Westlake.

Mr. John J. Brusca
Airport Projects Coordinator
Camarillo Airport, Camarillo, CA
Telephone: (805) 388-4235

Mr. Brusca indicated that **Oxnard Air Force Base** was a special weapons facility in the late 1950's, early 1960's time frame. The facility had three earth-covered igloos located on the southwest side of the base according to Mr. Brusca, In addition, he recalled that the Air Force destroyed one igloo (Building No. 421) prior to turning the property over to Camarillo. He mentioned that storage igloos for the special weapon storage was located on the east end of the facility. Several "dummy" igloos were constructed and have since been demolished. The actual

storage igloo contained a boiler which was subsequently removed as the igloo was being torn down. The original headwalls still exist for these former "dummy" storage structures. Brusca implied that it was his knowledge these structures had been constructed to look like earth covered igloos from the air and serve as a diversion from the actual building for the storage of the special weapon(s). (These structures seemed to have served two purposes: first, as earth berms separating the actual Ammo Storage facilities for the **Oxnard AFB**, Buildings 1 through 7; and second, as "dummy" igloos as implied by Mr. Brusca and also as referenced on drawings of **Oxnard AFB** in his possession). Messrs. Brusca and Iverson suggested that if further first hand knowledge of activities occurring in the missile assembly area, a good contact would be Mr. Richard Badger. Mr Badger was employed at **Oxnard AFB** and was familiar with missile operations. He can be contacted at either telephone numbers (805) 488-5309 (residence) or (805) 487-7373 (business).

Mr. Arley Adams
Weapons Safety Office
Kirtland AFB, NM
Telephone: DSN 246-1386

Mr. Scott Barton contacted Mr. Adams about the St. Louis District's concerns with respect to unique ordnance and explosive waste that might have been generated during routine depot-level maintenance performed on missiles and/or rockets at the former **Oxnard Air Force Base.** He recalled that MA-1 ignitors were associated with the AIR-2/A rocket motor. In response to Mr. Barton's comments that collected records documented that ignitors were demilitarized at **Oxnard Air Force Base**, he indicated that the demilitarization of MA-1 rockets would not have created significant disposal problems. Furthermore, he stated that there was not depot-level missile and/or rocket maintenance performed at that base which would have created any unique OEW waste, such as radiological waste.

TELEPHONE OR VERBAL CONVERSATION RECORD

DATE 01-06-95

SUBJECT OF CONVERSATION Availability of Information on Camarillo Airport (Oxnard AFB)		
INCOMING CALL		
PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION
PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION
OUTGOING CALL		
PERSON CALLING Milburn McCall	ADDRESS USACOE/CELMS/PD-R 1222 SPRUCE ST. ST. LOUIS, MO 63103	PHONE NUMBER AND EXTENSION (314)-331-8797
PERSON CALLED Stan Daily, City Councilman of Camarillo	OFFICE Home	PHONE NUMBER AND EXTENSION (805) 482-1036

SUMMARY OF CONVERSATION:

Mr. McCall called about the Availability of Information on Camarillo Airport (Oxnard AFB). Mr. McCall was directed to him through the Ventura County Historical Society. Mr. Daily was stationed at Oxnard AFB, and was involved with the City taking it over as a councilman. He will be available for interview by Mr. Brimm on Jan. 9, 1995.

TELEPHONE OR VERBAL CONVERSATION RECORD

DATE 01-05-95

SUBJECT OF CONVERSATION Availability of Information on Oxnard AFB (Camarillo Airport) and Point Sal		
INCOMING CALL		
PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION
PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION
OUTGOING CALL		
PERSON CALLING Milburn McCall	ADDRESS USACOE/CELMS/PD-R 1222 SPRUCE ST. ST. LOUIS, MO 63103	PHONE NUMBER AND EXTENSION (314)-331-8797
PERSON CALLED Charles Johnson, Curator	OFFICE Ventura Co. Historical Museum	PHONE NUMBER AND EXTENSION (805) 653-0323

SUMMARY OF CONVERSATION:

Mr. McCall called about the Availability of Information on the Camarillo Airport, Oxnard AFB, and the Point Sal ATG Gunnery Range. He said that the museum had two items of interest on Camarillo Airport.

