



**US Army Corps  
of Engineers**  
HUNTSVILLE ENGINEERING  
AND SUPPORT CENTER

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**Defense Environmental Restoration Program  
for  
Formerly Used Defense Sites  
Ordnance and Explosives**

**ARCHIVES SEARCH REPORT**

**FINDINGS**

**Siskiyou County Airport**

**Montague, California**

**Project Number - J09CA095003**

**SEPTEMBER 1998 (FINAL)**

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Prepared by  
**US ARMY CORPS OF ENGINEERS  
ST. LOUIS DISTRICT**

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## 1.0 INTRODUCTION

### 1.1 AUTHORITY

In 1986, Congress established the Defense Environmental Restoration Program (DERP) at 10 United State Code (USC) 2701 et seq. This program directed the Secretary of Defense to "carry out a program of environmental restoration at facilities under the jurisdiction of the Secretary."

In March 1990, the Environmental Protection Agency (EPA) issued a revised National Contingency Plan (NCP). Under 40 Code of Federal Regulations (CFR) 300.120, EPA designated the Department of Defense (DoD) to be the removal response authority for incidents involving DoD military weapons and munitions under the jurisdiction, custody and control of DoD.

Since the beginning of this program, the U.S. Army Corps of Engineers has been the agency responsible for environmental restoration at Formerly Used Defense Sites (FUDS). Since 1990, the U.S. Army Engineering and Support Center, Huntsville (CEHNC) has been the Center of Expertise (CX) and Design Center for Ordnance and Explosives.

### 1.2 SUBJECT

The military use of **Siskiyou County Airport** included 985.44 acres near Montague, California located in Siskiyou County. The U.S. Army Air Corps and the U.S. Air Force used the airport over two separate periods, from 1942 to 1945 and from 1962 to 1972. The site first served as an auxiliary field and later as a dispersal base. Improvements to the site during World War II did not include any ordnance storage or range facilities. During the dispersal base period, the U.S. Air Force constructed a 19 bay ordnance storage magazine on an abandoned runway and designated a 3 acre "ammo disposal area". The Air Force ended their dispersal program at Siskiyou County Airport by 19 July 1971. They transferred the property to the General Services Administration (GSA), who terminated the lease in 1972. Plate 1 in the report plates section shows the general location of the site.

### 1.3 PURPOSE

The Archives Search Report (ASR) compiles information obtained through historical research at various archives and records holding facilities, interviews with persons associated with Siskiyou County Airport or its operations and a team inspection of the site. The search directs efforts towards determining possible use or disposal of ordnance and explosives (OE) and chemical warfare materials (CWM) on the site. The research places particular emphasis on establishing the types, quantities and areas of disposal. This process obtains information for use in developing recommendations for further action at the Siskiyou County Airport.

#### 1.4 SCOPE

This investigation focuses on potential OE and/or CWM contamination remaining on the Siskiyou County Airport. The DERP-FUDS project number is J09CA095003. This report presents the following:

- A brief history of Siskiyou County Airport
- Description and characteristics of the immediate surrounding area
- A review of related site investigations
- An aerial photography and map analysis of the site
- Real estate information, past and present
- Findings of the site inspection
- Description of the OE and/or CWM identified with the site

These factors represent the basis for the evaluation of potential OE and CWM contamination and associated risks at Siskiyou County Airport.

## 2.0 PREVIOUS SITE INVESTIGATIONS

### 2.1 CORPS OF ENGINEERS DOCUMENTS

The Sacramento District of the Corps of Engineers prepared the following investigation of Siskiyou County Airport in support of the DERP for FUDS (see Appendix D-1):

Inventory Project Report (INPR) for project no. J09CA0950, *Siskiyou County Airport*, Montague, California, dated 12 May 1994.

The INPR assigned a Risk Assessment Code (RAC) of 4 for the OE/CWM portion of this site.

In addition to the OE potential, this report identified a potential hazardous and toxic waste (HTW) and a containerized HTW (CON/HTW) project at Siskiyou County Airport. The HTW project concerned investigating the fuel storage area and the CON/HTW project consisted of investigating the site for transformers and underground storage tanks (UST). The Sacramento District of the Corps of Engineers investigates and manages these additional environmental concerns at the Siskiyou County Airport.

### 2.2 OTHER REPORTS

The archive search did not locate any additional environmental investigations or reports concerning Siskiyou County Airport.

### 3.0 SITE DESCRIPTION

#### 3.1 LAND USE

##### 3.1.1 Location

The military's use of Siskiyou County Airport consisted of 985.44 acres in Siskiyou County, California (see Plate #1). This site lies approximately four miles northeast of Montague, California.

##### 3.1.2 Prior Site Use

Prior to the construction of the airport in the early 1940s, the land remained undeveloped or was used for agricultural. Following the World War II, it became the community airport, housing various commercial aviation concerns. Later, Air Force leases of the facility allowed for joint use of portions of the airfield.

##### 3.1.3 Present Site Use

Siskiyou County Airport remains an active community airport.

#### 3.2 CLIMATIC DATA

The **Siskiyou County Airport** has a moderate climate of marked seasonal characteristics. The winter months are cool and damp while the summer months are warm, dry and sunny. High temperatures in the summer months average slightly below 90 degrees and are accompanied by low humidity. The average monthly temperature for the summer months are slightly below 70 degrees. The average monthly temperature for the winter months hang around 40 degrees. Precipitation falls mostly in the winter season because of the predominate influence of the semi-permanent high pressure area of the north Pacific Ocean. The Pacific high decreases in intensity and drops further south, permitting storms to move into and across the state. Rainfall during the summer months is brought by thunderstorm activity. Changes in the circulation pattern over the Pacific Ocean allow storms from the southwest carrying more moisture to move in often producing heavy rainfall. Snowfall is quite heavy in the surrounding mountains during the winter. Wind gusts of 50 mph are common. Gusts to 70 mph have been recorded occasionally in the mountain areas. The strongest wind velocities are reached when storms off the northern California coast causes a foehn or chinook wind off the Siskiyou Mountains. The length of the growing season is 170 days, from late April to mid-October. The nearest source of climatological data is the NOAA station located at Medford, Oregon, about 50 miles northwest of the site. The weather data is representative of the site area but does not show localized influences. Climatological data are summarized in Table 3-2.

TABLE 3-2 - CLIMATOLOGICAL DATA FOR MEDFORD, OREGON

Month	Temperature		Precipitation Average (Inches)	Wind	
	Average Minimum (°F)	Average Maximum (°F)		Average Speed Miles/Hour	Average Direction
January	30	46	2.9	4	N
February	32	53	2.1	5	N
March	35	58	1.8	6	NW
April	38	65	1.1	7	NW
May	43	73	1.2	7	NW
June	50	81	0.7	7	NW
July	54	90	0.3	8	WNW
August	54	89	0.4	7	WNW
September	48	83	0.7	7	WNW
October	40	69	1.6	5	S
November	35	53	2.8	5	N
December	31	45	3.3	5	N
Average	41	67	19.0	6	NW

### 3.3 GEOLOGY AND SOILS

#### 3.3.1 Geology and Physiology

Siskiyou County Airport is located on the eastern edge of the Klamath Mountains section of the Pacific Border physiographic province. This region is characterized by uplifted and dissected peneplain on strong rocks. There is extensive monadnock range development.

The complex geologic history of northern California is characterized by extreme tectonic and volcanic activity. The oldest rocks exposed, in the site area, date from the Early Cenozoic Era. For the most part these rocks are metamorphosed and sedimentary and volcanic rocks. The lithology of the rocks in this area provides evidence that the ocean once extended much further inland.



### 3.3.2 Soils

The soils of the Siskiyou County Airport consist of a large percentage of clay. The soils were derived from extrusive igneous rock. Typically the surface layer is dark gray and brown clay about 24 inches thick. The next layer is a strongly cemented hardpan about 12 inches thick. Weathered rock is at a depth of about 36 inches.

Permeability of the soil is slow. A viable water capacity is low to moderate. Because the soil in the site is relatively flat, the runoff of any water on the soil surface is slow, and the hazard of soil erosion is slight. The corrosivity of the soil is high to uncoated steel and low to concrete. The soil has a typical Ph value of 6.1 to 7.3.

### 3.4 HYDROLOGY

#### 3.4.1 Surface Water

Topography of **Siskiyou County Airport** ranges between a high of about 2790 feet NGVD to a low of about 2590 feet NGVD. The surface water of the site drains south through Oregon Slough and its tributaries to the Klamath River. The Klamath River meanders in a generally western direction and empties into the Pacific Ocean near Klamath, California, just north of Redwood National Park. If flooding should occur at the site it would result from heavy localized precipitation or from heavy precipitation or snow melt from the surrounding mountains and would likely be of short duration. No stream gage data is available within or near the site boundaries.

#### 3.4.2 Ground Water

The Siskiyou County Airport is not located directly over a principal aquifer. Siskiyou County has a few major aquifer systems including the Northern California basin-fill aquifers, the Northern California volcanic-rock aquifers, and the volcanic- and sedimentary-rock aquifers (which originate north of the site in Oregon). The county, as a whole, withdraws huge quantities of water from these aquifer system. Siskiyou County also uses large quantities of freshwater from surface water sources.

In the site area, a small amount of water can be obtained from smaller aquifers which are not connected to these large ones or water may be obtained from surface water sources.

### 3.5 ECOLOGY

The U.S. Fish and Wildlife Service reported that the following federally listed species occur in Siskiyou County, California: shortnose sucker (*Chasmistes brevirostris*), endangered; Lost River sucker (*Deltistes luxatus*), endangered; delta smelt (*Hypomesus transpacificus*), threatened; chum salmon (*Oncorhynchus keta*), candidate; coho salmon - southern Oregon/northern California - (*Oncorhynchus kisutch*), threatened; Central Valley steelhead (*Oncorhynchus mykiss*), proposed endangered; Klamath Mountains Province steelhead (*Oncorhynchus mykiss*), proposed threatened; chinook salmon (*Oncorhynchus tshawytscha*),

candidate; winter-run salmon (*Oncorhynchus tshawytscha*), endangered; Sacramento splittail (*Pogonichthys macrolepidotus*), proposed threatened; Shasta crayfish (*Pacifastacus fortis*), endangered; California red-legged frog (*Rana aurora draytonii*), threatened; marbled murrelet (*Brachyramphus marmoratus*), threatened; American peregrine falcon (*Falco peregrinus anatum*), endangered; bald eagle (*Haliaeetus leucocephalus*), endangered; northern spotted owl (*Strix occidentalis caurina*), threatened; yreka phlox (*Phlox hirsuta*), candidate; and slender orcutt grass (*Orcuttia tenuis*), proposed threatened.

