

**DEFENSE ENVIRONMENTAL RESTORATION PROGRAM  
FORMERLY USED DEFENSE SITES**

**REDDING - SHASTA ARMY AIR FIELD  
REDDING, CALIFORNIA**

**Site No. J09CA0915**

**15467-0122**

**HISTORICAL INFORMATION**

**Prepared for:  
SACRAMENTO DISTRICT, U.S. ARMY CORPS OF ENGINEERS**

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**TETRA-TECH, INC.**

The Defense Environmental Restoration Program - Formerly Used Defense Site Program (DERP-FUDS) was established in 1984 by the U.S. Army with the mission to protect the environment and natural resources for present and future generations as well as human health and safety by removing hazardous material from the environment. The DERP-FUDS Program is responsible for environmental restoration of all properties that were formerly owned by, leased to, or otherwise possessed by the United States and under the jurisdiction of the Secretary of Defense. The U.S. Army Corps of Engineers (USACE) is the Department of Defense's executing agent for the investigation of Formerly Used Defense Sites (FUDS) throughout the properties of the United States. Tetra Tech Inc. is a sub-contractor with USACE tasked with performing record searches of past activities at Redding Municipal Airport while under the control of the U.S. government. Past activities include any information pertaining to daily operations of the site such as use of fuels in generators and storage of the fuel in tanks, generator maintenance where solvents may have been used and any other pertinent information about the activities at the former site. Site visits are also conducted in conjunction with the records research to document the current status of the site.

## **SITE DESCRIPTION**

### **HISTORY**

#### **Site Name**

Redding Municipal Airport, formerly known as the Stillwater Airport, Redding Airdrome, Redding-Shasta Army Air Field, Redding Army Air Field or Redding Army Airfield, and Redding Airport.

#### **General Location**

Redding Municipal Airport is situated approximately 7 miles southeast of the downtown area of the City of Redding at the north end of the Sacramento Valley, Shasta County. The airport is located just two miles east of Interstate 5 (old Highway 99), approximately 164 miles north of Sacramento, California and 433 miles south of Portland, Oregon.

### **HISTORY - COUNTY**

#### **Shasta County Profile & History**

To fully appreciate the importance of Redding Municipal Airport in the region one must understand the history of the area. Shasta County was one of the original counties formed in 1850 and lies as the heart of the eight-county Shasta Cascade region. Within the county's borders are Shasta Lake, Wiskeytown Lake, several smaller lakes, Lassen Volcanic National Park, four state parks and the region's largest city, Redding.

The history of Shasta County begins in the early 1800s. Certain events and people played a key role in the development of Shasta County and, for the most part, helped determine its economic and social lifestyle. Thus, its history begins when the first white men to come to the area. The first to visit the valley were the Russians who came from the north moving southward through the Sacramento River Canyon in approximately 1815. The next were Spanish soldiers who traveled here from the southern missions. Then came American, British, and French trappers and explorers traveling into and through this area beginning in the late 1820s. These trappers established and mapped the first trails into, around, and through what is now Shasta County. Most of the trappers worked for the Hudson's Bay Company whose headquarters were located at Fort Vancouver on the Columbia River in what is today the State of Oregon. Unrestricted trapping eventually caused the depopulation and near extermination of the beavers and the end of trapping in the 1840s.

In 1844, Pierson B. Reading, Lansford B. Hastings, and William Bennitz migrated to the area and each applied for large land grants from Mexico, who at the time controlled and claimed ownership of California. Of the three, Reading and Bennitz' requests were granted. Hastings request for all the upper Sacramento River Canyon area was denied because of his refusal to give up his United States citizenship to become a Mexican citizen (a stipulation required in order to received a land grant). Bennitz's land grant, however, on the east side of the Sacramento River opposite Reading's grant, was never confirmed. Pierson B. Reading's request was granted and he

became the recipient of a 26,632 acre Mexican land grant (Rancho Buena Ventura) whose boundaries extended from Cottonwood Creek on the south to Salt Creek on the north, and extended approximately three miles west of the Sacramento River which ran the length of the grant. Reading settled on his grant in 1847. Lansford Hastings had settled at the foot of Castle Crags beside Lower Soda Springs in 1844.

Pierson B. Reading, the first non-native of Shasta County, was born in New Jersey in 1816 and had first worked for John Sutter in the Sacramento area as a clerk and then as a trapper. After becoming a naturalized Mexican citizen in 1844, to fulfill a condition to get a land grant for Rancho Buena Vista, he was soon caught up in the politics of the period when the Mexican government threatened to expel American settlers from California. These events caused Reading to participate in the Bear Flag Revolt, wresting California from the Mexican government. In 1847, he built the Reading Adobe, the first American dwelling in Shasta County.

When Reading learned gold had been discovered in 1848 at Coloma, California in the tailraces of John Sutter's sawmill, he traveled south to see for himself. He returned to his grant believing gold to be there also because of the similarities in the terrain, and with the help of Indian laborers, soon discovered gold in Clear Creek, five miles from its mouth, at the place known today as Reading's Bar. Working the deposits, Major Pierson B. Reading made the second-largest gold discovery in California. News of Reading's gold discovery spread quickly in all directions. By 1849, the Gold Rush was in full swing which brought thousands of men rushing to the area. The town of Old Shasta, originally called Reading's Springs, soon took center stage as the "Gateway to the Northern Gold Rush." Shasta soon became one of the most important commercial centers in all of northern California, with Horsetown, located near Reading's original gold site beside Clear Creek, and Lower Springs, two miles southeast of Shasta, both running a close second.

Large-scale logging in Shasta County soon emerged as a major industry during the Gold Rush years as enterprising loggers tried to keep pace with Northern California's sudden population explosion. With hundreds of miners arriving weekly, these miners needed lumber for building cabins, Long Toms, rockers and flumes. As time went on, many of the miners became permanent settlers and turned their attention to farming, ranching, and the vast virgin forests. But the lumber business continued long after the Gold Rush.

One of the original counties created in 1850, Shasta County then included that great region but little known lying at the northeast corner of the state. The county seat was first established at Reading's Ranch. From there it moved to Shasta City in 1851. For the first year Trinity County although separately created was attached to Shasta County for administrative and judicial purposes. According to the *Statutes of the State of California*, 1850: pg. 62, the original boundaries of Shasta County were as follows:

Beginning on the summit of the Coast Range in latitude forty-two degrees north, and running thence due east to the northeast corner of the state; thence due south, following the boundary of the state, to the northeast corner of Butte County; thence, following the northwestern and northern boundaries of Butte County, to the Sacramento River; thence in a due west direction along the summit of the Coast Range; thence in a northeasterly direction, following the summit of said range, to the place of beginning.

The southern boundary line separating the counties of Butte and Colusa from Shasta County ran from the Coast Range due east to Red Bluff and thence "due east to the dividing ridge which separates the waters flowing into the Sacramento River below the Red Bluffs, and into Feather

River, from those following into the Sacramento River above the Red Bluffs.” Accordingly, several changes were made to the southern boundary before it was established at its present location. But in 1851, the line which had run east and west through the Red Bluffs was shifted south to the mouth of Red Bluff Creek. The following year, 1852, the first great loss of territory suffered by Shasta County was when its northern half separated and organized as Siskiyou County. The southern line of Siskiyou which became the northern boundary of Shasta is described in the act creating that county as beginning on the Coast Range at:

...a point known as the Devil’s Castle, near and on the opposite side from Soda Springs, on the upper Sacramento River; from said point or place of beginning, and run due east to the eastern boundary of the State of California.

In 1856 the southern boundary was again placed further north, giving territory to the newly created Tehama County. This change it to a place west of the Sacramento River, the new line reading as follows:

Beginning at the mouth of Cottonwood Creek, Shasta County; running up the middle of said creek, to the mouth of the south fork of Cottonwood; up the middle of the south fork, to the summit of the Coast Range.

By the 1860s, many small towns and settlements had been established throughout Shasta County. The western side was the first to be permanently settled, the eastern side, which today included the Fall River Valley and McArthur area, was the last to be settled because of heavy Indian resistance. Shasta, Horsetown, and Lower Springs were the principle early gold mining settlements. Soon, others followed, like Texas Springs, French Gulch, Quartz Hill, Tower House, Mad Ox Canyon, Grizzly Gulch, Muletown, Churntown, Buckey, Newtown, Eagle Creek, Roaring River, Briggsville, Piety Hill, Janesville, Gas Point, Tuttle Town, and Whiskeytown.

Shasta County again suffered the loss of its vast territory in 1864. The Homestead Act of 1862, which provided 160 acres for \$10 to any citizen or first paper alien on the condition he or she lived on the land for five years, and helped to settle the area, also caused the loss of one-half of the county’s remaining territory being attached to the newly-organized Lassen County. The line between Lassen and Shasta as then defined ran from:

...a point due south of the Black Butte Mountain; thence due north to the southern boundary line of Siskiyou County.

By the 1870s the railroad had crept its way north from Sacramento. The first Shasta County railroad depot was built in Cottonwood, a small town located a few miles south of present day Anderson. A new business district immediately blossomed around the depot. As the Railroad tracks continued northward, Anderson was born when a depot was built there. By now, Southern Pacific officials in Sacramento wanted their railroad engineers to build a roundhouse at the “turn in the river” and to lay out a “suitable” town plan that would provide support for railroad personnel and “profitable opportunities” for local residents. The engineers did as instructed, drawing a map complete with street names and naming the new town Redding for Benjamin Bernard Redding, who was then serving as general land agent for the Southern Pacific Railroad. The town of Redding was located on a spot previously known as Poverty Flat, just east of the settlement established by Major Pierson Barton Reading. In 1872, the tracts reached the area of what is today Redding and for the next ten years all work stopped on the railroad.

As Redding grew, a bitter dispute erupted over the location of a permanent county seat. A disputed ballot count in the special election of 1882 left residents in both Shasta and Redding

divided against each other. Another election in 1886 clearly revealed that Redding would be the new county seat. By the time track-laying resumed northward out of Redding in 1882, the City of Redding boasted a new courthouse and new towns and settlements were soon born in the Sacramento River Canyon. Another temporary end-of-the-line terminal was born at Dog Creek. This new town was named Delta because the town site terrain resembled the Greek letter delta. The town was laid out similar to Redding. In 1887, the last spike was driven at Ashland, Oregon, where it met with the southbound track.

In 1897 copper replaced gold as the number one mineral mined in Shasta County, a distinction it held until the 1950s. The principle copper deposits were located in a 30-mile crescent shaped copper-zinc belt extending from Iron Mountain northeastward to Backbone Creek and east to Ingot. Copper was first mined at Copper City (now under Shasta Lake) in 1862. Iron Mountain eventually became the most important copper district and included the Balaklala, Keystone, Mammoth, Mountain Copper, Shasta King and Sutro Mines. The Bully Hill District was next in importance and included the Bully Hill and Rising Star mining groups. Next came the Afterthought Mine at Ingot. The first copper smelter was built at Keswick, and before long others were built at Coram, Kennett, Bully Hill and Ingot.

The smoke and fumes from these smelters caused major problems because of the poisonous toxins released into the air. Almost overnight, vegetation for miles around, in all directions, was soon dead or dying. In addition, fish were dying in all the streams and rivers, fruit trees as far south as Anderson and Cottonwood were dying, and the smell was so obnoxious it could even be tasted in the air. Violent protests resulted and the copper companies were taken to court. By 1919 all the smelters were closed by order of the courts and copper mining eventually ceased because of the presence of too much zinc in the copper, low prices, and the high cost of shipment to refineries.