TELEPHONE OR VERBAL CONVERSATION RECORD

DATE 01-05-95

SUBJECT OF CONVERSATION Availability of Information on Camarillo Airport (Oxnard AFB), and Pt. Sal		
INCOMING CALL		
PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION
PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION
OUTGOING CALL		
PERSON CALLING Milburn McCall	ADDRESS USACOE/CELMS/PD-R 1222 SPRUCE ST. ST. LOUIS, MO 63103	PHONE NUMBER AND EXTENSION (314)-331-8797
PERSON CALLED Reference Librarian	OFFICE Ventura Co.Library	PHONE NUMBER AND EXTENSION (805) 648-2715

SUMMARY OF CONVERSATION:

Mr. McCall called about the Availability of Information on Camarillo Airport (Oxnard AFB), and Pt. Sal. There is no information there, she suggested going to the Oxnard and Camarillo City Libraries. The Telephone # for the Camarillo Airport Manager is (805) 388-4202. The Ventura Co. Planning Department telephone # is (805) 654-2494

TELEPHONE OR VERBAL CONVERSATION RECORD

DATE 19-Mar-1995

For use of this form, see AR340-15; the proponent agency is the Adjutant General's Office.

SUBJECT OF CONVERSATION
Unique Ordnance and Explosive Waste (OEW) at Oxnard Air Force Base, Camarillo, CA

INCOMING CALL		
PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION
PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION

OUTGOING CALL		
PERSON CALLING Scott A. Barton	ADDRESS CELMS-PM-M	PHONE NUMBER AND EXTENSION (314) 331-8844
PERSON CALLED Dave Simon	OFFICE OO-ALC ATTN: SEW (Weapons Safety Office) HILL AFB, UT 84056-5003	PHONE NUMBER AND EXTENSION (801) 777-3864

SUMMARY OF CONVERSATION:

I spoke with Mr. Dave Simmon about our concern with respect to any unique ordnance and explosive waste (OEW) which might have been generated during routine-depot-level maintenance performed on missiles and/or rockets at the former Oxnard Air Force Base. I explained the U.S. Army Corps of Engineers interest in Formerly Utilized Defense Sites with respect to the Defense Environmental Restoration Program (DERP-FUDS). Mr. Simmon recommended that I speak with Mr. Arley Adams, Weapons Safety Office, Kirtland AFB, NM, phone: DSN 246-1386. I thanked Mr. Simmon for his help.

TELEPHONE OR VERBAL CONVERSATION RECORD

DATE 20-Mar-1995

For use of this form, see AR340-15; the proponent agency is the Adjutant General's Office.

SUBJECT OF CONVERSATION
Unique Ordnance and Explosive Waste (OEW) at Oxnard Air Force Base, Camarillo, CA

INCOMING CALL		
PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION
PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION

OUTGOING CALL		
PERSON CALLING Scott A. Barton	ADDRESS CELMS-PM-M	PHONE NUMBER AND EXTENSION (314) 331-8844
PERSON CALLED Arley Adams	OFFICE Weapons Safety Office Kirtland AFB, NM	PHONE NUMBER AND EXTENSION DSN: 246-1386

SUMMARY OF CONVERSATION:

I spoke with Mr. Arley Adams about our concern with respect to any unique ordnance and explosive waste (OEW) which might have been generated during routine depot-level maintenance performed on missiles and/or rockets at the former Oxnard Air Force Base. I explained the U.S. Army Corps of Engineers interest in Formerly Utilized Defense Sites with respect to the Defense Environmental Restoration Program (DERP-FUDS). Mr. Adams stated that he would research this information and get back to us. I thanked Mr. Adams for his help.

TELEPHONE OR VERBAL CONVERSATION RECORD

DATE 17-Apr-1995

For use of this form, see AR340-15; the proponent agency is the Adjutant General's Office.

SUBJECT OF CONVERSATION
Unique Ordnance and Explosive Waste (OEW) at Oxnard Air Force Base, Camarillo, CA

INCOMING CALL		
PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION
PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION

OUTGOING CALL		
PERSON CALLING Scott A. Barton	ADDRESS CELMS-PM-M	PHONE NUMBER AND EXTENSION (314) 331-8844
PERSON CALLED Arley Adams	OFFICE Weapons Safety Office Kirtland AFB, NM	PHONE NUMBER AND EXTENSION DSN 246-1386

SUMMARY OF CONVERSATION:

Mr. Adams recalls that MA-1 ignitors were associated with the AIR-2/A rocket motor. I mentioned to Mr. Adams that we had records indicating MA-1 ignitors were demilitarized at Oxnard Air Force Base. He commented that the demilitarization of MA-1 ignitors would not create any significant disposal problems. Furthermore, Mr. Adams stated that there was no depot-level missile and/or rocket maintenance performed at Oxnard AFB which would have created any unique ordnance and explosive waste (OEW) such as radiological waste. I thanked Mr. Adams for his help.