The California Department of Fish and Game Natural Diversity Data Base records report that the only state-listed species that occurs in the vicinity of the site is the endangered Ashland thistle (*Cirsium ciliolatum*).

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

### 3.6 DEMOGRAPHICS

#### 3.6.1 Centers of activity

The Siskiyou County Airport is located in Siskiyou County, California, approximately four miles northeast of the town of Montague.

#### 3.6.2 Business and Industry Profile

Based on a total of 1,262 establishments in Siskiyou County, the breakdown of industry is as follows:

-Manufacturing	7.6%
-Agriculture	2.1%
-Services	32.0%
-Trade and Finance	39.1%
-Other	19.2%

Of the people in the county employed by businesses, about 40.7 percent are employed by trade and finance businesses. Also prominent are services businesses at about 30.4 percent, manufacturing at 10.4 percent, and transportation and construction at 14.7 percent. Foregoing percentages are at mid-March 1993.

### 3.6.3 Population density

Location	Population	Area (Square Miles)	Population Density (Square Miles)
Montague	1,415	n/a	n/a
Siskiyou County	44,287	6,287	7.0

### 3.6.4 Types of Housing

Housing in Montague is composed of both single family and multi-family dwellings. The median value of the 356 specified owner-occupied housing units in Montague is \$52,400.

### 3.6.5 New Development in the Area

There is new commercial and residential development in Montague.

### 3.6.6 Typical Cross Sections of the Population

<u>Montague</u>	<u>Percentages</u>
● White	91.5
● Black	0.1
● American Indian, Eskimo or Aleut	6.8
● Asian or Pacific Islander	0.9
● Other	0.7

Persons of Hispanic origin comprise 3.1 percent of the total population in the Montague area. Persons under the age of 18 encompass 32.9 percent and the population segment over the age of 65 constitutes 11.4 percent. The median age averages at 31.9 years.

## 4.0 SITE HISTORY

### 4.1 HISTORICAL SITE SUMMARY

#### 4.1.1 General Site History

The U.S. Army Air Corps and the U.S. Air Force used the **Siskiyou County Airport** over two separate periods, from 1942 to 1945 and from 1962 to 1972. The site first served as an auxiliary field and later as a dispersal base.

The U.S. Army Air Corps first leased the Siskiyou County Airport on 18 November 1942<sup>1</sup>. The airport was constructed with funds from the Civil Aeronautics Administration (CAA). The Army upgraded and extended the original 6,500 foot runways to 7,300 feet to handle bombardment aircraft. The Army also added taxiways, a night lighting system, a power control building and enclosed the field with a barbed wire fence. By fall of 1943, the airfield was a sub-base of Hamilton Field, California, in the Fourth Air Force. With administration provided by Hamilton Field and without housing facilities, Siskiyou County Airport did not become a key installation (CAA 1942; WD 1942; HQ Sacramento Air Service Command 1944; Hamilton Field Air Base Area 1944; Sacramento ATSC 1944, 1945).

On 1 May 1944, the Air Corps reassigned the airfield to the Chico Army Air Field (AAF). It remained an unmanned auxiliary field and primarily functioned as an emergency landing field for disabled aircraft or "itinerant army planes". Use of the airport in 1944 seems modest, as inspections found mud from cattle on the field at various times. On 15 October that year, Chico AAF transferred jurisdiction of the Siskiyou County Airport to the Air Technical Service Command (ATSC). On 3 November 1944, the Interdepartmental Air Traffic Control Board approved use of field by Siskiyou County as an alternate airport for commercial scheduled air carrier operations. On 30 December 1944, the ATSC declared the Army Air Forces no longer needed the airport and recommended it for disposal. On 23 January 1945, the ATSC placed the airport on inactive status and subleased portions of the site for agricultural purposes (Chico AAF 1944a, 1944b; CAA 1944, IATCB 1944; HQ ATSC 1944; HQ Sacramento ATSC 1945; HQ Air Installations Division 1944, 1945).

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<sup>1</sup> Historical documents of the time also refer to the site as Montague Municipal Airport, the Montague Airport or the Montague Army Air Field. This leads to confusion, as the actual Montague Municipal Airport, is another airfield owned by the City of Montague and located one mile west of town. This airport never appears to have been used by the military. Careful review of the historical references, including the audited real estate map, show that the reference to Montague Municipal Airport is actually the Siskiyou County Airport, located four miles northeast of Montague (Hamilton Field Air Base Area 1944; Chico AAF 1944a, b; U.S. Army Construction Division 1944; AAF Aeronautical Chart Service 1945).

Following the initial military use, commercial operations of the airport continued. These included fire fighting operations by the U.S. Forest Service and flying small private aircraft (28th Air Division v.2 1964).

Military use resumed on 13 September 1962, when the U.S. Air Force met with the Siskiyou County board of supervisors. The Siskiyou County Airport seemed "ideally suited for use as a dispersal site because it was well outside of any targeted or fallout area." The U.S. Air Force subsequently leased and acquired joint use of the runways and exclusive use of other portions of the airport on 22 October 1962. A few weeks later, aircraft from the 83rd and 84th Interceptor Squadrons from Hamilton Air Force Base (AFB), California moved in as part of the Cuban Crisis dispersal operation. No regular training missions were scheduled for the airport during this period (25th Air Division v.1, v.2 1964; USACE Sacramento District 1973).

By 15 January 1964, these squadrons were replaced by the 82nd Fighter Interceptor Squadron from Travis AFB, California. In December of that year the Air Force began improvements to the site including runway maintenance and the construction of a Mobile Control Tower, along with support facilities for radar. Other facilities included a runway overrun, operations apron, approach lighting, four aircraft shelters, a maintenance dock, utilities, an ammunition storage magazine and roadways. These facilities were considered complete on 17 December 1965 (25th Air Division v.1 1964, 1965).

The aircraft dispersal program at Siskiyou County Airport was transferred to the 28th Air Division, Hamilton AFB on 1 October 1965. The Air Force ended their dispersal program at Siskiyou County Airport by 19 July 1971, reporting the land owned in fee excess to the General Services Administration (GSA). The Air Force terminated the lease with the county on 15 May 1972, coinciding with GSA conveying the remaining parcels and easements to the county. The Siskiyou County Airport currently continues in use by commercial air operations (25th Air Division v.1, v.2 1965; 28th Air Division v.1 1966; USACE Sacramento District 1973).

#### 4.1.2 Summary of Ordnance and Explosives Activities

The archive search uncovered no information relating to ordnance use or storage at the airport during World War II. Historical documentation does not mention any firing ranges, storage magazines or other ordnance structures at the airport during this time period (Hamilton Field Air Base Area 1944; Chico AAF 1944a, b).

Between 1962 and 1971, the U.S. Air Force maintained facilities at the Siskiyou County Airport as part of their Fighter Interceptor base dispersal program. Although a detachment of personnel maintained these facilities, historical documentation does not reveal the presence of any type of shooting range at the field. Weapons qualification and aviation ordnance training for detachment and transient personnel would have occurred at other ranges in the area.

The Air Force built a 19 bay ordnance storage magazine at the airport on the abandoned northeast/southwest runway. Reviewed records do not indicate the specific types of ammunition stored in this bunker. Assumably it encompassed typical ordnance for the interceptors of the time, which included gun ammunition (20mm), air-to-air missiles and possibly bombs and rockets. Stores would have been downloaded from aircraft during maintenance or ready ordnance stored at the facility for use by the dispersed aircraft during a potential crisis. The magazine would have also held a variety of Cartridge Actuated Devices (CADs) and Propellant Actuated Devices (PADs) used in aircraft subsystems for activating fire extinguishers, canopy releases, ejection seats and other functions (25th Air Division v.1, v.2 1964, 1965; 28th Air Division v.1 1966).

Off the end of the abandoned runway, real estate maps denote an area as "Exclusive Use Ammo Disposal Area". Documentation did not reveal any other specifics regarding the use of this area. Analysis of the aerial photography distinguished a circular area about 400 foot in diameter with a center discoloring. The site inspection located a slight depression at this location with magnetometer "hits" at depth. They also found a piece of fragmentation from OE at this location. A farmer confirmed the presence of a pit used by the Air Force to destroy munitions. He has since filled it in to ease cultivation (see section 6.0).

#### 4.1.3 Summary of Chemical Warfare Material Activities

The archive search uncovered no documentation relating to CWM at Siskiyou County Airport. The archive search team found no indication that Siskiyou County Airport conducted CWM training, storage or disposal.

#### 4.1.4 Summary of Special Weapons Activities

The archive search uncovered no documentation relating to the presence of special weapons at Siskiyou County Airport. Although hearsay rumors encountered during the site visit indicated the possibility, the site does not have the institutional controls present for the permanent storage of special weapons. Furthermore, it seems highly unlikely this would have occurred at a joint civilian use facility.

#### 4.1.5 Certificates of Clearance

The archive search did not reveal any certificates of ordnance clearance, decontamination or dedudding associated with Siskiyou County Airport.

### 4.2 REVIEW OF HISTORICAL RECORDS

Appendix A contains full references of all in text citations along with the location of the copied document. Concentration in three areas directed the research methodology for this report:

- locating documentation concerning the military use of the site
- compiling the types, quantities and probable locations of OE and/or CWM used by the military
- collecting real estate information

The research team searched at the following locations for records relating to OE and CWM activities at Siskiyou County Airport. At these repositories the research team used finding aids and records managers to assist in locating documents relevant to the research topic. The ASR team also accumulated complementary documents reviewed on Siskiyou County Airport but not specifically used. These complementary documents are stored with the original ASR documents. Appendix H contains a lists of additional repositories and personnel contacted which reported no pertinent information.