With the dawn of a new century, Shasta County residents looked forward to a bright future. Electricity had come to the area in the 1880s. The telephone soon followed. But it was the birth of the automobile that brought about the biggest change. Just like the spur lines of railroad tracks, the new highway, designated Highway 99, soon sprouted paved roads east and west that linked Shasta County with Trinity, Siskiyou, and Lassen Counties.

Economic conditions in the 1920s and 1930s saw a decline in tourism. But auto traffic still rolled along, heading north and south. Most of these vehicles were commercial trucks, only stopping for gasoline and a quick bite of food. Pleasure driving continued to decline as Franklin D. Roosevelt was elected president.

For years, area politicians and Redding civic leaders argued with state and federal water officials for the construction of a major dam in Shasta County. State Senator John McColl and County Judge Francis B. Carr lobbied Congress and the United States Bureau of Reclamation officials for federal funding to start the project. The logical site appeared to be in Shasta County, at a location below the confluence of the Sacramento and Pitt Rivers. Finally, in 1937, the federal funds were released and construction was begun. The Shasta Dam was completed at the conclusion of World War II, and the Bureau of Reclamation pressed on with building the Keswick Dam, an after-bay for Shasta Lake, and other small dams, dikes and canals. Lake Shasta reached full capacity in the late 1940s and offered the area many new recreational and commercial opportunities.

Today, Shasta County is known for its abundant natural wonders and unlimited recreational

opportunities. Its snow covered mountains supplies thousands of lakes and rivers that feed into the Sacramento Valley. Redding, the county seat, sits in the center of this natural splendor. Massive Shasta Lake is to the north, Whiskeytown is to the west, Mt. Shasta, Lassen Volcanic National Park and the Trinity Alps are nearby. Other attractions include Whiskeytown-Shasta-Trinity National Recreation Area, Castle Crags State Park, Pacific Crest Trail, Potem Falls, McArthur-Burney Falls Memorial State Park, Hatchet Creek Falls and Montgomery Creek Falls, as well as a variety of streams and rivers like Hat Creek and the Sacramento River, offering some of the finest recreational activities in the world.

### **Shasta County Present Boundaries**

The boundaries of Shasta County as set forth in the *California Political Code*, Section 3953 as follows:

3953. *Shasta.* Beginning at the northern line of Tehama, at the head of Bloody Island, in Sacramento River; thence to and down the eastern channel to the mouth of Battle Creek; thence easterly, up Battle Creek, by the main channel, to the mouth of the middle fork, known as Digger Creek; thence up Digger Creek to its head; thence east to a point south of Black Butte Mountain, forming southeast corner; thence north, on western line of Lassen, to a rock mound forming northeast corner, on southern line of Siskiyou; thence west, on said southern line, to Castle Rock, forming northwest corner; thence southerly along Trinity Mountain to the head of Bee Gum Creek, Middle Fork, and Cottonwood creeks to the western channel of Sacramento River; thence, by direct line, to the point of beginning.

## **HISTORY - CITY OF REDDING**

### **Redding - County Seat**

Located at the junction of Interstate 5 (old Highway 99) and Highways 299 and 44, between the Cascades and the Trinity Alps, makes the City of Redding a regional hub. With a population of more than 100,000, the City of Redding is the state's largest city north of Sacramento. As the county seat of Shasta, Redding contains two airports, Redding Municipal Airport and Benton Airport, several shopping malls, a convention center, lodging and dining of every description, art galleries and museums.

Two names stand out in Redding's history. The first is Major Pierson B. Reading, previously mentioned, who was one of the pioneers of the lumber industry in Shasta County. He began lumbering in 1843. He built the first home in the Redding area, planting the state's first cotton and Northern California's first grapevines.

In 1843, Pierson B. Reading had traveled down the Pit River canyon and entered the Sacramento Valley as a member of the Walker-Chiles party. A year later, Pierson B. Reading applied for and was awarded a grant of land for Rancho Buenaventura (Rancho Buena Ventura) on December 4, 1844. The grant of six leagues or 26,632 acres of land running on the west bank of the Sacramento River from Cottonwood Creek to Salt Creek (what is now the City of Redding) was issued by Governor Manuel Micheltorena. As a condition of the grant, Micheltorena imposed

three conditions for making the grant: 1) Reading could not sell it or donate it, nor impose a tax on it; 2) he could not hinder cultivation or other profits which the natives of that region derive from it; and 3) a home was required to be built within one year and “it shall be inhabited.” As a result of his acceptance, Reading became Alcalde of the area, which under Mexican rule was a civil and judicial office with wide authority on a local level.

Following the Mexican War of 1846-47, claims to Spanish land grants were heard before the U.S. Commissioners in San Francisco. Reading had a great deal of difficulty proving his claim and the case was ultimately taken to the Supreme Court of the United States where title was confirmed with a patent for 26,632.09 acres of Rancho San Buenaventura (or Buena Ventura) on January 17, 1857. This patent was signed by President Franklin Pierce and recorded in the first book of patents of Shasta County.

By 1856, Reading’s old business partner, Samuel J. Hensley, monopolized all river boat travel from Sacramento to Red Bluff. Hensley owned the California Steam Navigation Company. Reading purchased the steamboat “J. A. McClellan” in 1861 from the California Steam Navigation Company for \$18,000. Rebuilding it, Reading renamed the steamship the Rainbow. Two more boats, “Swan” and “Banner” were purchased the following year. Reading soon began to plan a town called Reading around a terminal built for his boats. The town of Reading was laid out in “squares” (blocks) with streets and alleys in each block. By 1862, he had mapped out the entire town near the mouth of Clear Creek and the Sacramento River, located in the eastern portion of Section 36 of Reading’s survey of the ranch at Spring Gulch.<sup>1</sup> Between 1862 and 1870 several lots were sold by Reading totaling 5,061 acres.

When Major Reading died in 1868, a dispute arose over an alleged mortgage of \$34,125 taken out in 1866 on the 26,632 acre Rancho Buena Ventura. Evidence of this mortgage was a note that had been given to his old business partner Samuel J. Hensley. The executors of the Hensley estate, Charles J. Brenham and Mary H. Hensley of San Jose, demanded payment. Reading’s heirs claimed the note had been paid. Lacking evidence of this claim, the executors of the Hensley estate sued Mrs. Reading in August 1869 in the Third District Court, Santa Clara County, to foreclose on the mortgage. In the decision of the court the plaintiffs prevailed. Rancho Buena Ventura was ordered by the court to be auctioned to the highest bidder. On July 20, 1871, Shasta County Sheriff Thomas Green followed the court order and auctioned the property off. James B. Haggin of San Francisco was the highest bidder and purchased the property, excluding the estate of Mrs. Reading and tracts Reading had already sold before the mortgage, with a bid of \$34,438.32.

James B. Haggin was now the owner of all the property which would one day include the future town site of Redding. He immediately subdivided old Rancho Buena Ventura and began selling

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<sup>1</sup>Although a full plat of the Town of Reading has not been located, the earliest recorded deed is dated April 10, 1862 and is described as “Lot No. 1 in Square No. 2 of the Town of Reading” having frontage on Front Street of 35 feet and frontage on “A” Street of 140 feet depth going to an alley 20 feet wide. This lot was sold to Charles Nivelles for \$500. Several of deeds from this period also exist which have helped to identify the original location of the town. This area of Redding is located approximately three miles west of the present day Redding Municipal Airport.

off lots. In 1877, Haggins conveyed the parts of the old land grant not sold to banker Edward Frisbie for \$87,000.

Meanwhile, the Central Pacific railroad had completed its grading to Redding in June 1872 and with it came the area's first post office established in September of that year. The railroad named their end-of-the-line (temporary) terminal Redding, for Benjamin B. Redding, a railroad land agent, and began laying out the town of Redding. A public auction was held in August 1872 where 17 lots were sold. Within the month 23 buildings were under construction. California Street was the first major street and the outer streets of Redding, which marked the initial town boundaries, were named North, South, East and West. The inner east and west streets were named for the counties where tracts had already been laid prior to reaching Redding: Placer, Yuba, Sacramento, Butte, Tehama, and ending with Shasta. Redding quickly became the busiest and most important town in Shasta County.

For a brief period, the town's name changed from Redding back to Reading. State Assemblyman Rudolph Klotz introduced a bill in the state legislature renaming the town Reading in honor of its founder, Major Pierson B. Reading, upon whose grant the city was located. The railroad was not happy with this choice and wanted the town renamed back to Redding, after its agent. After a prolonged six year fight, the legislature repealed the Klotz bill in 1880.

In 1880 there were 9,492 residents in the town of Redding, of which 1,326 were Chinese, 1,017 Indians and 53 Blacks. That year construction began on Redding's first elementary school. From the 1880s until after World War I, the city grew steadily. The City of Redding became incorporated in September 1887 and in May 1888 became the county seat for Shasta County. By the late 1880s, other industries were added to the already established lumber, mining and wood products industries.

With the dawn of a new century, the automobile made its debut in Redding in June 1901. State transportation officials soon decided to construct a north to south highway to allow "automobiles a smooth and safe surface" on which to travel. This new highway, called Highway 99, was paved with blacktop, a new surface that had proved its worthiness on roads in the Bay area and Los Angeles. The route for Highway 99 ran right along the rail lines and thus came through Redding. While the railroad had created the town of Redding and allowed it to prosper in the late 1880s and early 1900s, Highway 99 allowed Redding to remain a viable economic community.

Next came the aeroplane. The aeroplane made its first appearance in Redding in 1909 when a Curtiss pusher piloted by Charles Hamilton arrived for a air show at the county fairgrounds. The airplane had proved itself during World War I and by the early 1920s, people were beginning to concede that there was a more serious future to flying machines than just stunts and thrill rides at county fairs. Redding already had an "aviation field" of sorts on the tope of Johnson's Hill beside the Centerville Road.

By the mid-1920s, a north-south airmail route had been established and a passenger service, Valley Air Service, Inc., was urging the city of Redding to provide a field for their northern terminus. In 1927 the U.S. Department of Commerce had begun the erection of beacon lights every thirty miles through the Sacramento Valley and north through the Sacramento River Canyon. During this same period, a year-long study by an aviation committee of the Redding



Chamber of Commerce was undertaken to determine the feasibility of the city's owning an aviation field. On December 21, 1927, the Chamber of Commerce recommended that the city council purchase 461.85 acres from Ms. Grace Welsh Elliott of Los Angeles for \$8,500 (who was originally asking \$45,000 for the property). The city council held a special meeting that night, voted unanimously to purchase the property and the money was paid the next morning at the Northern California National Bank. The deed recorded that same day.

Redding's first airport was officially dedicated on July 4, 1929 and named in honor of Lieutenant John Benton.<sup>2</sup> Soon the Weather Bureau established a facility at Benton Field and so began the participation by the City of Redding in the history of air transportation. Benton Field, which began as a crude dirt, rock-strewn strip in 1929, is today a wide 2,350-foot asphalt paved runway, adequately lighted for night operation, surrounded by acres of asphalt surface parking for small aircraft. The first hangar and the old Weather Bureau building are now gone, replaced by rows of metal hangar buildings.

In the late 1940s, Benton Field was determined to be inadequate for larger aircraft and lacked the required acreage to extend its runways to meet these needs. A new site for a regional airfield was sought out and land was purchased jointly by the City of Redding and Shasta County under a grant from the Work Projects Administration. This new airfield would one day become Redding Municipal Airport.