APPENDIX F

NEWSPAPERS/JOURNALS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX F - NEWSPAPERS/JOURNALS

F1 Staff Writer
1969 "Oxnard Air Base to Close", *Oxnard Press - Courier*, dated October 27, Microfilm Library, Oxnard Public Library, Oxnard, CA.

F2 Staff Writer
1970 "Camarillo Seeks Base Conversion Data", *Oxnard Press - Courier*, dated August 14, Microfilm Library, Oxnard Public Library, Oxnard, CA.

F3 Staff Writer
1965 "Name may change, but not air base task", *Camarillo - Today and Tomorrow*, dated October 26, Vertical Clippings Files, Folder: Camarillo, Camarillo Public Library, Camarillo, CA.

APPENDIX F-1

Staff Writer, 1969 "Oxnard Air Base to Close", Oxnard Press - Courier, dated October 27, Microfilm Library, Oxnard Public Library, Oxnard, CA.

PV Votes Tuesday On Hospital Issue

(See Page 9)

THE PRESS-COUR

Serving Ventur

VOLUME 33 NUMBER 119—20 PAGES OXNARD, CALIFORNIA, MONDAY, OCTOBER 27, 1969 SIN

Oxnard Air Base T

Congressman Charles Teague today revealed Naval Oxnard Air Force Base in Camarillo will be closed by Dec. 31 in a military budget slash affecting 1,294 airmen and 293 civilians.

At the same time, he reported from Washington, current operational and support activities at Vandenberg Air Force Base near Lompoc will be reduced by 1,500 military personnel and 200 civilians.

Teague, R-Oxnard, said savings in Defense Department spending for fiscal 1970-71 are estimated at $14,694,000 for Oxnard AFB and $11,807,000 for Vandenberg AFB in the transition.

His report came on the heels of Defense Secretary Laird's announcement that 307 military bases will be shut down or cut back and heightened countywide speculation about the Camarillo base's future. Heavy controversy was anticipated.

Mayor Earl Joseph of Camarillo said this morning the city council will continue with its formation of an airport advisory committee to consult with governmental agencies on the future of Oxnard AFB.

"Everything depends on what plans the federal government has for this facility," he said. "We want to communicate with the responsible departments so that we know what is going on."

Mrs. Norman Jennett, a leader of the Camarillo opposition to commercial use of the base, said, "I am not surprised, and the only question in my mind is that I hope the wishes of the people of Camarillo who will be most affected (by jet noise) will be considered before the future use of the facility is decided upon."

There is talk in Camarillo that a National Guard unit in Orange County will be moved to the base.

Today's revelation immediately revived the battle over whether the

(See Air Base, Page 2)

Air Base To Close; Vandenberg Cuts

(Continued from Page 1)

air base will become a commercial civilian airport. A county consultant recommended this move in 1968 to touch off the furor. The recommendation was bitterly opposed by Camarillo city government and also drew protests from the Oxnard City Council, which has proposed a county commercial field near Point Mugu.

County government and the Oxnard councilmen have tentatively agreed to hire an outside consultant, Adrian Wilson Associates of Los Angeles, to make a recommendation on the continuing feud of a commercial airport site.

In view of the latest development regarding the base, the Oxnard City Council may elect Tuesday night to continue the item on its agenda. The study was to have been funded jointly by the city and the county in a total amount not to exceed $20,000.

Construction of Oxnard AFB began in July 1951, using the old Camarillo airstrip and 300 additional acres termed "a land grab" by a half-dozen farmers. The base—land, improvements, aircraft and other equipment—in peak periods has been estimated at near a $100 million facility.

In Washington, Monty Winkler, administrative assistant to Teague, said in a phone conversation, "The 460th Fighter-Interceptor Group will be transferred to Kingsley Field, Ore.

He said the changes "relate to our strategic military forces."

Winkler also reported "maximum assistance will be given to transfers of civilian personnel."