#### 4.2.1 National Archives

**Eighth and Pennsylvania  
Washington, D.C. 20408  
POC: Rick Peuser  
202-501-5671**

Record Group 77 (Records of the Chief of Engineers)

Entry 391 Construction Completion Reports, 1917-1943  
Boxes 15, 14

Record Group 175 (Records of the Chemical Warfare Service)

Entry 2 Index Briefs, 1918-October 1942

#### 4.2.2 National Archives at College Park

**8601 Adelphi Road  
College Park, MD 20740  
POC: Rich Boylan  
301-713-6800**

Record Group 18 (Records of the Army Air Forces)

Entry 1A Confidential and Secret Decimal Correspondence File, 1945-1948  
Boxes 255-265, 288-293

Entry 1B Project Decimal File, 1945  
Boxes 295-311

Entry 1E Project Decimal File, 1946-1947  
Boxes 675-683

Entry 2 Air Adjutant General Decimal File, 1944-1946  
Boxes 2255-2257, 2277-2281, 2308-2312

Entry 2C Air Adjutant General Decimal File, 1947  
Boxes 2797, 2798

Entry 2E Air Adjutant General Unclassified Decimal File, October 1942-1944  
Boxes 1590, 3191, 3192

Entry 46 Office of the Air Inspector, Central Decimal Correspondence File-  
Demobilization Inspections  
Boxes 20, 30-32, 91, 92, 109-111, 174, 175, 185

Entry 292 Air Adjutant General Unclassified Decimal File, October 1942-1944  
Boxes 1515, 1520, 1580, 1592

Entry 294 Air Adjutant General Formerly Security Classified Bulky Decimal Files,  
1942-1944  
Boxes 955, 976

Entry 299 Correspondence Relating to Foreign Bases, Air Forces, Misc. Commands,  
Districts, Government-Owned Plants, National Guard and Schools, 1939-1942  
Boxes 1140-1143, 1146, 1147, 1184-1189

Record Group 40 (General Records of the Department of Commerce)

Entry UD68 Office of the Secretary, Office of Strategic Information  
Box 1

Record Group 71 (Records of the Bureau of Yards and Docks)

Entry 74A Plans and Charts of Harbors, Naval Bases and Airfields, 1938-1954  
Box 2

Entry 1001 Naval Property Case Files, 1941-1958  
Boxes 46-62, 107-114, 119-121

Entry 1013 Minutes of Meetings of the Interdepartmental Air Traffic Control Board,  
1943-1946  
Boxes 1, 2

Entry 1017 Land Purchase Progress Reports, 1942-1945  
Box 1

Entry 1018 Index Cards Showing Congressional Approval of Projects, 1943-1945  
Boxes 1-4



Entry 1019 Miscellaneous Reports and Other Records Regarding Land Investigations  
Boxes 1-4

Entry 1031 Correspondence with Naval Districts, 1947-1948  
Boxes 1, 2, 8, 13, 14, 18, 22, 27, 31, 41

Entry 1037 Lease Files, 1941-1947  
Boxes 4-6

Entry Correspondence with Naval Districts, 1947-1948  
Boxes 55, 60, 64, 67

Record Group 72 (Records of the Bureau of Aeronautics)

Entry 62 General Correspondence, 1943-1945  
Boxes 2320, 3415, 3418

Entry 67 Confidential Correspondence, 1922-1947  
Boxes 273, 298

Entry 1001A Unclassified General Correspondence, 1948-1950  
Boxes 364-368

Entry 1001F Unclassified General Correspondence, 1954  
Boxes 211, 212

Entry 1001G Unclassified General Correspondence, 1955  
Boxes 228, 229

Entry 1001H Unclassified General Correspondence, 1956  
Box 216

Entry 1001I Unclassified General Correspondence, 1957  
Box 222

Entry Records Relating to Inactive Air Stations, 1943-1949  
Boxes 2, 3

Entry Unclassified General Correspondence, 1950  
Boxes 192-194

Entry Unclassified General Correspondence, 1956  
Box 220

Entry Unclassified General Correspondence, 1958  
Box 144

Record Group 77 (Records of the Office of the Chief of Engineers)

Entry 106B General Correspondence, 1918-1945  
Boxes 302-308, 704, 708, 709, 754, 824, 825

Entry 1011 Formerly Security-Classified Subject Files, 1940-1945  
Boxes 214, 218, 219, 262, 263, 458, 483, 484, 495, 496, 588-590, 765-768,  
770-772, 799, 850

Record Group 156 (Records of the Office of the Chief of Ordnance)

Entry Records Relating to Army Guided Missile Program, 1940-1962  
Boxes 4, 12

Record Group 175 (Records of the Chemical Warfare Service)

Entry Historian's Background Files  
Boxes 1-14

Record Group 237 (Records of the Federal Aviation Administration)

Entry 11 Specifications and Blueprints, 1941-1947  
Box 13

Record Group 270 (Records of the War Assets Administration)

Entry UD3 Subject File, 1946-1949  
Box 113

Entry UD9 Subject File of Central Property Office, 1946-1947  
Boxes 19, 20

Entry UD13 Office Files of Jess Larson, 1942-1953  
Boxes 3, 4

Record Group 291 (Records of the Federal Property Resources Service)

Entry Records Relating to Excess Property, 1964-1965  
Box 1

Entry Real Property Disposal Case Files, 1962  
Boxes 20, 26, 28, 31

Record Group 334 (Records of Interservice Agencies)

Entry 8 Aeronautical Board History File, 1940-1948  
Boxes 33, 34

Entry 9 Army-Navy Civil Committee  
Boxes 47, 48

Record Group 335 (Records of the Secretary of the Army)  
Entry 60 General Correspondence 1963-64-Assistant Secretary of the Army  
(Installations and Logistics)  
Box 93

Record Group 341 (Records of the Headquarters U.S. Air Force)

Entry 340 Air Coordination Committee, Civil  
Boxes 35-55

Entry 340B Department Chief of Staff Operations ACC and Civil Aviation  
Organization Documents, 1942-1953  
Boxes 56-76

Record Group 407 (Records of the Adjutant General's Office 1917-)

Entry Unclassified Project Decimal File, 1940-1945  
Boxes 4323, 4349, 4352, 4353, 4371, 4380, 4386, 4522, 4533

### **Cartographic & Architectural Branch**

The research team also consulted *Aerial Photographs in the National Archives-Special List 25*, dated 1990, for Siskiyou County. Using the indexes, the following imagery covers the site and was acquired:

Record Group 145 (Records of the U.S. Agricultural and Stabilization Conservation Service)

09 Aug 55	1:20,000	DDC 9P 168-172, 10P 41-44
21 Oct 64	1:20,000	DDC 20DD 62-66, 21DD 188-193
11 May 71	1:20,000	DDC 2MM95-100, 1MM 174-179
13 Jun 93	1:40,000	NAPP 6249 61-63

The research team also consulted the coverage overlays for the site in Record Group 373 (Records of the U.S. Defense Intelligence Agency) and found the following imagery:

21 Jun 51	1:7,500	VV5RT 10-24
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The research team did not locate any imagery for the site in the Still Pictures Branch, Record Group 80 (General Records of the Department of the Navy).

**4.2.3 Washington National Records Center**  
**4205 Suitland Road**  
**Suitland, MD 20409**  
**POC: Velecia Chance**  
**301-457-7010**

Accession 77-A52-0259  
Boxes 44, 66, 86, 92

Accession 77-A53-325  
Boxes 32, 47, 63, 66

**4.2.4 National Personnel Records Center**  
**Military Records**  
**9700 Page Avenue**  
**St. Louis, MO 63132-5100**  
**POC: Wilson Sullivan**  
**314-538-4085**

Accession 342-50A-4003  
Boxes 1-9

Accession 342-50C-4003  
Box 1

Accession 342-50F-4003  
Boxes 19, 20, 29

Accession 342-50H-4003  
Box 1

Accession 342-57H-3001  
Boxes 4-14

**4.2.5 U.S. Army Center of Military History**  
**1099 14th Street**  
**Washington, D.C. 20005-3402**  
**POC: Robert K. Wright**  
**202-761-5416**

The research team reviewed Historical Data Cards, Camp, Post and Station Files, and Historical Summaries.

**4.2.6 U.S. Army Military History Institute**  
Carlisle Barracks, PA 17013  
POC: Richard Summers  
717-245-3601

The research team reviewed photographs at the photo archive, conducted a database search in the library, reviewed base newspaper reels and reviewed the post historical files.

**4.2.7 U.S. Army Chemical-Biological Defense Command**  
Historical Office  
Building E5183  
Aberdeen Proving Ground, MD 21010-5423  
POC: Jeff Smart  
410-671-4430

The research team reviewed, the *Army Ordnance Magazine*, the *Chemical Warfare Service Bulletin* and the 9710 Technical Escort Files, copying applicable documents.

**4.2.8 U.S. Air Force Historical Research Agency**  
USAFHRA\HO  
Maxwell AFB, AL 36112-6424  
POC: Archie Difante  
334-953-2447

U.S. Army Air Corps Records  
Box K-DIV-25-HI 1965-1966  
Folder K-DIV-25-HI January-December 1965  
Box 281.47-5 - 281.53-28  
Folders 281.53-1 to -28 Chico AAF, CA  
Box 283.81-10 - 284.04-2  
Folders 284.04 Hamilton AAF, CA  
Box K-DIV-25-HI 1963 - K-DIV-25-HI 1964  
Folders K-DIV-25-HI 1963 to 1964 25th Air Division, McChord  
AFB, WA  
Box K-DIV-25-HI 1964 - K-DIV-25-HI 1965  
Folders K-DIV-25-HI 1964 to 1965 25th Air Division, McChord  
AFB, WA  
Box K-DIV-25-HI 1965 - K-DIV-25-HI 1966  
Folders K-DIV-25-HI 1965 to 1966 25th Air Division, McChord  
AFB, WA  
Box K-DIV-28-HI 1964 - K-DIV-28-HI 1965  
Folders K-DIV-28-HI 1964 to 1965 28th Air Division, Hamilton  
AFB, CA  
Box K-DIV-28-HI 1965 - K-DIV-28-HI 1966  
Folders K-DIV-28-HI 1965 to 1966 28th Air Division, Hamilton  
AFB, CA

Box K-DIV-28-HI 1966 - K-DIV-28-HI 1966  
Folders K-DIV-28-HI 1966 to 1966 28th Air Division, Hamilton  
AFB, CA  
Box K-DIV-28-HI 1966 - K-DIV-28-HI 1969  
Folders K-DIV-28-HI 1966 to 1969 28th Air Division, Hamilton  
AFB, CA

U.S. Army Air Corps Records

Box 260.277 Volume 1-2  
Folder 260.277 Volume 1, Airport Directory, Continental  
United States, 1945  
Box 196-6  
Folder Civil Aeronautics Administration Directory of Airports  
1941  
Box 7 170.424 March 1944-January 1945  
Folder Miscellaneous Army Air Forces Installations and  
Activities 1944-1945

**4.2.9 Defense Technical Information Center**  
**8725 Kingman Road, Suite 944**  
**Ft. Belvoir, VA 22060-6218**

The research team conducted an on-line database search for reports associated with the site.