Today, Redding's population has grown to approximately 100,000. Redding is still supported by the railroad – Southern Pacific – connecting the city to Sacramento, San Francisco, and Los Angeles, California; Portland, Oregon; and Seattle, Washington; with Amtrak service both north and south. Interstate 5 (old Highway 99) continues to serve as the City of Redding's main transportation artery. U.S. Highway 299 connects Redding with California's coast to the west, and State Route 44 and State Route 273 connects the city to the east. As a gateway to Northern California's many recreational centers, Redding continues to offer travelers with a spectrum of entertainment venues ranging from museums to shopping malls, night clubs to movie theaters, hiking to miniature golf, fast food to fine dining. Redding's natural beauty, with Mt. Shasta visible to the north, Mt. Lassen visible to the east, and the Trinity Alps offering spectacular sunsets to the west, as well as abundant cultural activities makes both Redding and Shasta County a popular recreational destination.

## **HISTORY - CITY GOVERNMENT**

### **Form of Government**

The City of Redding was incorporated on October 4, 1887 and is a General-Law City, formed

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<sup>2</sup>Lieutenant John Benton, U.S. Army, was a local aviator and member of a pioneer Redding family. He was killed in Buenos Aires in 1927 while on a good-will flying tour of South America.

under State legislative statutes and governed by a body of laws in the State Constitution. The City of Redding operates under the council-manager form of government. The Redding City Council consists of five council members elected “at large” for staggered four-year terms. Under the council-manager system, the City Council establishes the policies under which the City operates and appoints a trained and experienced City Manager to administer the affairs of the City. His responsibilities include hiring of City staff, preparation of the Annual Budget, administration and coordination of the City’s operations, general supervision over all property under the control of the City’s operations, and enforcement of City ordinances and applicable State laws. The City Manager’s responsibilities also includes management oversight of a wide range of municipal services, including the management of the Redding Municipal Airport.

### **Site Location**

Redding Municipal Airport

### **Site Address**

**Redding Municipal Airport**  
**City of Redding**  
6751 Airport Road  
Redding, California 96001  
(530) 224-4321

### **Airport Use**

Redding Municipal Airport is owned and operated by the City of Redding. The airport serves as the primary commercial service airport in Shasta County, as the northern end of the Sacramento Valley. Situated along Interstate 5, the airport is easily accessible from any direction. In a regional sense, the airport is located 160 miles north of Sacramento. Commercial passenger services are provided by Airborne Express, Federal Express and United Parcel Service. There are several companies on the airfield providing general aviation and air charter services, and many local companies with aircraft based on the airport. The facility is also a base for the U.S. Forest Service, California Department of Forestry, and the Civil Air Patrol.

### **Airport Facilities**

The majority of Redding Municipal Airport’s terminal and building areas are primarily located on the west side of the airport facility. These facilities include two runways and associated taxiways, a helipad, aircraft parking aprons, a terminal building, control tower, hangars, airfield lighting, and navigational aids.

### **Site Description**

The Redding Municipal Airport is located in southeast Redding. Daily commercial airline

passenger service is provided by Horizon Air, Skywest Airlines, and United Express. The Airport terminal complex features two rental car agencies, Avis and Hertz, a gift shop and restaurant. Two fixed base operations are located on the Airport offering fuel, aircraft rental, transient aircraft parking, aircraft maintenance, avionics, charters and flight instruction. In addition, there are a variety of other aviation -related businesses listed in the Business Directory.

### **Prior Site Use**

Redding Municipal Airport was built in 1942 by the U.S. Army. Originally, the airport was named Redding Airdrome, later renamed to Redding-Shasta Army Air Field (also known as Redding Army Air Field or Redding Army Airfield). Prior to the Army's operation of Redding Army Air Field, predominate use of the land was agricultural or undeveloped.

### **HISTORY - GENERAL**

#### **Site Location**

Redding-Shasta Army Air Field consisted of 1,440 acres located within the city limits of the City of Redding, Shasta County, California.

#### **Site History - General**

#### **Stillwater Airfield**

The history of the Redding-Shasta Army Air Field (also known as Stillwater Airfield, Redding Airdrome, Redding Army Air Field, and Redding Army Airfield) begins in the early 1940s. Its history is virtually unrecorded and there exists very little information in print dealing with the history of this Army Air Field.

Originally known as the Stillwater Airfield, taken from name of the adjacent Stillwater-Anderson plain and nearby Stillwater Creek, the idea for another airport in Redding came about in 1939 when Augustus Gronwoldt, a former member of the County Board of Supervisors and City Councilman from the City of Redding, approached the Commander of the Naval Air Station at Alameda, and thereafter the Commanding Officer of McClellan Field, Sacramento with the idea of locating an airfield in the Redding area. With local support, Mr. Gronwoldt convinced members of the Redding City Council and the Shasta County Board of Supervisors to met with Works Project Administration (WPA) representatives to discuss the feasibility of such a project.

In February 1941 a survey of several locations was undertaken by City Engineer W. K. Adams and County Surveyor Ernest D. Breuning and a site was selected near Stillwater Creek. The Stillwater-Anderson plains area was an ideal location. The approaches were wide open with no structures anywhere nearby and the closest hills twenty miles away. The City of Redding submitted a plan to the Civil Aeronautics Authority (CAA). The estimated cost of the project was \$214,000. With CAA and WPA approval, President Roosevelt approved a grant for \$198,000

under the WPA project. Under the conditions of the grant, the WPA project called for the City of Redding and Shasta County to contribute approximately \$14,000 to purchase the lands in the Stillwater - Anderson plains area. Approximately 1,120 acres of land was purchased jointly by the City of Redding and the County of Shasta in 1941 for this purpose.

The U.S. Army's interest in the Stillwater-Anderson area as a possible site for the protection of the West Coast first became apparent in March 1941 when Major William T. Haight of Hamilton Field requested maps of the area. Construction of the Stillwater Airport had not yet begun when the United States was thrust into World War II. Even though construction had not yet been started, Shasta County and the City of Redding had already completed the land acquisition of the Stillwater-Anderson plain area. Because of the war, by January 1942, private aviation on the west coast of the United States had almost ceased entirely with the exception of military and regularly scheduled commercial aircraft. The importance of completing the Stillwater Airport was now a priority. The government immediately leased the property originally acquired by the City of Redding and Shasta County under a Declaration of Taking. The perimeter description of this property is described as follows:

Tract No. 1 - Original Owner, Shasta County and City of Redding  
Beginning of North corner of Section 26, Township 31 North, Range 4 West, Mount Diablo Base and Meridian, thence Southerly along North South Section line of said Section 26 to the South quarter of said Section 26; thence Easterly to the Section corner common to Sections 25, 26, 36 and 35; thence Southerly along Section line common to Sections 35 and 36 to the quarter corner of Section 35; thence Westerly along East West Center lines of Sections 35 and 34 to the South quarter corner of Section 34; thence Northerly along North South Section line of Sections 34 and 27 to the North quarter corner of Section 27; thence Easterly along the North Section line of Sections 27 and 26 to North quarter of Section 26 to point of beginning containing 1,120 acres, more or less.

Additional lands, aggregating 320 acres, more or less, also acquired by Declaration of Tacking, consisted of three pieces of fee lands described as follows:

Tract No. 2 - Original Owner: L. H. Butzbach  
The west half of the Southeast quarter; the Southeast quarter of the Southeast quarter; and the South half of the Northeast quarter of the Southeast quarter of Section 26, Township 31 North, Range 4 West, Mount Diablo Base and Meridian, and containing 140 acres, more or less.

Tract No. 3 - Original Owners: Earl and Mary Stevenson  
The Northeast quarter of Section 26, Township 31 North, Range 4 West, Mount Diablo Base and Meridian, and containing 160 acres, more or less.

Tract No. 4 - Original Owner: A. L. Cross, Estate  
The North half of the Northeast quarter of the Southeast quarter of Section 26, Township 31 North, Range 4 West, Mount Diablo Base and Meridian, and containing 20 acres, more or less.

Judgement No. 4485 on the Declaration of Taking in U.S. vs. 1440 acres of land, more or less, situated in Shasta County, State of California and Town of Redding et al, as filed in the District Court of the United States in and for the Northern District of California, Northern Division, was also filed with the Shasta County Recorder on November 27, 1942 under Book 189, Page 397.

## **Redding Airdrome**

The proposed Stillwater Airfield name was subsequently changed to the Redding Airdrome by the U.S. Army.

Construction of Redding Airdrome was begun on January 12, 1942 by the Teichert Construction Company under the supervision of the U.S. Army Corps of Engineers on the 1,440 acres of land acquired by Declaration of Taking as filed in the District Court of the United States in and for the Northern District of California, Northern Division. Construction of Redding Airdrome was completed in May 1942. The following is a listing of buildings built:

<b>Bldg. No.</b>	<b>Description</b>	<b>Size</b>
T-1	Enlisted Mens Barracks	20' x 100'
T-2	Enlisted Mens Barracks	20' x 100'
T-3	Enlisted Mens Barracks	20' x 100'
T-4	Enlisted Mens Barracks	20' x 100'
T-5	Dispensary	25' x 124'
T-6	Latrine - Pit Type	8' x 16'
T-7	Bath House	18'-6" x 30'
T-8	Latrine - Pit Type	8' x 16'
T-9	Bath House	18'-6" x 30'
T-10	Enlisted Mens Barracks	20' x 100'
T-11	Enlisted Mens Barracks	20' x 100'
T-12	Enlisted Mens Barracks	20' x 100'
T-13	Enlisted Mens Barracks	20' x 100'
T-14	Enlisted Mens Barracks	20' x 100'
T-15	Enlisted Mens Barracks	20' x 100'
T-20	Mess Hall	40' x 140'
T-23	Gasoline Pump / Tank	500 Gal.
T-25	Motor Repair Shop	664 sq. ft.
T-26	Dispatchers Bldg.	137 sq. ft.
T-27	Grease Pit	N/A
T-30	Officers' Quarters	20' x 100'
T-50	Pump House / Well No. 1	8' x 16'
T-54	Water Storage Tank	22,000 Gal.
T-58	Pump House / Well No. 2	8' x 16'
T-60	Flag Pole	
T-66	Bath House	18' x 30'
T-67	Latrine - Pit Type	8' x 16'

T-69	Officers' Quarters	20' x 100'
T-70	Officers' Quarters	20' x 100'
T-74	Officers' Quarters	20' x 100'
T-85	Administration Bldg.	20' x 100'
T-95	Radio Direction Finder	16' x 18'
T-100	Bomb Storage	
T-101	Bomb Storage	
T-102	Bomb Storage	
T-103	Bomb Storage	
T-104	Bomb Storage	
T-105	Fuse Storage	50 sq. ft.
T-106	Fuse Storage	50 sq. ft.
T-107	Bomb Storage	
T-108	Bomb Storage	
T-109	Bomb Storage	
T-110	Bomb Storage	
T-111	Fuse Storage	50 sq. ft.
T-112	Fuse Storage	50 sq. ft.
T-113	Sm. Arms Storage & Office	20' x 90'
T-114	Guard Shelter	7' x 7'
T-115	Latrine - Pit Type	8' x 16'
T-116	Bomb Storage	
T-117	Bomb Storage	
T-118	Bomb Storage	
T-119	Bomb Storage	
T-120	Fuse Storage	50 sq. ft.
T-121	Guard Shelter	7' x 7'
T-130	Trap House No. 1	
T-131	Blinder Adj. to Trp Hse. No. 1	
T-132	Blinder Adj. to Trp Hse. No. 7	
T-133	Trap House No. 7	
T-134	Pull Box	
T-150	Crew Shelters	10' x 20'
T-151	Crew Shelters	10' x 20'
T-152	AC Fueling System	
	HS No. 2	
	1-Pump & Eng. / 3-8,100 gal. Tanks	
	Fueling Pit Box (HS No. 1)	
	Fueling Pit Box (HS No. 2)	
	Fueling Pit Box (HS No. 3)	
T-153	Crew Shelters	10' x 20'
T-154	Crew Shelters	10' x 20'
T-155	AC Fueling System	
	HS No. 5	
	1-Pump & Eng. / 3-8,100 gal. Tanks	
	Fueling Pit Box (HS No. 4)	
	Fueling Pit Box (HS No. 5)	