Teague's office received only a bare outline from the Pentagon, which indicated a detailed announcement would be made Wednesday.

At press time, 414th Fighter Group Commander Col. Henry Rettinger was conferring with

In a recent statement, Teague said that if the base was inactivated, it should be sold and returned to the tax rolls. He said the land might be used for industrial development or converted into a county airport.

Whatever happens, economic impact is a major concern.

The last time the then smaller military field was deactivated after the end of World War II, the federal government gave it to Ventura County. The county retained oil rights, but gave back the property when the federal government decided to re-establish military use and build jet facilities.

The deed returning the property to the federal government contained no clause requiring the base to revert back to Ventura County if the military abandoned it.

"But, if there's any chance the federal government will give it back to us free of charge, for some nominal price, or on a lease arrangement, I don't see how the people of Ventura County could possibly refuse," said county Supervisor Ralph Bennett of Ojai.

"We'd be insane to stick a plow under two feet of concrete (the runway) and then go out and spend a fortune to build the same thing someplace else," Bennett said.

A county consultant, Ken O'Brien, recommended in 1968 that the county use all its lobbying powers to get Oxnard AFB as a civilian, commercial field. The recommendation touched off the battle by the Camarillo residents. Camarillo City Manager Don Mansfield has said that polls of the community's residents showed that they — "almost to the last family" — adamantly oppose creation of a commercial field near their homes. The noise Mansfield claims, would destroy the city.

The county already had been seeking civilian use of the base during [illegible] when the federal government [illegible] announcement that the military would evacuate the field.

"I would have [illegible] reservations about [illegible] AFB as the county's [illegible] facility," said Supervisor [illegible] Laubacher of Fillmore, who has vocally disagreed with Bennett in the past on this issue. But Laubacher added, if the federal government offered the base to the county at a low price, "there would be some very good points. A 10,000 foot runway, instrumentation, location next to a freeway, aviation easements (over surrounding land), which might be extended to the county [illegible]."

Laubacher said his major objection to use of the OXFB for commercial aviation "has been the fact that this is a landlocked field." An airport surrounded by developed land and homeowners "seldom has been successful" and usually results in adverse effects upon surrounding communities, Laubacher said.

But he added that his opinion largely depends "on the dollar value placed upon the facility by (the) General Services (office) of the Department of Defense."

APPENDIX F-2

Staff Writer, 1970 "Camarillo Seeks Base Conversion Data", Oxnard Press - Courier, dated August 14, Microfilm Library, Oxnard Public Library, Oxnard, CA.

P.B

Camarillo Seeks Ba

City Officials Go To Reno To Study Transition at Stead

Responding to a suggestion by the General Services Administration, councilmen and department heads of the City of Camarillo are visiting Reno, Nev., to learn about the conversion to civilian use of the former Stead Air Force Base.

Mayor Stanley Daily, Councilmen Thomas Martin and Ned Chatfield, Public Works Director Earl Bennett and Planning Director George Powell left Camarillo Thursday and will return Saturday after being briefed on the many uses to which the base has been put.

The GSA turned the property over to various agencies for a college campus, a golf course, a small civilian airport, and other purposes under one compromise application.

The Camarillo group will talk with Nevada County, Reno city, school and recreation leaders to find out how it was done.

The city has filed an application for control of the airport for a variety of uses which do not, at this stage, include a civilian airport of any kind.

The county Board of Supervisors has applied for the base with the intention of operating a commercial jetport.

The only agreement that the two public agencies have reached is that the county board of education should have temporary use of some of the buildings for a vocational training program.

GSA officials have indicated strongly they are looking for a compromise application from Ventura County to avoid the necessity of putting the land up for public sale to the highest bidder.

The directors of the Committee Against Camarillo Airport (CACA) Thursday night congratulated the city

se Conversion Data

council on the stand it has taken on the issue.

Mrs. Robert Gayle, chairman of CACA, said, "The people of Camarillo, in fact, all the residents of the Oxnard Plain, owe a debt of gratitude to the city council for its action seeking educational, industrial and agricultural uses of Oxnard AFB. This is the time for all of us as private citizens to do our part in bringing this plan to fruition by expressing our opinions to our federal government.

"We urge everyone in Ventura County that is concerned with this issue to write the General Services Administration, San Francisco."

The directors are planning expanded membership of the board for the preparation of long-range plans for action should it be found necessary to continue the committee's opposition to a commercial airport.