**4.2.10 National Archives-Pacific Sierra Region**  
**1000 Commodore Drive**  
**San Bruno, CA 94066**  
**POC: Bill Green**  
**650-876-9018**

The research team reviewed the finding aids for the following:

Record Group 30 (Records of the Bureau of Public Roads)  
Record Group 49 (Records of the Bureau of Land Management)  
Record Group 77 (Records of the Chief of Engineers)  
Record Group 121 (Records of the Public Building Service)  
Record Group 156 (Records of the Chief of Ordnance)  
Record Group 181 (Records of the Naval Districts and Shore Establishments)  
Location Register for Records Transferred from Suitland  
Location Register  
CA US NRDL (Naval Radiological Defense Lab.)-San Fran. Shipyard  
Record Group 269 (General Records of the General Services Administration)  
Record Group 270 (Records of the War Assets Administration)  
Record Group 291 (Records of the Federal Property Resource Service)  
Record Group 313 (Records of the Naval Operating Forces)

Record Group 270 (Records of the War Assets Administration)  
Box 80 Montague Airport Siskiyou county

**4.2.11 U.S. Army Corps of Engineers-Sacramento District (CESPK)**

1325 J Street  
Sacramento, CA 95814-2922  
Engineering Division, Environmental Engineering Branch, DERP Section  
POC: Karole Ward, Acting Chief  
916-557-5379

Real Estate Division, Management Disposal Section  
POC: Mary Corrasa  
916-557-6839

Engineering Division, Military Design Branch  
Engineering, Technology and Specification Section  
CADD Management and Archives Unit  
POC: Raymond Dennis (also Rebecca Lindquenter)  
916-557-7244

The research team reviewed the INPR backup files for Siskiyou County Airport, CA in both the Real Estate and Engineering Divisions and made copies of portions.

**4.2.12 California State Archives Library**

1020 O Street  
Sacramento, CA 95814  
POC: Reference Librarian  
916-773-3000

The research team reviewed the Master Finding Aid and the card catalog.

**4.2.13 California State Library-California History Room**

Library and Courts Building II  
900 N Street, Room 200  
Sacramento, CA 95814  
POC: reference librarian  
916-654-0176

The research team conducted an on-line search and reviewed the map card catalog file.

**4.2.14 U.S. Department of Agriculture**

Aerial Photography Field Office  
2222 W 2300 S  
Salt Lake City, Utah 84119-2020  
POC: Sharron McGiff  
801-975-3503

The research team reviewed photo-mosaics of available imagery using the county in which the installation is located and did not locate any pertinent coverage.

**4.2.15 U.S. Geological Survey**

**EROS Data Center  
Sioux Falls, South Dakota 57198  
POC: Kimberly Kringen  
605-594-6151 ext. 2075**

The research team reviewed photo-mosaics of available imagery using the installation's geographic coordinates and identified and acquired the following coverage for Siskiyou County Airport.

24 Jun 76

1:30,000

GS-VEDR 1 114-117

**4.2.16 Whittier College**

**Fairchild Aerial Photography Collection  
Department of Geology  
Whittier, California 90608  
POC: customer service  
310-907-4220**

The research team delineated the site's boundary on a USGS quad sheet and requested a list of available photo coverage and scale. The team did not acquire any imagery from this source.

**4.2.17 Siskiyou County Transportation Services**

**411 4th Street  
Yreka, CA 96097  
POC: Tom Anderson, Manager & Director of Airports  
530-842-8295**

The research team reviewed the remaining drawings used to construct the Air Force's improvements to the site in the early 1960's. The drawings contained details of the features shown previously recovered material and no copies were made. The government's design oversight was provided by the Department of the Navy's Bureau of Yards and Docks, Twelfth Naval District at San Bruno, CA.

**4.2.18 Yreka Library**

**719 4th Street  
Yreka, CA 96097  
POC: reference librarian  
530-842-8175**



The research team reviewed the library's computer databases of their holdings, the contents of the Siskiyou Pioneer (annual yearbook of the historical society) and the newspaper index from 1990. They did not locate any pertinent information.

**4.2.19 Siskiyou County Museum/Historical Society**  
**910 S. Main Street**  
**Yreka, CA 96097**  
**POC: reference librarian**

The research team consulted with the reference librarian and several volunteers. They did not locate any pertinent information.

### 4.3 SUMMARY OF INTERVIEWS

The archive search team conducted telephone and personal interviews to assist in the collection of information for this report. Appendix H and the site inspection (section 6.0) lists interviewees contacted. The interviews corroborated much of the information uncovered from historical records but did not add any significant new information beyond confirming the presence of a pit used by the Air Force to destroy munitions, since filled in to ease cultivation. Contact with local law enforcement "hazardous device" squads and military Explosive Ordnance Disposal (EOD) units resulted in negative incident reports of OE or CWM in this area. All interviewees recalled no past incidents involving OE or CWM.

### 4.4 AIR PHOTO INTERPRETATION AND MAP ANALYSIS

#### 4.4.1 General Area Map Analysis

Siskiyou County Airport covers a portion of Siskiyou County in the mountains of northern California approximately four miles northeast of the town of Montague. The airport is located in a relatively level portion of Shasta Valley and a few drains cross the area from the mountains to the west. The Southern Pacific Railroad passes by just west of the airport in a north-south direction.

#### 4.4.2 Site Specific Map and Drawing Analysis

This archive search located two site specific real estate maps for Siskiyou County Airport. In summary, the only OE related feature on site was the 2.97 acre "Exclusive use Ammo Disposal Area" on the 2 March 1973 Real Estate map. Neither of the reviewed maps located the 19 bay ordnance storage magazine. The specifics of real estate from reviewed maps are included in section 5.0 and copies are included in Appendix F. All historical maps are printed on 11" x 17" paper for reproduction. Full size copies remain in the ASR backup files.

#### 4.4.3 Air Photo Interpretation

Government and contractor personnel conducted an aerial photography database search. The aerial photography retrieved covered Siskiyou County Airport prior to, during and following military use. The imagery acquired is in photographic print format. The analyst performed the interpretation using the following source materials:

<u>Photo. Date</u>	<u>Approx. Scale</u>
21 Jun 51	1:7,500
09 Aug 55	1:20,000
21 Oct 64	1:20,000
11 May 71	1:20,000
24 Jun 76	1:30,000
13 Jun 93	1:40,000

The analyst delineated imagery containing important areas on hard copy plots and digitized it using Computer-Aided Drafting and Design (CADD) software. The digitized features overlay scanned aerial photography, resulting in the final plots (see Plates 2, & 3). The analysis involved using stereo viewing of photography which allows more accurate identifications than monoscopic interpretations. Resolution and scale of the imagery limited the identification of features discussed in this study. The analyst used the word "probable" when discussing features for which identification is reasonably accurate. The analysis used the term "possible" when identification was not positive, but the object/area matched known features/locations on other sources. Analysis of the aerial photographs referenced the site maps discussed in sections 4.4.1 and 4.4.2 above. The **bolded** numbers in parentheses referenced in the sub-paragraphs below refer to the feature descriptions on the annotated aerial photography plates. *Note: Feature description numbers are transferable between imagery plates of different years.* The sub-paragraphs below describe the relevant features identified on the imagery:

**4.4.3.1 1951 and 1955 (Plate 2) Imagery** - In the decade following original military lease of the airport, both runways appear to remain in use. Various buildings, hangars and structures are located around the airfield, particularly the west central portion. The historical record did not indicate that any of the structures at the airfield during WWII had an ordnance and explosive use. There are no discernable igloos or ranges on or around the site. The fields in-between and beyond the runways are actively being cultivated.

**4.4.3.2 1964 Imagery** - The 1964 imagery shows the site while the Air Force is using it as a dispersal base and constructing improvements. The north-south runway has been repaved, while the northeast-southwest one appears abandoned. Additional buildings have been added to the west-central side of the airport, the civilian use portion, since the 1950s. In the exclusive military use area, numerous buildings have been placed at the southwest end of the abandoned runway. The placement of these structures does not match later imagery, so apparently they are temporary in nature. No structures appear on the rest of this runway and the surrounding fields remain in cultivation.

4.4.3.3 1971 Imagery (Plate 3) - The 1971 imagery covers the site near the end of the Air Force's use of the facility as a dispersal base. The southwest end of the abandoned runway, the exclusive military use area (1), is developed with numerous structures. One large hanger (2) lies off the southern taxiway, near four smaller hangers (3) off the abandoned runway. The four smaller hangers have a polygonal delineation (3a) surrounding them, about 400 by 675 feet in size, that appears to be fenced off. There are series of building southwest of the runway, that seem related to administration, maintenance and housing (4) for the installation. A linear delineation leads from this area to an approximately 250 foot square bermed area (5) identified as the sewage lagoon during the site inspection. The fuel storage area (6), pointed out during the site inspection, can also be discerned. The ordnance storage area (7) is about 800 by 400 feet at the central-northwest end of the abandoned runway. It appears to be fenced. There are three main structures and two smaller ones within this area. The primary building is the 19 bay storage magazine (8). The magazine is approximately 50 feet wide by 250 feet long, expanding on the southwestern end to about 75 feet. A linear delineation leads from this area to a second, smaller sewage lagoon (9), about 100 foot square. The real estate tract record (see Appendix F-2) describes this area as a "stabilization pond". Other areas noted on the real estate tract and discernable are: the "power check pad" (10), the control tower (11), "GCA" (12), and the transformer pad for the TACAN system (13). The real estate tract map also listed an "ammunition disposal area" beyond the apron of the northeast end of the abandoned runway. At this specific location (14), the fields are being farmed and there are no signs of this use. However, there's a 400 foot circular delineation (15) on the apron near this location. The civilian use area (16) appears vibrant and the fields in-between and surrounding the runways remain in cultivation.

4.4.3.4 1976 and 1993 Imagery - Aerial imagery reviewed from 1976 and later dates followed the military use. The areas noted above are still distinguishable through 1993, though the control tower (11) appears to have been razed and the 400 foot circular delineation (15) appears to be actively mowed.

## 5.0 REAL ESTATE

### 5.1 CONFIRMED DOD OWNERSHIP

The military use of **Siskiyou County Airport** consisted of a total of 985.44 acres of real estate. Beginning in November 1942, the U.S. Army Air Corps acquired acreage for an outlying base as follows:

- 963.37 acres lease land from Siskiyou County.
- 4.41 acres easements licenses from Montague Water Conservation District, Siskiyou County and private land owners.