		Fueling Pit Box (HS No. 6)		
T-156	Crew Shelters	10' x 20'		
T-157	Crew Shelters	10' x 20'		
T-158	Crew Shelters	10' x 20'		
T-160	Crew Shelters	10' x 20'		
T-161	Crew Shelters	10' x 20'		
T-162	Crew Shelters	10' x 20'		
T-163	AC Fueling System			
		HS No. 8		
		1-Pump & Eng. / 3-8,100 gal. Tanks		
		Fueling Pit Box (HS No. 7)		
		Fueling Pit Box (HS No. 8)		
		Fueling Pit Box (HS No. 9)		
T-164	Crew Shelters	10' x 20'		
T-165	Crew Shelters	10' x 20'		
T-166	AC Fueling System			
		HS No. 11		
		1-Pump & Eng. / 2-8,500 gal. Tanks		
		Fueling Pit Box (HS No. 10)		
		Fueling Pit Box (HS No. 11)		
T-167	Crew Shelters	10' x 20'		
T-168	Crew Shelters	10' x 20'		
T-169	Crew Shelters	10' x 20'		
T-170	AC Fueling System			
		HS No. 12-13		
		1-Pump & Eng. / 2-8,100 gal. Tanks		
		Fueling Pit Box (HS No. 12)		
		Fueling Pit Box (HS No. 13)		
T-171	Crew Shelters	10' x 20'		
T-200	Pump House & Well	8' x 16'		
T-225	Bomb Site Storage	8' x 16'		
T-226	Operations	20' x 100'		
T-227	Link Trainer-Type AA	20' x 45'		
T-240	Control Tower	15' x 15'		
T-241	Shop Building	20' x 100'		
T-242	School Building	20' x 50'		
T-260	Crash Truck Station	18' x 33'		
T-261	Latrine	8' x 16'		
T-265	Maintenance - Nose Hangar	34' x 192'		
T-278	Beacon - Rotating			
T-300	Wind Tee - Illuminated			
N/A	Water Storage Tank	500 Gal.	2 each	
N/A	Wash Rack			

## Redding-Shasta Army Air Field

At that time, the Redding Airdrome facility was again renamed and became known as the Redding-Shasta Army Air Field described as follows:

All that real property situate in the County of Shasta, State of California, lying within Sections 26, 27, 34 and 35, Township 31 North, Range 4 West, Mount Diablo Base & Meridian being more particularly described as follows:

Beginning at the Northeast corner Section 26, Township 31 North, Range 4 West, Mount Diablo Base & Meridian, running thence Westerly along the Northerly line of Sections 26 and 27 to the North quarter corner said Section 27, running thence Southerly along the Westerly line of the East half Section 27 and the Northeast quarter Section 34 to the Southwest corner of Northeast quarter Section 34, running thence Easterly along the Southerly line of the Northeast quarter said Section 34 and the Southerly line of the North half Section 35 and Section 36 to the Northeast corner Section 26, said corner being the point of beginning. Containing 320 acres in fee ownership and 1,120 acres in lease.

Access to Redding-Shasta Army Air Field was through the north on what is part of the Old Oregon Trail.

The airfield's operational facility was located to the west of the main housing area and consisted of two runways, underground fuel storage tanks, fueling pits and associated piping. Field markings consisted of a lighted wind tee and rotating beacon.

The cost of construction was reported as follows:

#### **COST OF CONSTRUCTION**

Buildings on Leased Land		\$ 57,436
Buildings on Government-Owned Land		67,484
Fencing		9,374
Parking Area		16,989
Sewage Collection and Disposal		558
Water Supply, Storage and Distribution		41,780
Power and Light Distribution		17,084
Gasoline and Oil Storage and Distribution		92,607
Ballistics Range, Proving Ground and Skeet Range		1,370
Surfacing	\$193,066	
Base Course	662,330	
	Total:	855,396
Airfield Lighting		



Rehabilitation of Existing Structures	6,831
Passive Protection	2,053
Bomb Storage Revetments	15,465
Bomb Storage Area Roads	3,445
Miscellaneous Not Accounted For	3,959
Total:	<u>2,122</u> \$1,193,953

### Facility Operations

Only a few buildings were constructed on the west side of the airport. These buildings served as the main operational facility area. The following is a list of construction in this general area:

No.	Description	Size	Building No.
1	Bomb Site Storage	8' x 16'	T-225
1	Operations	20' x 100'	T-226
1	Link Trainer-Type AA	20' x 45'	T-227
1	Control Tower	15' x 15'	T-240
1	Shop Building	20' x 100'	T-241
1	School Building	20' x 50'	T-242
1	Crash Truck Station	18' x 33'	T-260
1	Latrine	8' x 16'	T-261
1	Maintenance - Nose Hangar	34' x 192'	T-265
1	Wind Tee		T-300
1	Pump House & Well	8' x 16'	T-200
1	Water Storage Tank	500 Gal.	N/A
1	Wash Rack	N/A	N/A

### Runways

The runway configuration at Redding-Shasta Army Air Field included two intersecting runways (Runway 16-34 and Runway 12-30). Runway 16-34 was positioned in a North-South direction, asphalt composition, 6,000 feet in length, 150 feet wide, and was considered the primary runway. Runway 12-30 was 5,062 feet in length, 150 feet wide, asphalt construction, was oriented in a northwest-southeast manner. Runway 12-30 was used during cross-wind conditions.

### Taxiways

Three taxiways served to service Runways 16-34 and 12-30. Each of the taxiways were 50 feet wide. Taxiways A was a partial parallel taxiway running north-south and west of Runway 16-34 and served to connect the runway with Taxiway A-B located just prior to where Runway 16-34

intersects Runway 12-30. Taxiway A also provided access to Bldg. T-265 (Maintenance and Nose Hangar) and tie-down area located just north of the operations area. Taxiway A-B also served to connect Taxiway B with Hardstand Nos. 1, 2, and 3. Taxiway B was located to the south of the airfield and served to connect Runways 16-34 and 12-30 together. Taxiway B also provided access to Hardstand Nos. 4, 5, 6, 7, 14 and 15. Taxiway C was located to the east, intersected with Hardstands Nos. 8, 9, 10, 11, 12, 13 and 16, as well as with the Bomb Storage Area located between Hardstand No. 11 and 12. with several taxiways of various lengths and widths, which served as entrance, exit and connector taxiways.

### **Hardstands and Crew Shelters**

There were a total of 16 hardstands. The following is a list of crew shelters which were disbursed around the different hardstands.

<b>No.</b>	<b>Description</b>	<b>Size</b>	<b>Building No.</b>
16	Crew Shelters	10' x 20'	T-150, T-151, T-153, T-154, T-156, T-157, T-158, T-160, T-161, T-162, T-164, T-165, T-167, T-168, T-169 & T-171

### **Aircraft (AC) Fueling Facilities and Systems**

There were a total of five (5) AC Fueling Systems, consisting of 13 underground fueling tanks, 13 Fueling Pits and associated piping located in and around Hardstand Nos. 2, 5, 8, 11 and between Hardstand Nos. 12 and 13 located adjacent to the airport's two runways. Hardstand Nos. 14, 15 and 16 did not contain a AC Fueling System or the associated Fueling Pit Boxes and piping.

<b>No.</b>	<b>Description</b>	<b>Hardstand No.</b>	<b>Building No.</b>
1	AC Fueling System 1-Pump & Eng. / 3-8,100 gal. Tanks	HS No. 2	T-152
	Fueling Pit Box	HS No. 1	
	Fueling Pit Box	HS No. 2	
	Fueling Pit Box	HS No. 3	
1	AC Fueling System 1-Pump & Eng. / 3-8,100 gal. Tanks	HS No. 5	T-155
	Fueling Pit Box	HS No. 4	
	Fueling Pit Box	HS No. 5	
	Fueling Pit Box	HS No. 6	
1	AC Fueling System 1-Pump & Eng. / 3-8,100 gal. Tanks	HS No. 8	T-163
	Fueling Pit Box	HS No. 7	
	Fueling Pit Box	HS No. 8	
	Fueling Pit Box	HS No. 9	
1	AC Fueling System	HS No. 11	T-166

	1-Pump & Eng. / 2-8,500 gal. Tanks		
	Fueling Pit Box	HS No. 10	
	Fueling Pit Box	HS No. 11	
1	AC Fueling System	HS No. 12-13	T-170
	1-Pump & Eng. / 2-8,100 gal. Tanks		
	Fueling Pit Box	HS No. 12	
	Fueling Pit Box	HS No. 13	

### Bomb Storage Area

East of Runway 12/30, adjacent to Taxiway C, and north of Hardstand No. 11 was the location of the Bomb Storage Area. The following is a list of structures built in these areas:

No.	Description	Size	Building No.
5	Fuse Storage	50 sq. ft.	T-105, T-106, T-111, T-112, T-120
1	Sm. Arms Storage & Office	20' x 90'	T-113
2	Guard Shelter	7' x 7'	T-114, T-121
1	Latrine - Pit Type	8' x 16'	T-115
12	Bomb Storage		T-100, T-101, T-102, T-103, T-104, T-107, T-108, T-109, T-110, T-116, T-117, T-118, T-119

### Skeet / Trap Area

Located just south of and adjacent to Hardstand No. 11 was the general location of Trap House Nos. 1 and 7. The following is a list of structures built in these areas:

No.	Description	Building No.
1	Trap House No. 1	T-130
1	Blinder Adj. to Trp Hse. No. 1	T-131
1	Blinder Adj. to Trp Hse. No. 7	T-132
1	Trap House No. 7	T-133
1	Pull Box	T-134

### Housing Area

The construction of the base housing area, which included officers and enlisted quarters, latrines, bath houses, swimming pool,<sup>3</sup> a hospital dispensary, etc., were located primarily on the east side of the property in the Stillwater Creek area. These structures are listed and identified as follows:

No.	Description	Size	Building No.
10	Enlisted Mens Barracks	20' x 100'	T-1, T-2, T-3, T-4, T-10, T-11, T-12, T-13, T-14 & T-15

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<sup>3</sup>A swimming pool exists but was not included on the facilities building list.

1	Dispensary	25' x 124'	T-5
1	Mess Hall	40' x 140'	T-20
4	Officers' Quarters	20' x 100'	T-30, T-69, T-70 & T-74
1	Pump House / Well No. 1	8' x 16'	T-50
1	Pump House / Well No. 2	8' x 16'	T-58
2	Water Storage Tank	500 Gal.	N/A
1	Water Storage Tank	22,000 Gal.	T-54
3	Latrine - Pit Type	8' x 16'	T-6, T-8, T-67
2	Bath House	18'-6" x 30'	T-7 & T-9
1	Bath House	18' x 30'	T-66

### Administration Area

Administration buildings were located on the east side of the facility, in the Stillwater Creek Housing Area. These structures are identified as follows:

No.	Description	Size	Building No.
1	Administration Bldg.	20' x 100'	T-85
1	Radio Direction Finder	16' x 18'	T-95
1	Flag Pole	N/A	T-60

### Motor Pool

Also located within the confines of the Housing Area on the east side of the property in the Stillwater Creek area was the Motor Pool area and these structures are listed and identified as follows:

No.	Description	Size	Building No.
1	Gasoline Pump / Tank	500 Gal.	T-23
1	Motor Repair Shop	664 sq. ft.	T-25
1	Dispatchers Bldg.	137 sq. ft.	T-26
1	Grease Pit	N/A	T-27

### Operational Period

The Redding-Shasta Army Air Field began its operation in March 1942. The air field was primarily used as a refueling base and was home to various Army Air Forces operational units during the war, including Squadron "N" of the 443<sup>rd</sup>. Field operations fell under the jurisdiction of the 433rd AAF Base Unit, headquartered out of Marysville Army Air Field, a sub-post of Hamilton Field. Between the months of November 1943 and March 1944, the 399th Fighter Squadron of the 369th Fighter Group was assigned to the field as a replacement training unit and air defense unit. At various times, Redding-Shasta Army Air Field was also used by the Ferry Command as a refueling stop.