Steven Stone, attorney, presented a draft of by-laws at Thursday's meeting.

The committee's initiative petition requiring full public participation in any steps to locate an airport will be filed before the end of August, Mrs. Gayle said.

The committee's engineering sub-committee will study and report on the Adrian Wilson Associates Phase 3 recommendations on the county's airport needs.

The directors of the Pleasant Valley Recreation and Park District Thursday night decided that they are not in a financial position to file an application for takeover of the recreational facilities at the base. These include a swimming pool, tennis courts, baseball diamond, gymnasium and a theater building.

The GSA had informed the board that the district would be expected to pay 50 per cent of the appraised value of the facilities.

Director Dr. Fred DeLay said the board would be willing to lease the facilities for a nominal annual sum should some other entity acquire them.

APPENDIX F-3

Staff Writer, 1965
"Name may change, but not air base task",
Camarillo - Today and Tomorrow, dated October 26,
Vertical Clippings Files, Folder: Camarillo,
Camarillo Public Library, Camarillo, CA.

Name may change, but

This may be the last year that Oxnard Air Force Base goes by that name, which doesn't set too well in Camarillo. After all, the air base is within the city limits of Camarillo. Oxnard is several miles away. There's a question of confusion, as well as local pride.

The Air Force is now looking for the name of some hero after whom the base could be named.

Meanwhile the men and planes at the base continue their task of protecting Southern California against air attack.

An Air Defense Command installation, the base is the home of the 414th Fighter Group and 11 subordinate and attached units. As of one day last week there were 1,306 military and 165 civilian personnel.

The brief history of what is now Oxnard AFB goes back to 1942. A landing strip was built by the Bureau of Public Roads to accommodate light planes.

World War II caused Ventura County to change plans for the field, and the U. S. Army Air Corps became its occupant. In July, 1942, a squadron of P-38 aircraft was assigned to the field.

The Army Air Corps remained until mid-1943, when the field became a U. S. Navy Auxiliary Air Station. Torpedo bombers first occupied the field and later drone aircraft attached to the Naval Air Missile Test Center at Point Mugu.

Although the government released control of the base to Ventura County on Nov. 12, 1948, Navy drone aircraft remained until 1951. Also during this period, 1949-1950, the 40th Division Light Aviation unit of the California National Guard maintained a small flight of aircraft at the base.

In 1949, the Department of the Air Force surveyed the Los Angeles area for a fighter base. In 1950, the area now comprising Oxnard Air Force Base was approved. Construction and major renovations began in August, 1951.

By March, 1952, sufficient construction had been completed to warrant assignment of the

not air base task

4734th Air Base Squadron to the base. On August, 1952, the first large influx of personnel arrived. In July, 1952, the 4734th was redesignated the 90th Air Base Squadron.

In December, 1952, the 354th Fighter Interceptor Squadron, equipped with P-51 Mustangs, began moving into Oxnard AFB from Long Beach.

In February, 1953, the first jet aircraft, Lockheed F-94s, began to arrive. The 533rd Air Defense Group was activated and the fighter squadron was assigned jets.

On Aug. 18, 1955, the 533rd Group and the 354th Fighter Squadron were deactivated, and the present units, the 414th Fighter Group and the 437th Fighter Interceptor Squadron were activated. In December, 1955, the first Northrop F-89 Scorpion jets arrived to replace the F-94's.

Between January and April, 1960, the F-89's were replaced by the present high performance interceptors, the McDonnell F-101B Voodoos.

In addition to its fighter interceptors, the base has assigned to it T-33 jet trainers and C-47 support aircraft. An all-weather 9,000-foot runway is capable of handling most Air Force aircraft.

The award-winning Capehart government housing in the City of Camarillo accommodates 320 military families.