This resulted in a total World War II era land use of 967.78 acres. The U.S. Army Air Corps declared the property surplus to their needs on 20 October 1944 and terminated the lease and all the licenses on 31 December 1945 (U. S. Army 1948).

By lease DA04-167-Eng-2695, the U.S. Air Force reacquired 267.23 acres of the airport from Siskiyou County beginning in 22 October 1962. This lease also provided for joint civilian and Air Force use of an additional 325.73 acres of runways and taxiways. Additionally, between April 1965 and September 1966, the Air Force acquired another 3.81 acres in fee and 13.85 acres in easements from private owners. This results in a total of 610.62 acres of military use between 1962 and 1972. All of this acreage is included in the original 1940s era 967.78 acres, except for tracts 101 through 103. These tracts included 3.81 acres in fee and 13.85 acres in easements for a total of 17.66 acres. Thus the total FUDS real estate value is 985.44 acres (USACE Sacramento District 1973).

The U.S. Air Force reported the 3.81 fee acres excess to the General Services Administration on 19 July 1971. GSA conveyed this land, as well as the 13.85 acres in easements, to Siskiyou County by Quit Claim Deed on 15 May 1972. The Air Force terminated their lease for Siskiyou County Airport on the same day (USACE Sacramento District 1973).

The real estate figures in the INPR (Appendix D-1) only represents the non-joint use acreage acquired real estate in the 1960s and does not include the additional 325.73 acres of runways and taxiways or all the property of the 1940s era use. Based on a review of available real estate documents, the U.S. Air Force released Siskiyou County Airport with no restrictive covenants or land use restrictions.

### 5.2 POTENTIAL DOD OWNERSHIP

The archive search did not identify any additional areas of potential or undocumented military ownership or land use associated with Siskiyou County Airport.

### 5.3 SIGNIFICANT PAST OWNERSHIP OTHER THAN DOD

This investigation did not reveal any significant past ownership of Siskiyou County Airport with relationship to OE or CWM.

### 5.4 PRESENT OWNERSHIP

Records reviewed indicate the current property owner of the site remains Siskiyou County.

## 6.0 SITE INSPECTION

### 6.1 GENERAL PROCEDURES AND SCOPE

The ASR site inspection characterized OE and CWM potential based on a visual examination at Siskiyou County Airport. Land owners granted verbal permission for right-of-entry on privately owned property prior to the inspection. This inspection included only visual and non-intrusive methods of inspection. The team followed a site safety and health plan (SSHP) prohibiting digging or handling of potential OE/CWM. The SSHP defined standard operating procedures to ensure safety and to prevent accidents. Appendix L-1 contains a copy of the SSHP. The inspection team consisted of the following St. Louis District Corps of Engineers personnel: Gregg E. Kocher, Shirley M. Hamilton and Randal S. Curtis. They performed site surveys of the Siskiyou County Airport on 2 and 15 September 1998. Subsection 6.2 contains a synopsis of the site inspection and Appendix L-2 contains a detailed account. Appendix I includes current site photographs.

### 6.2 SITE INSPECTION SYNOPSIS

On 2 September 1998 at 0800, Gregg E. Kocher and Randal S. Curtis met with Tom Anderson, the Transportation Services Manager & Director of Airports for Siskiyou County. He's worked for the county's transportation group since 1988 and agreed to accompany the team to the site, northwest of Montague. They stopped by the County's maintenance shops and talked to an employee who had a brother who worked at the base. He remembered dropping his brother off at the gate on the main road and that he walked in. He pointed out other off installation housing used by Air Force personnel. Next to the maintenance shops is the former barracks building of the site, currently occupied by the California Conservation Corps.

The former ordnance storage area was located on the abandoned northeast-southwest runway. The area is still fenced in, with a single fence line. The ordnance was stored in one building (number 411) with 19 bays. Bays 1 to 18 are on opposite sides of the structure, which was about 50 feet wide. The building expands to 75 feet wide for Bay 19, which has doors on both sides. The ordnance storage area did not have the institutional controls present for the permanent storage of special weapons. The storage magazine is currently being used for maintenance and storage, primarily as evidence lockers for the local law enforcement agencies.

Tom stopped and talked to several people that work at the airport, including Ed Medlin (?). He recently retired from the County but now operates a small commercial aviation business. He began working for the County in the 1960s. He recalled that there were about ten planes stationed at the site, generally F-4s. He confirmed the joint use of the facility by the Air Force and the County, each with facilities at opposite ends of the airfield. The week before, a former veteran stopped by and retold a story about how the Air Force would transport nuclear weapons with armed escort to the site, disguised in Budweiser delivery trucks. He couldn't assure the accuracy of the anecdote but another denizen of the airport had also heard this story the previous week.

A return site inspection was made by Gregg Kocher and Shirley M. Hamilton on 16 September to inspect the Ammunition Disposal Area. The team met again with Tom Anderson, who guided them to the former ammunition disposal area. The ammunition disposal area was a circular area near the end of the abandoned runway on real estate maps. The area is flat and sparsely vegetated, with the exception of a shallow depression at N 41° 46' 36.85", W 122° 27' 37.17"; 10T EM 44850 25147<sup>2</sup>. In the past the field has been tilled and planted with alfalfa. The depression is roughly 12 feet by 8 feet and no more than 8 inches deep.

Using a Schonstedt magnetometer (Model GA-72CV), Mr. Kocher proceeded to randomly search the area for anomalies. A very strong signature was identified within the shallow depression. The signature covered an area approximately 18 inches by 8 inches, with no metal visible on the surface. Since the tilling of the field reaches to a depth of six or eight inches, the anomaly is reasoned to be a foot or more in depth. It was conjectured that the hit within the depression may be the remains of a burn barrel or burial pit residue.

Moderate "hits" near the depression located a twisted piece of light-cased fragmentation (about 2.3mm thick) and an eye bolt from a piece of farm machinery on the surface. The piece of fragmentation is approximately six inches long and two inches wide at its widest point. It almost certainly was involved in an explosion, possibly from an ejection seat thruster, though this is only conjecture.

Another area of strong hits was located about 40 feet south-southeast from the depression, at coordinates: N 41° 46' 36.26", W 122° 27' 37.10"; 10T EM 44852 25129. It had several moderate hits scattered about and one localized strong hit. Another localized strong hit was found just a few inches from the corner of the concrete apron and may be related to the construction of the apron.

In addition to the anomalies described above, there were two gopher holes which gave a moderate signature when the magnetometer was inserted. It could not be ascertained if this was due to an actual ferrous metal object or disturbance in the magnetic field. In addition, several weak hits were found, which may have been nails or tiny pieces of fragmentation.

The team discussed their findings with Mr. Anderson, who is concerned about potential problems, in light of the fact that the airfield has entered into discussion with a soaring club to use the fields near the disposal area as a staging ground for glider aircraft.

On 22 September, Mr. Anderson called the ASR team and relayed a recent conversation he had with the farmer who cultivates the field, Rex Houghton. Mr. Houghton remembers a pit in the ammo disposal area that the Air Force used to destroy munitions. After the Air Force left, he filled it in with dirt to aid in cultivating the field.

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<sup>2</sup> All coordinates were taken with a AN/PSN-11 PLGR GPS (Global Positioning System) receiver using mapping datum North American 1927.

## 7.0 EVALUATION OF ORDNANCE POTENTIAL

### 7.1 CONVENTIONAL ORDNANCE CONTAMINATION

The archive search uncovered evidence that the U.S. military both stored and disposed of conventional ordnance at Siskiyou County Airport. The site has two ordnance related features: a 19 bay ordnance storage magazine and an Ammunition Disposal Area. The archive search did not locate any evidence of a firing range associated with the site. The specific types of ordnance and explosives associated with the site were undocumented but assumably encompassed typical ordnance for the interceptors of the 1960s, including gun ammunition (20mm), air-to-air missiles and possibly bombs and rockets. The site would have also held a variety of Cartridge Actuated Devices (CADs) and Propellant Actuated Devices (PADs).

The former ordnance storage magazine remains in use for maintenance and storage, primarily as evidence lockers for the local law enforcement agencies. Documentation did not reveal specifics concerning the use of the Ammunition Disposal Area. Analysis of the aerial photography distinguished a circular area about 400 foot in diameter with a center discoloring. The site inspection located a slight depression with magnetometer "hits" at depth and a piece of fragmentation from OE at this location. The depression is about 1,250 feet from the magazine and about 800 feet from the border. Based on safety distances, the disposal activities most likely would have been tamped, subsurface detonations, as well as the possible burning of expired shelf-life CADs/PADs. The explosive limit for detonations would have been low, probably in the 5-10 lb. range. A farmer confirmed the presence of a pit used by the Air Force to destroy munitions, that he filled in to ease cultivation.

Based on this investigation, no evidence surfaced concerning the presence of special weapons at Siskiyou County Airport.

### 7.2 CHEMICAL WARFARE MATERIAL CONTAMINATION

Based on this investigation, no evidence surfaced of chemical warfare materials storage, usage, or disposal at Siskiyou County Airport. Furthermore, the mission of Siskiyou County Airport does not imply the presence of CWM. Research discovered no historical records associating CWM with the site. Interviews did not disclose any correlation of CWM with the site. Additionally, the site inspection did not uncover any evidence of CWM hazards.



## 8.0 TECHNICAL DATA OF ORDNANCE AND EXPLOSIVES

### 8.1 POTENTIAL OE AND CWM ITEMS

The archive search did not identify specific types of ordnance and explosives associated with Siskiyou County Airport. Assumably it encompassed typical ordnance for the interceptors of the time, including gun ammunition (20mm), air-to-air missiles and possibly bombs and rockets. The site would have also held a variety of Cartridge Actuated Devices (CADs) and Propellant Actuated Devices (PADs). Potential OE items remaining based on previous storage is negligible. However, disposal of ammunition on site suggests potential remains of OE items. Based on safety distances, the disposal activities at the Ammunition Disposal Area would most likely would have been limited to tamped, subsurface detonations, with a low explosive limit, probably in the 5-10 lb. range.

The archive search did not uncover evidence of the use of chemical warfare materials at Siskiyou County Airport. The War Department and the U.S. Air Force's activities at this site did not include the storage, the disposal, or the use of CWM in training.

### 8.2 DESCRIPTION OF CONVENTIONAL ORDNANCE

Appendix C-1 contains Ordnance Technical Data Sheets of typical examples of OE items identified with the Siskiyou County Airport based on this archive search. The displayed items are general descriptions and may not include all the specific variations of a particular OE item. Furthermore, presentation of this list should not be construed that these items actually remain on site or that the OE items identified is a comprehensive list of what might actually have been used.