On November 1, 1944, command of the Redding Army Air Field was transferred from control of

the Fourth Army Air Force to the Commanding General, Air Technical Service Command, McCellan Field and on November 7, 1944, the United States government acquired all right, title and interest in the right of way along the northern boundary line of Section 22 and along the easterly boundary line of Section 22, 27 and 34, Township 31 North, Range 4 West, M. D. B. & M. in the County of Shasta, State of California from Pacific Gas & Electric Company (PG&E) by deed (Recorded Vol. 222 Page 443, filed December 6, 1944, Shasta County, California). This acquisition was under contract W 49-040-Eng-2348. During this same period, in accordance with the Real Property Utilization Inspection Report dated November 7, 1944, certain buildings located on the subject property covered by War Department Lease No. W868-Eng-4534, and partially government-owned, was suggested to be declared inactive by Air Technical Service Command headquarters.

### **War Assets Administration Period**

The airfield and all such other properties acquired by the government, including all government-owned property and improvements were officially surplus to the War Assets Administration (WAA) in 1945. For the most part, all construction by the U.S. Army Corps of Engineers was classified as being in “Good Condition”.

### **Operating License**

Both the City of Redding and Shasta County indicated their desire to acquire the airport property and the City of Redding requested a license on March 4, 1946 for the operation of an airport. In accordance with War Assets Administration letter dated June 14, 1946, as indorsed by the Office of the Chief of Engineer dated June 19, 1946, the City of Redding was granted access, use and operation of the Redding-Shasta Army Air Field pending the consummation and issuance of a formal license. Before the United States issued the operating license and termination of its lease agreement in 1946, the County of Shasta relinquished its interest in the airport to the City of Redding.

The War Assets Administration recommended that the government’s interest in the 1,120 acres of leased land and 2.87 acres of government owned land containing certain buildings, facilities and utilities be classified as Airport Property and the Civil Aeronautic Administration and Surplus Airport Disposal Committee concurred with this recommendation.<sup>4</sup> The License was signed by Colonel Dwight F. Johns, Division Engineer, U.S. Army Corps of Engineers, on August 20, 1947 and was accepted by the City Attorney of Redding on November 16, 1947. Under the License, the City of Redding assumed responsibility of the following buildings and improvements at Redding Army Airfield:

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<sup>4</sup>This acreage that made up the entire area under lease from the City of Redding and the 2.87 acres of fee owned land was located in the southwestern corner of Tract 2. The remaining 317.13 acres of fee land was recommended for classification as Pasture Land. This acreage consisted of Tracts 3 and 4, and 137.13 acres of Tract 2.

T-227	20 x 45	Link Trainer, Type A-A
T-240	16 x 16	Control Tower
T-260	18 x 3	Crash Truck Station
T-261	8 x 16	Latrine
T-265	34' x 192'	Maintenance - Nose Hangar
T-241	20' x 100'	Shop Building
T-242	20' x 50'	School Building
T-225	12' x 16'	Bomb Site Storage Building
T-226	20' x 100'	Operations Building
T-200	8' x 16'	Well No. 3, Pump House
(Not Identified)	10' x 20'	Crew Shelters
(Not Identified)	8' x 8'	Gate House

In addition to the runways, taxiways and parking aprons, and the above mentioned buildings, several pieces of equipment were also acquired, including but not limited to a search light, transmitter, frequency meter, power supply, instrument panel, space heaters, fire extinguishers, fire hoses and racks, etc.

The interest of the United States government in that portion of the subject property lying east of Stillwater Creek was made subject to a lease with L. A. Butzbach for grazing purposes under government contract W-04-193-Eng-5478 and did not include the 317.13 acres of pasture lands (fee lands) acquired under the Declaration of Tacking, which it had also declared surplus under the provision of the Surplus Property Act of 1944. This acreage consisted of Tracts 3 and 4, and 137.13 acres of Tract 2. The transfer of this property by the United States, acting by and through the War Assets Administration, to the City of Redding was made by means of a Quit Claim Deed dated June 6, 1949.<sup>5</sup> This indenture described the property being deeded as follows:

BEGINNING at the Northeast corner of Section 26, Township 31 North, Range 4 West, Mount Diablo Base and Meridian, running then southerly along the easterly line of said section to the southeast corner of said Section 26; thence westerly along the southerly line of said Section 26 to a point 301.6 feet east of the north-south center line of said Section 26; thence north 20" 33' west to the said north-south center line; thence northerly along said quarter line to northerly section line of said Section 26; thence easterly along said northerly section line to point of beginning, containing 317.13 acres, more or less.

TOGETHER WITH betterments and personal property described as follows:

**BETTERMENTS:**

Fencing on above described property,  
One 21,000-gallon Redwood tank, well and pump house.

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<sup>5</sup>The Quit Claim Deed being subject to certain restrictions limiting usage to "public airport purposes" regarding land use.

On October 7, 1947, under the General Laws of the State of California, and by virtue of Resolution No. 1506 of the Redding City Council, which had authorized Roscoe J. Anderson and Doris Holland to execute an Instrument of Transfer, dated October 7, 1947, the Redding Army Air Field was formally accepted by the City of Redding subject to reservations and conditions contained therein. Said Instrument of Transfer covering Redding-Shasta Airport, W-Cal-151, was delivered on December 1, 1947 to R. J. Anderson, Mayor, for and on behalf of the City of Redding, and the property was transferred to the City of Redding without any financial consideration on the part of the City of Redding under the provisions of Public Law 289, 80th Congress, approved July 30, 1947. The said Instrument of Transfer was subsequently recorded on December 8, 1947 in Volume 285, page 233 of the Official Records of Shasta County, California, thereby becoming the sole property of the City of Redding.

## **CURRENT LAND USE**

### **Airport Administration**

The City of Redding, Airports Division, owns and operates both the Redding Municipal Airport.

### **City of Redding**

The municipal powers and jurisdiction and the powers and administrative functions of the several departments of government of the city have been extended and made applicable to Redding Municipal Airport.

### **City Manager**

The city manager is charged with the “general administration” of the Redding Municipal Airport.

Mike Warren

City Manager

(530) 224-4002

Office of the City Manager  
City of Redding  
777 Cypress Avenue  
Redding, California 96001  
(530) 225-4061

### **Administrative Services Department**

The Administrative Services Department oversees the Airport Division. Among other duties, the Administrative Services Department oversees the administration of Airport Operations, Lease Management, Airport Committee, Airport Planning, and FAA Projects.

Randy Bachman

Deputy City Manager

(530) 224-4318

### **Airport Division**

The Airports Division operated and maintains two City-owned airports: Redding Municipal Airport which is an FAA Part 139 Certified commercial airport and Benton Airpark which is a general aviation facility.

Rod Dinger

Airport Manager

(530) 224-4321

### **Airport Zoning**

Airport zoning is governed by the Airport Approaches Zoning Law of the state of California (commencing at Section 50485 of the Government Code), the Planning and Zoning Law of the state of California (commencing at Section 65000 of the Government Code), Zoning Law under Title 18 of the Redding Municipal Code, and under Aircraft and Airports, Title 3 of the Redding Municipal Code.

### **Airport Plans and Studies**

Like all regional airports, Redding Municipal Airport's planning must coincide with local, state, and federal master plans. At the national level, the Redding Municipal Airport is included in the *National Plan of Integrated Airport Systems* (NPIAS) and thus qualifies for federal funding assistance. The California Department of Transportation (CALTRANS), Division of Aeronautics, is responsible for the general supervision of aeronautics within the state and provides statewide planning to airports through its *California Aviation System Plan* (CASP). Likewise, the City of Redding has long recognized the need to maintain, develop, and operate the airport for the public benefit. To meet changing demands over the years, the City of Redding has developed several master plan reports for Redding Municipal Airport. The most recent master plan was a cooperative effort between the City of Redding, Redding Municipal Airport and Coffman Associates, a airport consulting firm. In examining the future capabilities of the Redding Municipal Airport, the resulting plan provides a comprehensive guide for future improvements on the airport site.

### **Engineering / Planning**

The Engineering Division plans, develops, and constructs public facilities, roadways, capital improvements and private development projects. The Division includes Land Development, Design, Construction Management and Traffic Engineering. The Engineering Division is responsible for maintaining improvement records and maps.

Barry Tippin

City Engineer

(530) 225-4170



Office of the City Engineer  
City of Redding  
777 Cypress Avenue  
Redding, California 96001

### **Public Use - Airport**

The Redding Municipal Airport offers daily commercial passenger service to San Francisco with nine flights daily via United Airlines, and to Portland and Seattle with five flights daily via Horizon Air. Direct flights are also offered daily to Los Angeles and Sacramento. Air cargo and freight operations are provided by Airborne Express, Federal Express, and United Parcel Service, two of which have facilities at the airport. Services are provided by two fixed base operators, Redding Jet Center and Air Shasta Rotor & Wing. Other limited-service operators include permanent aircraft storage, fuel sales, aircraft rental, charter, flight instruction, transient aircraft parking, aircraft maintenance and avionics.

### **Public Accessibility**

The site is open to the public.

### **State and Federal - Use**

The airport is home to the United States Forest Service (USFS), California Department of Forestry and Fire Protection (CDF), and the Civil Air Patrol (CAP). Located on the northwest corner of the airport facility, across from the north end threshold of Runway 16-34, the USFS and CDF jointly operates the Northern California Service Center, a large fire attack facility. In addition to serving rural communities throughout the northern part of the state, the CDF also serves areas in southern Oregon and northwestern Nevada.

### **Airport Facilities**

The Redding Municipal Airport, the former site of Redding-Shasta Army Airfield, has been classified as a primary commercial service airport consisting of a control tower, air terminal, runways, taxiways, airfield lighting, navigational aids, hangars, aircraft service facilities, maintenance, operational safety<sup>6</sup> and administration buildings and includes facilities directly associated with aircraft operations.

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<sup>6</sup>Aircraft Rescue and Firefighting (ARFF) services, located in a 1,200 square-foot building west of Taxiway A, near the threshold of Runway 12-30. The City of Redding also maintains a mutual aid agreement with the Shasta County Fire Department and the CDF. Under this agreement, the CDF responds to emergencies within the County. The Mutual Threat Zone Agreement enables the Shasta County to maximize resource utilization on wild land fire incidents within City and surrounding County areas.

## **Passenger Terminal**

The passenger terminal building is a two-story building located near the south end of the airfield, west of the air carrier apron and Taxiway A. The airline terminal building consists of a waiting area, baggage claim, security screening, ticket counters, car rental and gift shop. The airport's administration offices are located on the second floor of the terminal. Parking for the general public at the Redding Municipal Airport is located directly across from the airport terminal and is accessed from Woodrum Circle. Employee parking is located on the south side of the airport's terminal building.

## **Commercial Service**

Three commercial airlines - Skywest Airlines, United Express and Horizon Air - currently operate out of Redding Municipal Airport.

## **Air Cargo Service**

A number of operators offer air cargo services at Redding Municipal Airport, two of which have their own hangars - Federal Express operates out the south end of the field; Airborne Express operates out of the north end of the field. The rest of the air cargo operators operate on the itinerant general aviation ramp.