APPENDIX G

PRESENT SITE PHOTOGRAPHS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

Ventura County, California

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX G -- PRESENT SITE PHOTOGRAPHS

SHEET	DESCRIPTION
Sheet G-1	
Photo #1	View to east from access road to former Oxnard Air Force Base ammunition storage area (NOTE: remaining concrete headwalls)
Photo #2	Former Oxnard AFB ammunition storage facilities viewed from the east roadway
Sheet G-2	
Photo #3	Concrete headwall, on left, remains from igloo utilized for missile storage at the former Oxnard AFB
Photo #4	View to north of rifle range which is currently being utilized
Sheet G-3	
Photo #5	Two remaining earth-covered igloos located on the west side of the FUDS utilized by the sherriff's department
Photo #6	View to west of grading operations to move hangers onto site of former Oxnard AFB landfill

Photo #1
View to east from access road to former Oxnard Air Force Base ammunition storage area (NOTE: remaining concrete headwalls)

Photo #2
Former Oxnard AFB ammunition storage facilities viewed from the east roadway

Photo #3
Concrete headwall, on left, remains from igloo utilized for missile storage at the former Oxnard AFB

Photo #4
View to north of rifle range which is currently being utilized

Photo #5
Two remaining earth-covered igloos located on the west side of the FUDS utilized by the sherriff's department

Photo #6
View to west of grading operations to move hangers onto site of former Oxnard AFB landfill

APPENDIX H

HISTORICAL MAPS/DRAWINGS

NOT USED

APPENDIX I

RISK ASSESSMENT CODE PROCEDURE FORMS

18 Apr 94
Previous editions obsolete

RISK ASSESSMENT PROCEDURE FOR ORDNANCE AND EXPLOSIVE WASTE (OEW) SITE

Site Name	Camarillo Airport (Oxnard AFB)	Rater's Name	Gerald V. Schwalbe
Site Location	Ventura County, California	Phone No.	314-331-8788
DERP Project#	J09CA012603	Organization	CELMS-PM-M
Date Completed	22 March 1995	RAC Score	1

OEW RISK ASSESSMENT:

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The RAC score will be used by CEHND to prioritize the remedial action at Formerly Used Defense Sites. The OEW risk assessment should be based upon best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) detachment actions, and field observations, interviews, and measurements. This information is used to assess the risk involved based upon the potential OEW hazards identified at the site. The risk assessment is composed of two factors, **hazard severity and hazard probability**. Personnel involved in visits to potential OEW sites should view the CEHND videotape entitled "A Life Threatening Encounter, OEW."

Part I. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap resulting from personnel exposure to various types and quantities of unexploded ordnance items.

TYPE OF ORDNANCE
(Circle all values that apply)

A. Conventional Ordnance and Ammunition

	VALUE
Medium/Large Caliber (20mm and larger)	(10)
Bombs, Explosive	10
Grenades, Hand and Rifle, Explosive	10
Landmines, Explosive	10
Rockets, Guided Missiles, Explosive	(10)
Detonators, Blasting Caps, Fuzes, Boosters, Bursters	6
Bombs, Practice (w/spotting charges)	6
Grenades, Practice (w/spotting charges)	4
Landmines, Practice (w/spotting charges)	4
Small Arms (.22 cal - .50 cal)	(1)
Conventional Ordnance and Ammunition (Select the largest single value)	10

What evidence do you have regarding conventional OEW? Various munitions were destroyed by detonation and/or burning on the demolition range at Oxnard AFB. Documentation exists these activities occurred during the 1960-1965 time frame, suggesting potential remaining contamination beneath surface west area of Camarillo Airport FUDS.

B. Pyrotechnics (For munitions not described above)

	VALUE
Munition (Container) containing White Phosphorus or other Pyrophoric Material (i.e., Spontaneously Flammable)	10
Munitions Containing A Flame or Incendiary Material (i.e., Napalm, Triethylaluminum Metal Incendiaries)	6
Flares, Signals, Simulators, Screening Smokes (other than WP)	(4)

Pyrotechnics (Select the largest single value) 4

What evidence do you have regarding pyrotechnics? Flares and igniters were reported as being demil'ed on the west side of the former Oxnard AFB

C. Bulk High Explosives (Not an integral part of conventional ordnance; uncontainerized.)

	VALUE
Primary or Initiating Explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition Charges	10
Secondary Explosives (PETN, Compositions A, B, C Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military Dynamite	(6)
Less Sensitive Explosives (Ammonium Nitrate, Explosive D, etc.)	3

High Explosives (Select the largest single value) 6

What evidence do you have regarding bulk explosives? Dynamite and secondary explosives were clearly destroyed on the base by burning and detonation.

D. Bulk Propellants (Not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized)

	VALUE
Solid of Liquid Propellants	6

Propellants 0

What evidence do you have regarding bulk propellants? None. The facility is an active airport and fuels have historically been stored on the site.