### 8.3 DESCRIPTION OF CHEMICAL WARFARE MATERIALS

The archive search did not uncover evidence of any CWM ever being associated with the Siskiyou County Airport.

## 9.0 EVALUATION OF OTHER SITE INFORMATION

Other areas of Siskiyou County Airport identified as potential environmental concerns involve investigating the site for underground storage tanks, transformers and contamination from the former fuel storage area. The Sacramento District of the Corps of Engineers investigates and manages these additional environmental concerns at Siskiyou County Airport.

**APPENDIX A**  
**REFERENCES**

*The following list of references only represents the items cited in preparation of this report, and does not illustrate all the documents reviewed or copied for the backup files (see Records Review section 4.2 for further details). Source listings for locating each document are noted except where relatively widely available.*

## Section 2.0 PREVIOUS SITE INVESTIGATIONS

U.S. Corps of Engineers - Sacramento District  
1994 Inventory Project Report - project no. J09CA0950, *Siskiyou County Airport*,  
Montague, California, dated 12 May 1994.  
Appendix D-1

## Section 3.2 CLIMATIC DATA

Federal Climate Complex - Ashville, NC  
Department of the Navy  
Fleet Numerical Meteorology and Oceanography Detachment  
  
National Oceanic and Atmospheric Administration  
National Climatic Data Center  
  
U.S. Air Force Environmental Technical Application Center

## Sections 3.3 & 3.4.2 GEOLOGY, SOILS AND GROUND WATER HYDROLOGY

Newlun, Jesse J., Lindsey, Wesley C., Jahnke, Joseph J., and Day, Larry A.  
1983 *Soil Survey of Siskiyou County, California Central Part*. US Department of  
Agriculture, Soil Conservation Service and Forest Service, in cooperation with  
University of California Agricultural Experiment Station.

Planert, Michael and Williams, John S.  
1995 *Ground Water Atlas of the United States, Segment 1; California, Nevada*.  
Hydrologic Investigations Atlas 730-B, US Geological Survey, Reston, VA.

## Section 3.4.1 SURFACE WATER HYDROLOGY

U.S. Geological Survey  
1984 BOGUS MOUNTAIN, CA Quadrangle, California-Siskiyou County, 7.5  
Minute Series (topographic), Provisional Edition dated 1984.  
  
1996 International Station Meteorological Climate Summary for NOAA Station #  
725970 WSO AP, Medford, Oregon.

## Section 3.5 ECOLOGY

U.S. Fish and Wildlife Service

1997 Official correspondence dated 18 November 1997

California Natural Heritage Data Base

1996 Computer software dated 23 September 1996

Section 3.6 DEMOGRAPHICS

U.S Department of Commerce - Bureau of the Census

1990 *Census of Population and Housing - Montague, California.*

1994 *County and City Data Book, Land Area and Population - Siskiyou County, California.*

1993 *County Business Patterns - Siskiyou County, California.*

Section 4.1 HISTORICAL SITE SUMMARY (cited references only)

Interdepartmental Air Traffic Control Board, Washington, D.C.

1944 *Meeting Minutes No. 543*, dated 3 November 1944. Record Group 71, Entry 1013 Minutes of the IATCB 1943-1946, Box 1, Folder IATCB Oct-Dec 1944. National Archives and Records Administration, Archives II, College Park, MD.

Appendix E-1

U.S. Army Air Forces, Aeronautical Chart Service, Washington, D.C.

1945 *Airport Directory, Continental United States, Volume 1*, dated January 1945. Folder 260.277 v.1, USAFHRA, Maxwell AFB, AL.

Appendix E-2

U.S. Army Air Forces, Air Installations Division Headquarters

1944 Letter: *Request for Disposal of Surplus Airfields (Montague and Willows, CA)*, dated 30 December 1944. Record Group 77, Entry 1011 Formerly Security Classified Subject File 1940-1945, Box 218 Calcasieu - CA-AZ Maneuver Area, Folder 602 CA-AZ Maneuver Area. National Archives and Records Administration, Archives II, College Park, MD.

Appendix E-3

1945 Letter: *Report on Condition of Grounds and Pavements at Montague Airport, CA*, dated 20 January 1945. Record Group 18, Entry 2 Air Adjutant General Files 1944-1946, Box 2278 686 California, Folder M-P. National Archives and Records Administration, Archives II, College Park, MD.

Appendix E-4

U.S. Army Air Forces, Chico Army Air Field, CA

1944a *History of the Chico Army Air Field, CA*, dated May 1944. Box 281.53-4B to 281.53-7, Folder 281.53-4B Chico Army Air Field, CA May 1944, USAFHRA, Maxwell AFB, AL.

Appendix E-5

1944b *History of the Chico Army Air Field, CA*, dated October 1944. Box 281.53-4B to 281.53-7, Folder 281.53-6 Chico Army Air Field, CA October 1944, USAFHRA, Maxwell AFB, AL.

Appendix E-6

U.S. Army Air Forces, Hamilton Field, CA

1944 *History of the Hamilton Field Air Base Area, CA*, dated December 1944. Box 283.81-10 to 284.04-2, Folder 284.04-1 Hamilton Field, CA 1929-1944, USAFHRA, Maxwell AFB, AL.

Appendix E-7

U.S. Army Air Forces, Sacramento Air Technical Service Command

1944 Letter: *Request for Disposal of Surplus Airfields*, dated 25 October 1944. Record Group 77, Entry 1011 Formerly Security Classified Subject File 1940-1945, Box 218 Calcasieu - CA-AZ Maneuver Area, Folder 602 CA-AZ Maneuver Area. National Archives and Records Administration, Archives II, College Park, MD.

Appendix E-8

1945 Letter: *Request to sub-lease portion of Montague Airport, CA*, dated 23 January 1945. Record Group 18, Entry 2 Air Adjutant General Files 1944-1946, Box 2278 686 California, Folder M-P. National Archives and Records Administration, Archives II, College Park, MD.

Appendix E-9

U.S. Air Force, 25th Air Division

1964 *History of the 25th Air Division (SAGE)*, dated July-December 1964. Box K-DIV-25-HI 1963-1964, Folder K-DIV-25-HI July-December 1964, v.1 and v.2, USAFHRA, Maxwell AFB, AL.

Appendix E-10

1965 *History of the 25th Air Division (SAGE)*, dated January-December 1965. Box K-DIV-25-HI 1965-1966, Folder K-DIV-25-HI January-December 1965, v.1 and v.2, USAFHRA, Maxwell AFB, AL.

Appendix E-11

U.S. Air Force, 28th Air Division

1966 *History of the 28th Air Division (SAGE)*, dated July 1965-March 1966.  
Box K-DIV-28-HI 1965-1966, Folder K-DIV-25-HI July 1965-March  
1966, v.1, USAFHRA, Maxwell AFB, AL.

Appendix E-12

U.S. Army, Construction Division

1948 *Real Estate Montague Municipal Airport, CA*, dated 23 May 1948,  
Revised from 23 October 1944. DERP INPR Backup Files, Folder  
J09CA095000 Siskiyou County Airport, Siskiyou County, CA.  
Engineering Division, U.S. Army Corps of Engineers, Sacramento  
District, Sacramento, CA.

Appendix F-1

U.S. Army Corps of Engineers, South Pacific Division, Sacramento District, CA

1973 *Real Estate Siskiyou County Airport Military Reservation, CA*, dated 2  
March 1973, Revised from 31 March 1964. DERP INPR Backup  
Files, Folder J09CA095000 Siskiyou County Airport, Siskiyou County,  
CA. Engineering Division, U.S. Army Corps of Engineers,  
Sacramento District, Sacramento, CA.

Appendix F-2

U.S. Civil Aviation Administration

1942 Letter: *CAA Airport Development Program "E" Montague (Siskiyou  
County), CA, Docket No. 904-4-65, Weekly Narrative Report*, dated 7  
November 1942. Record Group 237, Entry General and Project  
Correspondence 1941-1947, Box 4 Daggett, CA - Napa, Folder  
Montague, CA, CAA Program Docket No. 904-4-65. National  
Archives and Records Administration, Archives II, College Park, MD.

Appendix E-13

1944 *Turf Inspection Report, Siskiyou County Airport, Montague, CA*, dated  
18 July 1944. Record Group 237, Entry General and Project  
Correspondence 1941-1947, Box 4 Daggett, CA - Napa, Folder  
Montague, CA, CAA Program Docket No. 904-4-65. National  
Archives and Records Administration, Archives II, College Park, MD.

Appendix E-14

War Department

1942 Letter: *Construction, Montague, CA*, dated 24 November 1942.  
Record Group 237, Entry General and Project Correspondence 1941-  
1947, Box 4 Daggett, CA - Napa, Folder Montague, CA, CAA  
Program Docket No. 904-4-65. National Archives and Records  
Administration, Archives II, College Park, MD.

Appendix E-15

#### Section 4.4 AIR PHOTO INTERPRETATION AND MAP ANALYSIS

U.S. Army, Construction Division

1948 *Real Estate Montague Municipal Airport, CA*, dated 23 May 1948,  
Revised from 23 October 1944. DERP INPR Backup Files, Folder  
J09CA095000 Siskiyou County Airport, Siskiyou County, CA.  
Engineering Division, U.S. Army Corps of Engineers, Sacramento  
District, Sacramento, CA.

Appendix F-1

U.S. Army Corps of Engineers, South Pacific Division, Sacramento District, CA

1973 *Real Estate Siskiyou County Airport Military Reservation, CA*, dated 2 ,  
Revised from 31 March 1964. DERP INPR Backup Files, Folder  
J09CA095000 Siskiyou County Airport, Siskiyou County, CA.  
Engineering Division, U.S. Army Corps of Engineers, Sacramento  
District, Sacramento, CA.

Appendix F-2

U.S. Geological Survey

1984 BOGUS MOUNTAIN, CA Quadrangle, California-Siskiyou County, 7.5  
Minute Series (topographic), Provisional Edition dated 1984.

#### Section 5.0 REAL ESTATE

U.S. Army, Construction Division

1948 *Real Estate Montague Municipal Airport, CA*, dated 23 May 1948,  
Revised from 23 October 1944. DERP INPR Backup Files, Folder  
J09CA095000 Siskiyou County Airport, Siskiyou County, CA.  
Engineering Division, U.S. Army Corps of Engineers, Sacramento  
District, Sacramento, CA.