## **General Aviation Services**

There are two full-service fixed base operators (Redding Jet Center and Air Shasta Rotor & Wing) and three specialty fixed based operators (Redding Air Service, Redding Aerotronics and Jim & I Aviators). Redding Jet Center has a 20,000 square-foot hangar with an attached two-story office building located west of the itinerant general aviation building. In addition to providing flight training, charter service, aircraft maintenance, and other associated services, Redding Jet Center also operates an air cargo division, which currently operate aircraft for United Parcel Service. Air Shasta Rotor & Wing is located in a 10,500 square-foot hangar located west of the itinerant general aviation apron. Air Shasta Rotor & Wing provides helicopter and fixed-wing services, including flight instruction, charters, cargo and maintenance. Both of these fixed base operators offer fuel services.

## **Runways**

The existing runway configuration at Redding Municipal Airport follows the original runway layout of the Redding-Shasta Army Air Field and still consists of two runways (Runway 16-34 and Runway 12-30). Runway 16 is considered the north-to-south approach while Runway 34 is the south-to-north approach. Runway 16-34 is still considered the primary runway. Runway 12 is considered the northwest-to-southeast approach and Runway 30 is the southeast-to-northwest approach. Both runways are made out of asphalt. Each runway has different load bearing

strengths. Runway 16-34 has been extended over 1,000 feet from its original length of 6,000 feet to 7,003 feet long, 150 feet wide, and oriented in a north-south manner. Runway 16-34 has a smooth surface with grooves. Pavement marking aids on Runway 16-34 identify the runway centerline, designation, touchdown point, threshold, aircraft holding positions, and pavement edge. Runway 12-30 is 5,062 feet long, 150 feet wide, and oriented in a northwest-southeast manner. Runway 12-30 has a smooth surface. The basic markings on Runway 12-30 identify the runway centerline, designation, and aircraft holding positions.

## **Taxiways**

Runway 16-34 is the only runway equipped with a full-length parallel taxiway complete with exit ramps. This taxiway (Taxiway D) parallels to Runway 16-34 to the west and partial parallels Taxiway A to the east. Taxiway D is 50 feet wide and supports exit ramps D1 and D2, both 50 feet wide, connecting Runway 16-34 and Taxiway D. There are additional taxiways of various lengths and widths, which service as entrance, exit and connector taxiways. Taxiway A is a partial parallel taxiway, located west of Taxiway D, connecting Runway 16-34 with the terminal building and general aviation facilities. Taxiway B connects Runway 16-34 and the air carrier apron, intersecting Taxiway D. Taxiway C is perpendicular to Taxiway A and runs along the north side of the T-hangars, providing access to Sierra Pacific and Premiere Aviation. Taxiway E is located at the south end of the field and connect the southern ends or thresholds of Runways 30 and 34. Taxiway H is located at the northern end of Runway 16 and provides access to fixed base operator Jim and I Aviators located to the east.

## **Airfield Lighting**

Airfield lighting system consists of a rotating beacon, pavement edge lighting, visual approach lighting, runway end identification lights, airfield identification signs installed at all taxiway and runway intersections, and pilot-controlled lighting.

## **Fuel Facilities**

Redding Municipal Airport's fuel facilities include four 20,000-gallon underground storage tanks, two aboveground fuel tanks with 12,000 gallons each, and one 1,000-gallon aboveground tank which is self-serve. Fueling trucks provide additional fueling services at the airport.

## **Wash Rack**

An aircraft wash rack is located at the east end of the row of T-hangars. This wash rack, which contains an oil/sand separator, is the only authorized location on the airport to wash an aircraft.

## **DEMOGRAPHICS**

### **Population Density**

The population of Redding is approximately 100,000 (2005)

### **Ethnicity**

89% White; 8% Black; 2.8% American Indian; 1.9% Asian; 5.5% Hispanic

### **Land Area**

The amount of land area in Redding is 132.669 sq. kilometers. Surface water area 2.74 sq. kilometers.

### **Economy and Industry**

Redding economy: based on tourism, mining, lumbering and farming.

### **Business and Industry Profile**

Shasta County labor force and industry employment percentages equates to: 26% retail trade; 4% wholesale trade; 3% finance, insurance and real estate; 30% services; 19% government; 1.3% farming; 6% mining; 8.3% manufacturing; 7% transportation.

### **Business and Industrial Property**

Business Zone in Shasta County covers over 5,000 acres. New spec built industrial buildings lease for \$.45 to \$.60 per sq. ft. per month, while older buildings lease for \$.25 to \$.45 per sq. ft.

### **Residential Real Estate and Housing**

Housing in Redding is composed of both single family and multi-family dwellings. Compared to real estate costs in the more urbanized areas, Shasta County offers an affordable opportunity to own land. Developed land sites range from \$1.00 to \$2.50 per sq. ft. A new 3 bedroom home starts at about \$150,000. The Redding median home price is approximately \$175,000.

### **Public Utilities**

The City of Redding operates its own municipal electric power utilities.

### **New Development in the Area**

New development in the area is both commercial and residential.

### **Weather and Climate (Valley Urban Area)**

Redding enjoys four seasons, with mild winters and warm summers. Although the Sacramento

River winds its way through the center of town, the city's relative humidity is low. The prevailing winds blow north/south and rarely exceed 13 miles per hour. The climate for Redding is 75% days of sunshine per year. The weather is moderate with the average low temperature (winter) 30-40 degrees F. The average high temperature (summer) 90 degrees F. There is only a little snow in winter receiving only trace amounts of snowfall. Average annual precipitation ranges from 22 to 38 inches per year, occurring in the late fall and winter.

Period		Average Temperature			Rain Avg.
		Low	Avg.	High	
January	35.9	45.5	55.3	6.06	
April		46.0	58.0	2.08	
July		64.7	81.5	.017	
October	49.2	63.5	77.6	2.24	

### Air Quality

Meets all Federal standards; meets all State standards, except moderate standard for ozone and particulates.

## DESCRIPTION OF POTENTIAL ENVIRONMENTAL HAZARDS

### Background

The Redding-Shasta Army Air Field (Redding Army Air Field) site was under DOD control during the period of 1942 through 1945. The underground fuel tanks, fuel pits, and associated piping were all constructed by the U.S. Army during World War II. The site was surplused to the War Assets Administration (WAA) in 1946. In 1946, the U.S. Government terminated its lease agreement and Shasta County sold its interest in the airport to the City of Redding. In 1947, the Redding Army Air Field became the property of the City of Redding. The Redding Army Air Field site is currently the location of the Redding Municipal Airport and is owned and operated by the City of Redding. In 1959, Shell Oil Company installed two 12,000-gallon jet-fuel tanks at the site for the City of Redding to provide fuel. These tanks were subsequently leased by the City of Redding to various companies to dispense aviation fuel to both private and commercial aircraft until the mid 1970s. The following companies were under contract with the City of Redding to dispense aviation fuel at Redding Municipal Airport:

Redding Air Service, Inc	Dec. 2, 1957 - Dec. 15, 1964
Merle E. Blevins dba Shasta Flight Service	Dec. 15, 1964 - June 21, 1976
North Star Aviation <sup>7</sup>	June 21, 1976 - Apr. 16, 1979

These fuel tanks remained out-of-service from June 1976 until their removal in January 1990.

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<sup>7</sup>North Star Aviation did not use the underground fuel storage tanks during this time frame but instead used the Chevron fuel storage facility located approximately 3,100 feet northwest of the site.

## Areas of Interest

### Aircraft Fueling Stations

Several underground Aircraft fuel storage tanks, fueling pits and associated piping were installed by the U.S. Army.

<b>Bldg. No.</b>	<b>Description</b>	<b>Hardstand No.</b>
T-152	AC Fueling System	HS No. 2
	1-Pump & Eng. / 3-8,100 gal. Tanks	
	Fueling Pit Box	HS No. 1
	Fueling Pit Box	HS No. 2
	Fueling Pit Box	HS No. 3
T-155	AC Fueling System	HS No. 5
	1-Pump & Eng. / 3-8,100 gal. Tanks	
	Fueling Pit Box	HS No. 4
	Fueling Pit Box	HS No. 5
	Fueling Pit Box	HS No. 6
T-163	AC Fueling System	HS No. 8
	1-Pump & Eng. / 3-8,100 gal. Tanks	
	Fueling Pit Box	HS No. 7
	Fueling Pit Box	HS No. 8
	Fueling Pit Box	HS No. 9
T-166	AC Fueling System	HS No. 11
	1-Pump & Eng. / 2-8,500 gal. Tanks	
	Fueling Pit Box	HS No. 10
	Fueling Pit Box	HS No. 11
T-170	AC Fueling System	HS No. 12-13
	1-Pump & Eng. / 2-8,100 gal. Tanks	
	Fueling Pit Box	HS No. 12
	Fueling Pit Box	HS No. 13

### Aircraft Fueling Storage Tanks

It is believed that the AC fueling storage tanks at Hardstand No. 2 and connecting fueling pit boxes located at Hardstand Nos. 1, 2 and 3; consisting of three (3) 8,100 gallon fuel storage tanks were replaced in 1959 by Shell Oil Company with two (2) 12,000-gallon underground fuel tanks. This was after the City of Redding acquired the property from the U.S. government. These tanks were used to store aviation fuel. These tanks have been operated by the City of Redding, as well as various aviation related businesses from 1959 through 1976. From 1976 until their removal by the City of Redding in January 1990 the tanks were not in use. Potential environmental hazards

have been determined to exist when, at the request of the Regional Water Quality Control Board, monitoring wells were installed in the former tank locations and ground water sampled. Analysis showed concentrations of TEH-kerosene and TVH-gasoline. It is uncertain if this hazard occurred prior to the replacement of the original tanks in 1959; or, their removal in 1990.

Another underground fuel storage tank site is located between Air Shasta and Redding Jet Center. This area is considered not to be associated with the underground storage tanks initially installed and operated by the U.S. Army. A monitoring well was placed adjacent to this area at the request of the Regional Water Quality Control Board.

A fuel farm which was operated by Chevron, is located northwest of the main airport site, east of Airport Road and just south of the United States Forest Service / California Department of Forestry Facility. This fueling facility was not built by or under the control of the U.S. Army. The location of these tanks are unknown.

### **Aircraft Fueling Pits and Associated Piping**

Potential hazards may also exist in the form of hazardous / toxic waste contamination from petroleum hydrocarbons escaping from all of the underground fuel pits and/or the associated piping connecting fueling pits with AC fueling storage tanks located at Hardstand Nos. 4 through 13.

### **Motor Pool**

The motor pool area was located on the northeast side of the facility near the Stillwater Creek area. All structures built on this site during World War II have been since removed. The following locations may, however, still pose an potential environmental hazards

<b>No.</b>	<b>Description</b>	<b>Size</b>
T-23	Gasoline Pump / Tank	500 Gal.
T-27	Grease Pit	

This area may pose an environmental hazard in the form of hazardous / toxic waste contamination in ground soil from petroleum based products used by U.S. Army personnel.

### **Trap House**

Location southeast of Hardstand No. 11, off Taxiway C, now abandoned, was used as a small arms or skeet/trap range. The structures built on this site during World War II have been since removed. No documentation concerning activities have been found.

<b>No.</b>	<b>Description</b>	<b>Building No.</b>
1	Trap House No. 1	T-130
1	Blinder Adj. to Trp Hse. No. 1	T-131

1	Blinder Adj. to Trp Hse. No. 7	T-132
1	Trap House No. 7	T-133
1	Pull Box	T-134

No evidence of the trap range remains at the site. This area may, however, may pose an environmental hazard in the form of hazardous / toxic waste contamination from lead from bullets or shot.