E. Chemical Warfare Material and Radiological Weapons

	VALUE
Toxic Chemical Agents (Choking, Nerve, Blood, Blister)	25
War Gas Identification sets	20
Radiological	15
Riot Control Agents (Vomiting, Tear)	(5)

Chemical and Radiological Agents (Select the largest single value) 5

What evidence do you have of chemical/radiological OEW? Historic usage by Army Air Force, Air force, Navy and National Guard units would suggest these weapons and riot control and tear gas training occurred on base. Although formal, but limited, CWM training occurred on the FUDS, there is no reason to suspect any potential contamination by burial of test kits.

==========

Total Hazard Severity Value
(Sum of the Largest Values for A through E--Maximum of 61). 25
Apply this value to Table 1 to determine Hazard Severity Category.

TABLE 1

HAZARD SEVERITY*

Description	Category	Hazard Severity Value
CATASTROPHIC	I	21 and greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE		0

*** Apply Hazard Severity Category to Table 3**

**If Hazard Severity Value is 0, you do not need to complete Part II. Proceed to Part III and use a RAC Score of 5 to determine your appropriate action.

Part II. Hazard Probability. The probability that a hazard has been or will be created due to the presence and other rated factors of unexploded ordnance or explosive materials on a formerly used DOD site.

AREA, EXTENT, ACCESSIBILITY OF OEW HAZARD
(Circle all values that apply)

A. Location of OEW Hazards

	VALUE
On the surface	5
Within Tanks, Pipes, Vessels or Other confined locations	4
Inside walls, ceilings, or other parts of Buildings and Structures	3
Subsurface	(2)

Location (Select the single largest value) 2

What evidence do you have regarding location of OEW? Contamination, should it remain, is beneath the surface at two potential locations on the west side of the Camarillo Airport.

B. Distance to nearest inhabited locations or structures likely to be at risk from OEW hazard (roads, parks, playgrounds, and buildings).

	VALUE
Less than 1250 feet	(5)
1250 feet to 0.5 miles	4
0.5 miles to 1.0 miles	3
1.0 miles to 2.0 miles	2
Over 2 miles	1

Distance (Select the single largest value) 5

What are the nearest inhabited structures? Active Airport with Parks, Recreational, Educational, institutional, and commercial/industrial activities on the property.

C. Numbers of buildings within a 2 mile radius measured from the OEW hazard area, not the installation boundary.

	VALUE
26 and over	(5)
16 to 25	4
11 to 15	3
6 to 10	2
1 to 5	1
0	0

Number of Buildings (Select the single largest value) 5

Narrative Site is within the city limits of Camarillo, approximately one mile from central business district.

D. Types of Buildings (within a 2 mile radius)

	VALUE
Educational, Child Care, Residential, Hospitals, Hotels, Commercial, Shopping Centers	(5)
Industrial, Warehouse, etc.	4
Agricultural, Forestry, etc.	3
Detention, Correctional	2
No Buildings	0

Types of Buildings (Select the largest single value) 5

Describe types of buildings in the area. Educational buildings and industrial & commercial on site. Agricultural hotel/motel nearby.

E. Accessibility to site refers to access by humans to ordnance and explosive wastes. Use the following guidance:

BARRIER	VALUE
No barrier or security system	5
Barrier is incomplete (e.g. in disrepair or does not completely surround the site). Barrier is intended to deny egress from the site, as for a barbed wire fence for grazing.	4
A barrier, (any kind of fence in good repair) but no separate means to control entry. Barrier is intended to deny access to the site.	(3)
Security guard, but no barrier	2
Isolated site	1
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel) which continuously monitors and controls entry onto the facility; or An artificial or natural barrier (e.g., a fence combined with a cliff), which completely surrounds the facility; and a means to control entry, at all times, through the gates, or other entrances to the facility (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the facility).	0

Accessibility (Select the single largest value) 3

Describe the site accessibility. fence separates area of concern from general public access.

F. Site Dynamics - This deals with site conditions that are subject to change in the future, but may be stable at the present. Examples would be excessive soil erosion by beaches or streams, increasing land development that could reduce distances from the site to inhabited areas or otherwise increase accessibility.

	VALUE
Expected	(5)
None Anticipated	0

Site Dynamics (Select largest value) 5

Describe the site dynamics. Land development in the area of pits/landfills is real possibility.

Total Hazard Probability Value
(Sum of Largest Values for A through F--Maximum of 30) 25

Apply this value to Hazard Probability Table 2 to determine Hazard Probability Level.