Appendix F-1

U.S. Army Corps of Engineers, South Pacific Division, Sacramento District, CA

1973 *Real Estate Siskiyou County Airport Military Reservation, CA*, dated 2  
March 1973, Revised from 31 March 1964. DERP INPR Backup  
Files, Folder J09CA095000 Siskiyou County Airport, Siskiyou County,  
CA. Engineering Division, U.S. Army Corps of Engineers,  
Sacramento District, Sacramento, CA.

Appendix F-2

#### Section 8.0 TECHNICAL DATA OF ORDNANCE AND EXPLOSIVES

U.S. Army

1991 *TM 43-0001-39, Army Ammunition Data Sheets for Cartridges, Cartridge  
Actuated Devices and Propellant Actuated Devices*, dated December 1991.



U.S. Navy-Bureau of Ordnance

1971 NAVORD OP 2238, *Identification of Ammunition*, dated 1 January 1971.

**APPENDIX B**

**ABBREVIATIONS, ACRONYMS,  
AND BREVIETY CODES**

## ABBREVIATIONS, ACRONYMS AND BREVITY CODES

AAF*	Army Air Field
AA	Anti-Aircraft
ACGIH	American Conference of Governmental Industrial Hygienist
AEC	Army Environmental Center
AFB	Air Force Base
AMC	Army Materiel Command
AP	Armor Piercing
APDS	Armor Piercing Discarding Sabot
APERS	Anti-personnel
AP-T	Armor Piercing-Tracer
ASR	Archive Search Report
aux	auxiliary
BD	Base Detonating
BD/DR	Building Demolition/Debris Removal
BLM	Bureau of Land Management
BRAC	Base Realignment and Closure
CAA	Civil Aeronautics Administration
CADD	Computer-Aided Drafting and Design
CADs	Cartridge Actuated Devices
cal	Caliber
CBDA	Chemical and Biological Defense Agency
CBDCOM	Chemical and Biological Defense Command
CE	Corps of Engineers
CEHNC	Corps of Engineers, Huntsville Engineering and Support Center
CEMVS	Corps of Engineers, Mississippi Valley-St. Louis District
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
COE	Chief of Engineers
ctg	Cartridge
CWM	Chemical Warfare Material
CWS*	Chemical Warfare Service
CX	Center of Expertise
DA	Department of the Army
DARCOM	Development and Readiness Command
DEET	Diethyltoluamide
DERA	Defense Environmental Restoration Account
DERP	Defense Environmental Restoration Program
DoD	Department of Defense
DOE	Department of Energy
DOI	Department of Interior
EE/CA	Engineering Evaluation/Cost Analysis
EIS	Environmental Impact Statement

EOD	Explosive Ordnance Disposal
EPA	Environmental Protection Agency
ERDA	Environmental Restoration Defense Account
FDE	Findings and Determination of Eligibility
FS	Feasibility Study
FUDS	Formerly Used Defense Sites
GIS	Geographic Information System
GPS	Global Positioning Satellite
GSA	General Services Administration
HE	High Explosive
HEAT	High Explosive Anti-Tank
HEI	High Explosive Incendiary
HEP	High Explosive Plastic
HTRW	Hazardous Toxic and Radioactive Waste
HTW	Hazardous and Toxic Waste
IAS	Initial Assessment Study
INPR	Inventory Project Report
IRP	Installation Restoration Program
LD	Lyme Disease
MT	Mechanical Time
MTSQ	Mechanical Time Super Quick
NARA	National Archives and Records Administration
NAVSEA	Naval Sea Systems Command
NAS*	Naval Air Station
NCP	National Contingency Plan
NEW	Net Explosive Weight
NG	National Guard
NGVD	National Geographic Vertical Datum
NIMA	National Imagery and Mapping Agency
NMAS	National Map Accuracy Standards
NPL	National Priorities List
NOAA	National Oceanic and Atmospheric Administration
NOFA	No Further Action
NPRC	National Personnel Records Center
NRC	National Records Center
NWS	National Weather Service
OE	Ordnance and Explosives
OP	Ordnance Pamphlet
OSHA	Occupational Safety and Health Administration
PA	Preliminary Assessment
PADs	Propellant Actuated Devices
PD	Point Detonating
PIBD	Point Initiating, Base Detonating
PL	Public Law
QASAS	Quality Assurance Specialist Ammunition Surveillance
RA	Removal Action

RAC	Risk Assessment Code
RD	Remedial Design
RG	Record Group
RI	Remedial Investigation
RI/FS	Remedial Investigation/Feasibility Study
SARA	Superfund Amendments and Reauthorization Act
SSHO	Site Safety and Health Officer
SSHP	Site Safety and Health Plan
SWMU	Solid Waste Management Units
TECOM	Test Evaluation Command
TEU	United States Army Technical Escort Unit
TM	Technical Manual
TNT	Trinitrotoluene
TP	Target Practice
U.S.	United States (of America)
USA	United States Army
USACE	U.S. Army Corps of Engineers
USADACS	U.S. Army Defense Ammunition Center and School
USAESCH	U.S. Army Engineering and Support Center, Huntsville, AL
USAFHRA	U.S. Air Force Historical Research Agency
USATCES	U.S. Army Technical Center for Explosive Safety
USATHMA	U.S. Army Toxic and Hazardous Materials Agency
USC	United States Code
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
UST	Underground Storage Tanks
UXO	Unexploded Ordnance
WAA*	War Assets Administration
WD*	War Department
WNRC	Washington National Records Center

\* designates a historic acronym

**APPENDIX C**  
**TEXT / MANUALS**

**TEXT / MANUALS**

C-1            Ordnance Technical Data Sheets  
                 Prepared by U.S. Army Corps of Engineers St. Louis District, Ordnance and  
                 Technical Services Branch-Engineering Division

Cartridge Actuated Devices (CADs) and Propellant Actuated Devices (PADs) . . . C-2

## Cartridges, Cartridge Actuated Devices (CADs) and Propellant Actuated Devices (PADs)

**Use:** These cartridges are designed to accomplish three types of actions through the initiation of explosives or propellants: generation of gas, mechanical stroking or thrusting, and special purpose devices that perform actions such as cable cutting and weapon release.

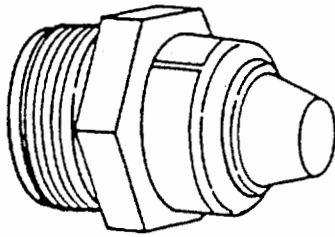
**Description:** Cartridges and CADs/PADs vary in size, shape and energetic materials used. They are exempted from standard color coding and generally are marked with nomenclature and lot number. Most are electrically initiated, but some function by percussion. Some CADs/PADs are reusable. The family of CADs/PADs includes impulse cartridges, cutters, time delay cartridges, thrusters, explosive bolts, catapults, and a variety of mild detonating cord and other devices. Many are used in aircraft subsystems for activating fire extinguishers, canopy releases, ejection seats and other functions. Some typical examples of cartridges and CADs/PADs are depicted on the following page.

### References:

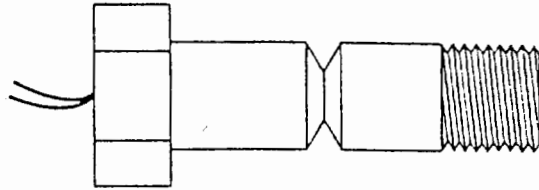
NAVORD OP 2238, Identification of Ammunition, 1 January 1971

TM 43-0001-39, Army Data Sheets for Cartridges, Cartridge Actuated Devices and Propellant Actuated Devices, December 1991

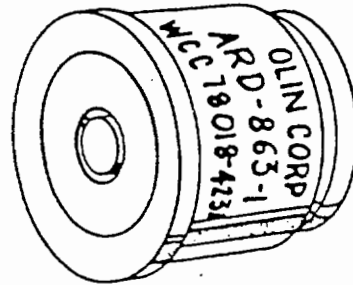
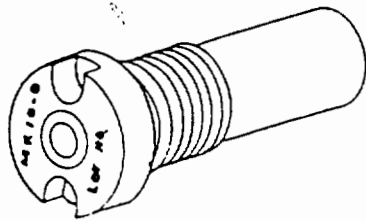




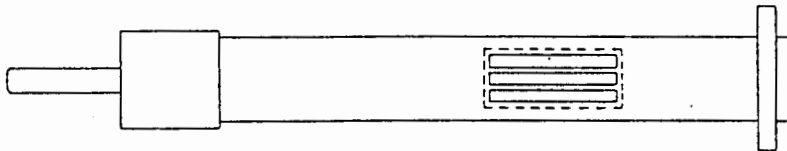
Cartridge for aircraft fire extinguisher



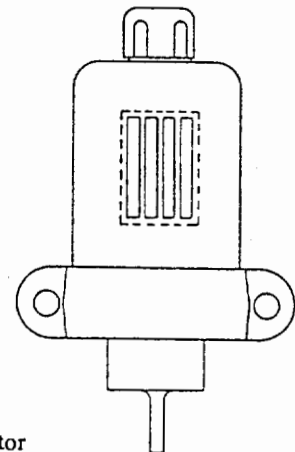
Explosive bolt



Impulse cartridges for aircraft subsystems



Canopy remover



Initiator

Typical CADs/PADs (not to scale)

**APPENDIX D**  
**REPORTS / STUDIES**

**REPORTS / STUDIES**

- D-1      Inventory Project Report for Project No. J09CA0950, *Siskiyou County Airport*,  
Montague, California, dated 12 May 1994.

## **APPENDIX D-1**

**Inventory Project Report for Project No.  
J09CA0950, *Siskiyou County Airport*, Montague,  
California, dated 12 May 1994.**

RAC 4



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

REPLY TO  
ATTENTION OF:

CEMP-RF (200-1a)

12 AUG 1994

MEMORANDUM FOR

COMMANDER, SOUTH PACIFIC DIVISION, ATTN: CESPDM-PM-M  
COMMANDER, HUNTSVILLE DIVISION, ATTN: CEHND-PM-OT

SUBJECT: DERP-FUDS INPR for Siskiyou County Airport, Siskiyou  
County, CA, Site Number J09CA095000

1. References:

a. Memorandum, CESPDM-ED-G, 12 May 1994, SUBJECT: Defense  
Environmental Restoration Program for Formerly Used Defense  
Sites (DERP-FUDS), Inventory Project Report (INPR) for  
Siskiyou County Airport, Siskiyou County California, Site  
No. J09CA095000

b. Memorandum, CEHND-PM-SO, 30 June 1994, Subject: DERP-  
FUDS INPRS Requiring an Ordnance and Explosive Waste  
Engineering Evaluation and Cost Analysis (EE/CA).

c. DERP-FUDS Manual, U.S. Army Corps of Engineers,  
Directorate of Military Programs, Division of Environmental  
Restoration, Washington, D.C., 8 December 1993.