### **Bomb Storage Facility**

The Bomb Storage Facility is located off of Taxiway C, now abandoned and used as a Drag Strip. There exists no documentation concerning ordnance discovery that has been found since the closure of Redding-Shasta Army Air Field. It is believed that all bombs and associated components were removed from the Bomb Storage Facility by the U.S. Army. The following is a list of building site locations for the Bomb Storage Facility:

<b>No.</b>	<b>Description</b>	<b>Size</b>	<b>Building No.</b>
5	Fuse Storage	50 sq. ft.	T-105, T-106, T-111, T-112, T-120
1	Sm. Arms Storage & Office	20' x 90'	T-113
12	Bomb Storage		T-100, T-101, T-102, T-103, T-104, T-107, T-108, T-109, T-110, T-116, T-117, T-118, T-119

Potential environmental hazard from Bomb Storage Facility and adjacent area still may exists but any safety hazard is presently unknown.

### **Drag Strip**

Former Taxiway C, now abandoned, is presently used as a Drag Strip. This area may also pose an environmental hazard in the form of hazardous / toxic waste contamination in ground soil from petroleum based products used by racing personnel.

### **Category of Hazards**

Hazardous / toxic waste contamination.

### **Basis of DOD Responsibility**

To be determined.

### **AVAILABLE STUDIES AND REPORTS**

#### **Documents**

The following documents relate to the Redding-Shasta Army Airfield:



## **Government - Shasta County**

Shasta County Clerk  
1450 Court Street  
Redding, California 96001  
(530) 225-3600

1. Judgement No. 4485 on Declaration of Taking in U.S. vs. 1440 acres of land, more or less, situated in Shasta County, State of California and Town of Redding et al, as filed in the District Court of the United States in and for the Northern District of California, Northern Division. [As filed with the Shasta County Recorder on November 27, 1942 under Book 189, Page 397].
2. Quit Claim Deed, Pacific Gas and Electric Company to United States of America; right of way under contract No. W 94-040-Eng.-2348 dated November 22, 1942 [As filed with the Shasta County Recorder on November 7, 1944].
3. Quit-claim Deed, United States of America to the City of Redding dated June 6, 1949.

Shasta County Assessor  
1450 Court Street  
Redding, California 96001  
(530) 225-3600

1. Parcel Maps associated with Redding-Shasta Army Air Field
2. County Parcel Map

Shasta Historical Society  
1449 Market Street  
Redding, California 96001  
(530) 246-3708

## **Government - City of Redding**

Redding Municipal Airport  
6751 Woodrum Circle  
Redding, California 96002  
(530) 224-4321

1. Airport Master Plan
2. Airport Master Plan (Historical)

Office of the City Engineer  
City of Redding  
777 Cypress Avenue  
Redding, California 96001  
(530) 224-4170

Referred to County Recorder / City Clerk

### **U.S. Army Corp of Engineers**

U.S. Army Corps of Engineers  
Sacramento District  
1325 J Street  
Sacramento, California 95814-2922

The Army Corps of Engineers, Sacramento District Office, has real estate file for Redding Army Air Field.

### **National Archives Records Administration**

The National Archives Records Administration (NARA) is an independent Federal agency that preserves and manages Federal records for public viewing. The NARA has 30 locations nationwide. Offices visited or contacted for the Redding Army Airfield include:

National Archives Records Administration  
College Park - Textual Records  
8601 Adelphi Road  
College Park, Maryland 20740  
No historical files found

National Archives Records Administration  
College Park - Cartographic & Architectural Branch  
8601 Adelphi Road  
College Park, Maryland 20740  
No historical files found

National Archives Records Administration  
College Park - Still Pictures Branch  
8601 Adelphi Road  
College Park, Maryland 20740  
No historical files found

National Archives Records Administration  
Pacific Alaska Region

6125 Sand Point Way NE  
Seattle, Washington 98115-7999  
No historical files found

National Archives Records Administration  
Pacific Region (San Francisco)  
1000 Commodore Drive  
San Bruno, California 94066  
Research Still Pending

NARA archives contain various forms of media, historical data, real property records, official correspondence, photographs, maps and architectural drawings, etc. Other Record Groups (RG) should be accessed for this study:

Records of the Office of Chief of Engineers  
Records of the Office of the Quartermaster General  
Records of the Forest Service  
Records of the Office of the Secretary of War  
Records of the Office of the Chief Signal Officer  
Records of the Office of the Surgeon General (Army)  
Records of the Public Building Service  
Records of the Farm Service Agency  
Records of the U.S. Army Service Forces (World War II)  
Records of the General Services Administration  
Records of the War Assets Administration  
Records of the Federal Property Resources Service  
Records of the Office of Chief of Transportation

### **United States Air Force**

Department of the Air Force  
Air Force Historical Research Agency  
USAFHRA/Inquiry Branch  
Maxwell AFB  
Montgomery, Alabama 36110-6678  
(334) 953-2447

Approximately two (2) linear inches of historical reports on Redding AAF between October 1942 and July 1945; 16mm microfilm roll no. B2490

### **Local History**

Shasta Historical Society  
1449 Market Street

Redding, California 96001

Shasta Historical Society was founded in 1930 to collect pioneer and local history. The Shasta Historical Society also publishes a magazine of local history: *The Covered Wagon*.

Shasta County Library  
1855 Shasta Street  
Redding, California 96001

Shasta County Library has an extensive collection of historical newspapers on microfilm.

Shasta College Library  
11555 Old Oregon Trail  
Redding, California 96049-6006  
(530) 225-4975

Shasta College Library contains over 70,000 books and audiovisuals. Library of Congress Classification is used. Suggested Call Numbers for browsing shelves: F800 California History and F868 Shasta County. No historical material relating to the Redding-Shasta Army Air Field or the Redding Municipal Airport presently exists. Shasta College Library also has an extensive collection of newspapers on microfilm. However, indexes for local papers have not published.

Anderson Valley News  
1910-1944 (Nov-Dec 1940 missing)

Redding Record Searchlight<sup>8</sup>  
1895-1898; 1901-1942

Redding Weekly Free Press  
1889-1894

Shasta Courier - Redding  
1909-1952 (1937-1943 missing)

Shasta Dial  
1936-1942

### **Journals of Local Interest (in print)**

California Historical Society Quarterly

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<sup>8</sup>The offices of *The Record Searchlight* is open to the public for research purposes. There exists no index and research is by appointment only on Thursday afternoons from 1 pm - 4 pm.

California Journal  
Pacific Historian  
Pacific Historical Review

**Archived Maps & Blueprints.**

Redding Airdrome (Historical)

**Aerial Photographs.**

Redding Municipal Airport

**Historical Aerial Photographs**

**Historical Topographic Maps**

**Previous Reports**

## PHOTOGRAPHIC LOG

### Individual / Panoramic Photographs

#### Photo No(s). Description

- 001 Entrance to Redding Municipal Airport from Knighton Road.
- 002 Redding Municipal Airport sign at airport entrance on Knighton Road between Airport Road and Municipal Boulevard.
- 003 Main Terminal looking northwest from intersection at Municipal Boulevard and Woodrum Circle.
- 004 View of Air Traffic Control Tower, Redding Air Service and Redding Jet Center looking northwest from intersection at Woodrum Circle and Municipal Boulevard.
- 005 Main Terminal looking southeast from intersection at Woodrum Circle and Municipal Boulevard.
- 006 South end of the Passenger Terminal Complex looking north along Woodrum Circle.
- 007 Taxiway A looking south from end of Air Shasta complex. To the right is the Itinerant General Aviation Apron. The Passenger Terminal Complex can be seen in the far distance to the left. Redding Air Service (blue and white building) is located in front of the Air Traffic Control Tower and the Redding Jet Center complex is located closest on the left. Note fuel service trucks.
- 008 Taxiway A at intersection of Taxiway D at end of Runway 12 looking north at the United States Forest Service / California Department of Forestry complex.
- 009-013 Northern California Service Center complex at northeast end of airport complex. Series of 5 photographs beginning at Pit 1 looking east from Taxiway D and spanning south, tanker base, to Taxiway D looking south.

- 014 Runway 16-34 looking south.
- 015 Runway 16-34 looking south.
- 016 From Taxiway H looking south towards road access point to former Taxiway C, currently being used as a Drag Strip.
- 017 Looking northeast from portion of Taxiway C, now abandoned, connecting to Runway 16-34. United States Forest Service / California Department of Forestry complex can be seen in the far distance.
- 018-024 Series of seven (7) photographs taken from former Taxiway C, now abandoned; right to left looking north at Airborne Express and Jim & I Aviators complex off Taxiway H and spanning south to entry gate to that portion of Taxiway C now being used as a Drag Strip.
- 025- 026 Series of two (2) photographs looking south inside gate access to Taxiway C now being used as a Drag Strip.
- 027 Drainage Ditch running parallel to Taxiway C.
- 028 Site of Bomb Storage Facility.
- 029 Site of Bomb Storage Facility.
- 030 Site of Bomb Storage Facility.
- 031 Drainage Ditch looking south and running semi-parallel to Taxiway C and adjacent to Bomb Storage Facility.
- 032 Draining Ditch looking north.
- 033 Site of Bomb Storage Facility.
- 034 Site of Bomb Storage Facility.
- 035 Site of Bomb Storage Facility.
- 036 Site of Bomb Storage Facility.
- 037 Original road access connecting Bomb Storage Facility to Taxiway C.
- 038-044 Series of seven (7) photographs
- 045 Concrete slab located at south corner of Bomb Storage Facility. Slab is believed

to be Bldg. T-115, Latrine - Pit Type, 8' x 16'.

- 046 Northwest corner of Bldg. T-115 looking north towards Bomb Storage Facility.
- 047 Concrete slab of Bldg T-115 looking west towards airport.
- 048 Corner of Bldg. T-115 concrete slab looking north.
- 049 Looking north at concrete slab of Bldg. T-115 located at south corner of Bomb Storage Facility.
- 050 Site location of Bldgs. T-107 located at south end of the Bomb Storage Facility.
- 051 Site of old (center) roadway looking north and running between site locations of Bldgs. T-107 and T-106 at south end of the Bomb Storage Facility.
- 052 Site location of Bldgs. T-106 at south end of the Bomb Storage Facility.
- 053-055 Series of three (3) photographs looking east to south towards Stillwater Creek area from southeast end of the Bomb Storage Facility.
- 056 Site of old (end) roadway looking north and running between site locations of Bldgs. T-106 and T-100 of the Bomb Storage Facility.
- 057 Site of Bomb Storage Facility looking from northeast looking from southwest corner with view of site locations of Bldgs. T-100, T-101, T-102, T-103 and T-104.
- 058 Site of Bomb Storage Facility looking from northeast looking from southwest corner.
- 059 Site of Bomb Storage Facility looking from northeast looking from southwest corner.
- 060 From Stillwater Creek area looking southeast beneath site of Bomb Storage Facility.
- 061 Base of ridge in Stillwater Creek area looking north beneath site of Bomb Storage Facility.
- 062 Roll of Bobbed Wire.
- 063-074 Concrete foundation believed to be Bldg. T-5, Dispensary.
- 075 Concrete foundation believed to be Bldg. T-20, Mess Hall.