TABLE 2

HAZARD PROBABILITY

Description	Level	Hazard Probability Value
FREQUENT	A	27 or greater
PROBABLE	B	21 to 26
OCCASIONAL	C	15 to 20
REMOTE	D	8 to 14
IMPROBABLE	E	less than 8

*** Apply Hazard Probability Level to Table 3.**

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table 3. Enter with the results of the hazard probability and hazard severity values.

TABLE 3

Probability Level		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
Severity Category:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Imminent Hazard - Expedite INPR - Immediately call CEHND-ED-SY--commercial (205) 955-4968 or DSN 645-4968

RAC 2 High priority on completion of INPR - Recommend further action by CEHND.

RAC 3 Complete INPR - Recommend further action by CEHND.

RAC 4 Complete INPR - Recommend further action by CEHND.

RAC 5 Recommend no further action. Submit NOFA and RAC to CEHND.

Part IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

Further involvement by the Huntsville District is recommended. Magnetometer sweeps and/or intrusive soil examinations for OEW contamination seem appropriate next action items. Areas of concern are in the western segment of the Camarillo Airport (Oxnard AFB).

APPENDIX J

REPORT DISTRIBUTION LIST

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX J -- REPORT DISTRIBUTION LIST

Addressee:	No. of Copies:
Commander, U.S. Army Engineer Division Huntsville, ATTN: CEHND-ED-SY-A P.O. Box 1600 Huntsville, Alabama 35807-4301	3
Commander, U.S. Army Chemical Materiel Destruction Agency Attn: SFIL-NSM, Bldg. E4585 Aberdeen Proving Ground, MD 21010	1
Commander, U.S, Army Chemical & Biological Defense Command Attn: AMSCB-CIH, Bldg. E5183 Aberdeen Proving Ground, MD 21010-5423	1
U.S. Army Technical Center for Explosives Safety Attn: SMCAC-ESM Savanna, IL 61074-9639	1
Commander, Corps of Engineers - Los Angeles District ATTN: CESPL-ED-MI P.O. Box 2711 Los Angeles, CA 90053-2325	1
CELMS-ED-G	1
CELMS-ED-H	1
CELMS-PD-A	1
CELMS-PM-M	1

APPENDIX K

ARCHIVE ADDRESSES

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
CAMARILLO AIRPORT
(OXNARD AIR FORCE BASE)

VENTURA COUNTY, CA.

DERP-FUDS PROJECT NO. J09CA012603

APPENDIX K -- ARCHIVE ADDRESSES

1. National Archives And Records Administration.
   D.C. Branch
   Eighth and Pennsylvania
   Washington D. C. 20408

2. National Archives And Records Administration.
   Suitland Branch
   4205 Suitland Road
   Suitland, MD 20409

3. Washington National Records Center
   4205 Suitland Road
   Suitland, MD 20409

4. National Archives And Records Administration.
   College Park Branch
   8601 Adelphi Road
   College Park, MD 20740

5. National Personnel Records Center
   Military Records
   9700 Page Avenue
   St. Louis, MO 63132

6. Chemical and Biological Defense Agency Historical Office
   AMSCB-CIH
   Aberdeen Proving Ground
   Edgewood, MD 21010

7. U.S. Air Force Historical Center
   Bldg. 1405, Chennault Circle
   Maxwell AFB, AL 36112

8. National Archives And Records Administration-Pacific Sierra Region
   1000 Commodore Drive
   San Bruno, CA 94066

9. National Archives And Records Administration- Pacific Southwest Region
   24000 Avila Road
   Laguna Nigel, CA 92677-6719

10. California State Library
    California Section
    9th and Capitol Mall
    Sacramento, CA 95809

11. California State Archives
    201 N. Sunrise Avenue
    Roseville, CA

11. University of California, Berkeley
    Main Library
    Berkeley, CA 94704

12. University of California, Berkeley
    Bancroft Library
    Berkeley, CA 94704

13. University of California, Berkeley
    Environmental Design Library
    Berkeley, CA 94704

14. Ventura County Tax Assessors Office
    Ventura, CA 93001

15. Camarillo Public Library
    Camarillo, CA 93010

16. Oxnard Public Library
    Oxnard, CA 93030

17. 15th Air Force Museum
    March Air Force Base
    Riverside, CA 93555