- 076 Tree line shows appears to have remnants of an unidentified concrete foundation.
- 077 Around this tree can be seen the remnants of a concrete foundation believed to be Bldg. T-70, Officers Quarters
- 078 Concrete foundation believed to be Bldg. T-74, Officers Quarters
- 079 Looking north from Bldg. T-74, Officers Quarters
- 080 Concrete foundation believed to be Bldg. T-30, Officers Quarters
- 081-087 Swimming Pool
- 088-093 Series of six (6) photographs taken from location of Swimming Pool
- 094 Remnants of old roadway looking northwesterly direction.
- 095 Concrete slab of building. Approximate location indicates that this building was T-70
- 096 Possible location of Bldg. T-6 Latrine.
- 097 Telephone lines running north through center of Stillwater Creek area.
- 098-099 Hillside and approximate location where T-54, 22,000-gallon water tank, was located to provide gravity feed water pressure.
- 100 Concrete which is believed to have been used to pipe water from T-50, Well to 22,000-gallon water tank.
- 101 Approximate line of site to Well.
- 102 Location of last telephone pole looking north.
- 103-105 Site of Well No. T-50 and Concrete Slab of Pump House.
- 106-107 Concrete slab
- 108-109 Concrete slab believed to be site of Pump House. Uncapped well can be seen in background of photo 108.
- 110-116 Series of seven (7) photographs shows location of intersecting areas between the site of Well No. T-50 and Well T-58
- 117-128 Above ground foundations which held aboveground water distribution from Bldg.

- T-84, 22,000-gallon water tank (original location could not be identified).
- 129 Hardstand No. 11 and Fueling Pit; Trap area is located to the right and at the end of Hardstand No. 11.
- 130 Hardstand No. 10 and Fueling Pit
- 131 South end of Taxiway C, now abandoned, looking northwest. Taxiway C is currently being used as a Drag Strip.
- 132 Fueling Pit at Hardstand No. 3
- 133 Hardstand No. 3 and Fueling Pit to right of go-cart race track.
- 134 Hardstand area being used as go-cart race track.
- 135 Taxiway C, now abandoned, looking south from Hardstand No. 3
- 136 Taxiway C at transition to Taxiway B.
- 137 Hardstand No. 7
- 138 Fueling Pit at Hardstand No. 7
- 139 Fueling Pit at Hardstand No. 7
- 140 Hardstand No. 8
- 141 Hardstand No. 8
- 142 South end of Runway 12-30 looking northwest.
- 143 Taxiway B at Runway 12-30 looking west.
- 144 Hardstand No. 6
- 145 Hardstand No. 6; Fueling Pit can be seen on the right.
- 146 Fueling Pit at Hardstand No. 6
- 147 Fueling Pit at Hardstand No. 6
- 148 Looking east from Hardstand No. 6
- 149-150 Series of two (2) photographs looking west from Hardstand No. 6

151-152	Hardstand No. 15
153	Fuel Pit at Hardstand No. 5
154	Hardstand No. 5
155-156	Hardstand No. 14
157	Location of marker at Hardstand No. 5
158	Hardstand No. 5
159	Fuel Pit at Hardstand No. 5
160	Fuel Pit at Hardstand No. 5
161-163	Sign Markers
164	Looking at Hardstand No. 4 across Taxiway E from location of Hardstand No. 14
165	South end of Runway 16-34
166	South end of Runway 16-34 looking east from Taxiway E; intersections of Taxiway D and A
167	Taxiway D looking north
168	Hardstand No. 3
169-170	Fuel Pit at Hardstand No. 3
171	Looking northwest from Hardstand No. 3
172	Hardstand No. 3
173	Location of Federal Express complex in relationship to the Fuel Pit at Hardstand No. 3
174-176	Underground fuel storage tank area and monitoring wells
177-179	Series of three (3) photographs showing location of underground fuel storage tank in relation to monitoring wells.
180	Looking east directly across from the location of underground fuel storage tank.



## SITE VISIT SUMMARY

A general fact finding and site visit of Redding Municipal Airport, Shasta County, California was conducted by project historian Mr. Mark J. Denger. The purpose of the visit was to conduct historical research regarding the Redding-Shasta Army Air Field. On the morning of Thursday, June 23, 2005, at approximately 08:00 a.m., Mr. Denger met with Mr. Rod Dinger, Director, Redding Municipal Airport, at the Airport's Administration Office located on the second floor of the Main Terminal Building. Those present during this visit were as follows:

Mr. Mark J. Denger

Tetra Tech, Inc.

Mr. Rod Dinger

Redding Municipal Airport

Mr. Denger presented a brief explanation of the DERP-FUDS program and the role of the historian in this process. Mr. Dinger was very familiar with the DERP-FUDS project and based on prior telephone conversations, Mr. Dinger had gathered together what historical records he had of the facility. He indicated that there were no historical photographs known to date back to the 1940s. Mr. Dinger indicated that the airport also had very few historical blueprints or maps of the facility. That notwithstanding, an extensive review of the various Redding Airport Mast Plans and several types of blueprints, maps, aerial and other photographic materials available was then undertaken by Mr. Dinger and Mr. Denger. A comparison of current blueprints, maps and photographs of the airport site clearly indicates that a considerable amount of construction on the west side of the airport has occurred over the past forty (40) years. However, very little has changed on the east or Clearwater Creek side of the property during this same period.

A review of airport records indicates that the AC fueling storage tanks at Hardstand No. 2, which connected the fueling pit boxes located at Hardstand Nos. 1, 2 and 3 and originally consisted of three (3) 8,100 gallon fuel storage tanks were replaced in 1959 by Shell Oil Company with two (2) 12,000-gallon underground fuel tanks. These tanks had been operated by the City of Redding, as well as various aviation related businesses from 1959 through 1976. The tanks were not used from 1976 to 1990 when they were removed.

With the exception of these tanks, Mr. Dinger indicated that he was unaware of any other removal of the underground fuel storage tanks and/or their associated piping associated with the other abandoned underground tanks from World War II. Mr. Dinger also confirmed the fact that all of the above ground structures built during World War II were removed long ago and are no longer in existence. Mr. Denger discussed several areas of historical interest and research associated with the Redding-Shasta Army Air Field with Mr. Dinger. However, due to a scheduled meeting and the fact that Mr. Dinger was going to be out of town on Friday, he was unable to give Mr. Denger a tour of the airport as he had first indicated. That notwithstanding, Mr. Dinger did arrange a tour of the airport facility for 08:00 a.m. the following morning. The meeting was concluded at 1:15 p.m.

Mr. Denger then proceeded to the Shasta College Library, where he spent the remaining

afternoon looking for information on the Redding-Shasta Army Air Field. No historical files were found at this location.

The next morning, Mr. Denger arrived at the Redding Municipal Airport facility at 07:30 a.m. and, as had been arranged by Mr. Dinger, met with Mr. Glen Dennis, Working Supervisor, Redding Municipal Airport. Mr. Denger was escorted by the Mr. Dennis on an extensive tour of the airport facility beginning on the west side. Mr. Denger was driven around to each of the site areas previously identified as, or suspected as being potential locations where said underground storage tanks were thought to be located in relationship to the older maps and aerial photographs. Other locations visited included the site area of the Bomb Storage Facility and the entire Clearwater Creek area where Mr. Denger was allowed to fully document the site and its conditions with photographs.

It became quite clear that only a few remnants of the old military facility remain on the east side of the property. A few years ago, a major fire went through the Clearwater Creek area. Since that time, the area has become overgrown. The presence of poison oak prevented Mr. Dennis and Mr. Denger from locating certain buildings sites. However, the majority of the area was covered and documented. Mr. Dennis indicated that a city employee had searched the old base areas in the Clearwater Creek area with a metal detector in the Spring of 2003. Apparently nothing was found.

During the tour of the Taxiways, Mr. Dennis reported that a contract farmer would occasionally plow up a pierce or two of piping believed to once connect the underground fuel storage tanks with AC Fueling Station fueling pits. Mr. Dennis also indicated that during the construction of Taxiway E (old Taxiway B), approximately 200 feet of 4 inch steel piping was removed by construction equipment. To the best of his knowledge, however, no one has uncovered the old underground fuel storage tanks. The tour was completed at 12:15 p.m.

Following the tour of the airport, Mr. Denger then proceeded to the Redding City Hall where he met with Mr. Barry Tippin, City Engineer, City of Redding, Engineering and Planning Office. Mr. Tippin indicated that it would take him several days to attempt to find any documents relating to the Redding-Shasta Army Air Field. After discussing the types of materials required, it was suggested that Mr. Denger contact Mr. Randy Smith, Title Operations Manager, Chicago Title Insurance Company. The meeting was concluded at 2:45 p.m.

Mr. Denger made arrangements to meet with Mr. Smith and on the morning of June 23, 2005, Mr. Smith helped to identify certain property filings. With this information, Mr. Denger was able to proceed to the office of the County Recorder / Clerk. This search uncovered a copy of Judgment No. 4485 and a Quit Claim Deed filed by PG&E. No further material could be uncovered during this visit. Mr. Denger proceeded to the Shasta County Assessor's Office where he spent the remainder of the afternoon researching Redding Municipal Airport and associated properties in that office. At approximately 4:00 p.m., Mr. Denger proceeded to the Shasta Historical Society where he was able to locate a few records before they closed.

Mr. Denger returned to the Shasta Historical Society the following morning where he spent the rest of that morning and the entire afternoon reviewing historical data at the Shasta Historical Society. Several documents were found which indicated that Shasta Historical Society personnel had conducted a comprehensive search for any historical information relating to the Redding-Shasta Army Air Field. One of these documents indicate that nearly 1-1/2" of material may be found on 16mm film. This information was passed onto Chris and Dan Sebby.

On Saturday, June 25, 2005 Mr. Denger spent the morning reviewing all the material gathered and at approximately 11:45 a.m. departed the City of Redding and proceeded to Yreka, California.

## **EXHIBITS AND ATTACHMENTS**

### **Newspaper Clippings**

1. Courier Free Press dated February 5, 1941; Supervisors & Council Discuss Airport with W.P.A.
2. [Unidentified Newspaper] dated February 6, 1941; Begin Survey For Airport Near Redding
3. Redding Searchlight dated March 2, 1941; Stillwater Airport
4. [Unidentified Newspaper] dated March 6, 1941; W.P.A. Approves Redding Airport Site - Stillwater Plains Are Said "Ideal"

### **Books and Manuscripts**

1. Bartolomei, Cecil E. V.; 2002, *World War Two Military Bases in California - 1938 thru 1947*
2. \_\_\_; *A History of Shasta County California*, pgs 8-11, 52 and 53
3. Shasta Historical Society; *The Covered Wagon*, [unknown date]; [unknown], p. 17
4. Excerpt from FAB dated October 19, 1990.
5. Smith, Dottie; [-] *Dottie Smith Dictionary*; Benton Field & Benton, John W. (LT.), pg. 20
6. Historical Dates in Shasta County
7. Dinger, Rod; History of the Redding Municipal Airport [Manuscript]
8. Shasta Historical Society; *The Covered Wagon*, 2005; History of Redding Municipal Airport by Rod Dinger, pp. 28-29.
9. Shasta Historical Society; *The Covered Wagon*, 1974; Benton Airport by David Beauchamp, pp. 4-16
10. Petersen, Edward; *Redding - The First Hundred Years*, 1972; p. 49
11. Shasta Historical Society - Al Rocca, 2004; Redding, Arcadia Press, pp. 7-11, 88, 95, 109-110, 128
12. Shasta Historical Society, 2003; Shasta, Arcadia Press, pp. 7-8, 23-24, 40, 53-54, 83

### **Governmental Documents**

Property and Title Documents, etc.

### **Maps, Blueprints and Documents**

1. Aerial Maps
2. Maps and Blueprints from 2003 Redding Municipal Airport Master Plan.
3. Environmental Documents from 2003 Redding Municipal Airport Master Plan.

### **Historical Research - Archives**

Initial research and contact letters made by Doyle Ruff, [former] Director, Redding Municipal



Airport, in the 1990s.

**Misc.**