2. This memorandum authorizes OEW Project Number J09CA095003.  
This project will be executed in accordance with above reference  
1.c.

3. The geographic district, CESPDK, will provide the project  
manager for this project in accordance with ER 5-7-1.

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

FOR THE DIRECTOR OF MILITARY PROGRAMS:

*For* 

CARY JONES  
Chief, Environmental Restoration  
Division  
Directorate of Military Programs

CF: CESPDM-PM  
CEHND-PM-ED



REPLY TO  
ATTENTION OF:

DEPARTMENT OF THE ARMY  
SOUTH PACIFIC DIVISION, CORPS OF ENGINEERS

630 Sansome Street, Room 720  
San Francisco, California 94111-2206

CESPD-ED-G (200-1c)

12 MAY 1994

MEMORANDUM FOR

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

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

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

SUBJECT: Defense Environmental Restoration Program For Formerly  
Used Defense Sites (DERP-FUDS), Inventory Project Report (INPR)  
for Siskiyou County Airport, Siskiyou County California, Site No.  
JO9CA095000

1. I am forwarding the INPR for Siskiyou County Airport for  
appropriate action. The site is eligible for DERP-FUDS. The  
proposed CON/HTRW, HTRW and OEW projects are also eligible.

2. I recommend that:

a. CEMP-R approve the proposed CON/HTRW and HTRW projects and  
assign them through this headquarters to CESPK for RD/RA.

b. CEHND determine the need for further investigation and  
action at this site. CESPK has estimated an RAC 4 on this  
project.

Encl

A handwritten signature in black ink, appearing to read "MILTON HUNTER" with a stylized flourish at the end.

MILTON HUNTER  
Brigadier General, U.S. Army  
Commanding

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM  
FORMERLY USED DEFENSE SITES

INVENTORY PROJECT REPORT

SISKIYOU COUNTY AIRPORT  
SISKIYOU COUNTY, CALIFORNIA

SITE NO. J09CA095000

Prepared for:

U.S. ARMY CORPS OF ENGINEERS  
Sacramento District  
1325 J Street  
Sacramento, CA 95814-2922

Prepared by:

RADIAN CORPORATION  
10395 Old Placerville Road  
Sacramento, CA 95827

August 1992

SITE SURVEY SUMMARY SHEET  
FOR  
DERP-FUDS SITE NO. J09CA095000

**SITE NAME:** Siskiyou County Airport.

**LOCATION:** The site is located 4 miles northeast of the city of Montague, in Siskiyou County, California (Figure 1 and Figure 2).

**SITE HISTORY:** A Corps of Engineers real estate map dated 10 April 1942 indicates Army occupation between 10 April 1942 and 31 December 1945. Available records do not indicate improvements nor type of operation during this period. Between 1962 and 1964, the U.S. Air Force acquired a total of 284.89 acres for use as an Aerospace Defense Command dispersed operating base for fighter interceptor aircraft. The acreage acquired consisted of 3.81 fee acres, 267.23 lease acres (18 leases), and easement interests in 13.85 acres by three permits. The acreage acquired was at Siskiyou County Airport, which was used also for private and commercial aviation. The Air Force acquired rights to exclusive use of a portion of the airport and to joint use of all airfield facilities. Government-owned improvements to the exclusive use areas included 84 buildings used for: operations, communications, radar, aircraft maintenance, housing, aircraft hangars, and weather observation. Other government-owned improvements included automobile and aircraft fueling areas, a jet fuel storage area, a munitions storage bunker, sewage treatment and disposal facilities, and supporting roads and utilities. On 15 May 1972, the site was returned to Siskiyou County by a Quitclaim Deed; the Quitclaim Deed contained a clause releasing the federal government from liability for restoration or other damage.

**SITE VISIT:** On 16 July 1991, Randi Beuttler and Rick Swartz of Radian Corporation visited the site and met with Mr. Blair Stewart, Director of Airports for Siskiyou County. The site is currently the primary county airport (Figure 3). Improvements in use today include aircraft hangars, automobile gasoline and aviation fuel storage areas, one former munitions storage bunker, buildings, roads, and utilities including the sewage treatment facility. Oil-burning steam boilers with associated heating ducts are located inside several hangars. The heating systems have not been used since DOD occupation ceased. These heating ducts are wrapped with a white material that is flaking off in some areas.

Mr. Stewart stated the Air Force activity at the airfield began in the early 1960s and ended in the early 1970s. Mr. Stewart had no knowledge of Army occupation between 1942 and 1945. He stated that the site was heavily used from the 1960s to the early 1970s by jet bomber aircraft, and that various types of munitions and bombs were stored in the munitions storage bunker. The munitions storage bunker is currently used by several Siskiyou county offices to store agricultural chemicals, antifreeze, dynamite, blasting caps, medical supplies and equipment.



Mr. Stewart identified a former Air Force jet fuel storage area on the south side of the airfield. Jet fuel was stored in bladders that were placed in a below ground level containment area. This area has not been used since Air Force occupation ceased. The composition of the berms surrounding the containment area and of the containment area floor are not known.

Mr. Stewart also identified two small buildings he believed were used as radar and/or TACAN facilities, and the former FAA weather observation station. The weather station is currently in use. Mr. Stewart stated that the electricity for these buildings may have been supplied via underground cables from some central location; however the exact configuration of the electrical supply, and any associated transformers, is unknown.

CATEGORY OF HAZARD(S): HTW, CON/HTW, OEW

PROJECT DESCRIPTION: There are three potential projects identified at this site:

1. HTW--Site investigation of the fuel storage areas.
2. CON/HTW--A site investigation of the radar/TACAN facility and the weather observation facility for transformers, and the hanger and jet fuel area for underground storage tanks or containment structures.
3. OEW--Refer to CEHND for evaluation and determination of further action.

AVAILABLE STUDIES AND REPORTS: Airport Master Plan for Siskiyou County Airport, 1987. Prepared for the County of Siskiyou by Cortright and Seibold, Quad Consultants, Brown-Buntin Associates, Walter E. Gillfillan, and James E. Nissin. 26 May 1987.

PA POC: Natalie Sterling, U.S. Army Corps of Engineers, Sacramento District (916) 557-7227.

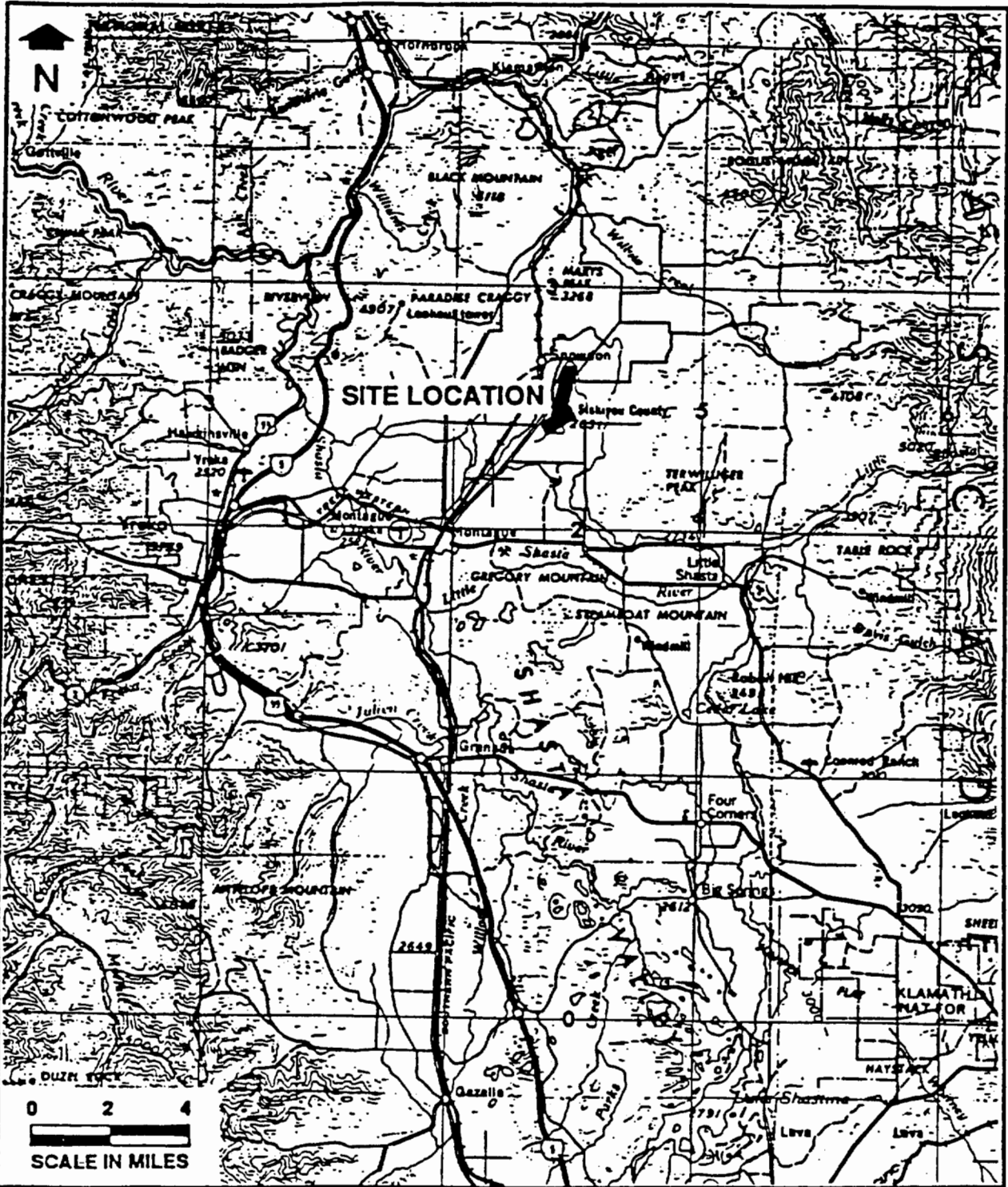


Figure 1. Location Map - Siskiyou County Airport  
 Site No. J09CA095000

SOURCE: USGS 1:250,000 Scale Series Topographic Map, Weed, CA Quadrangle

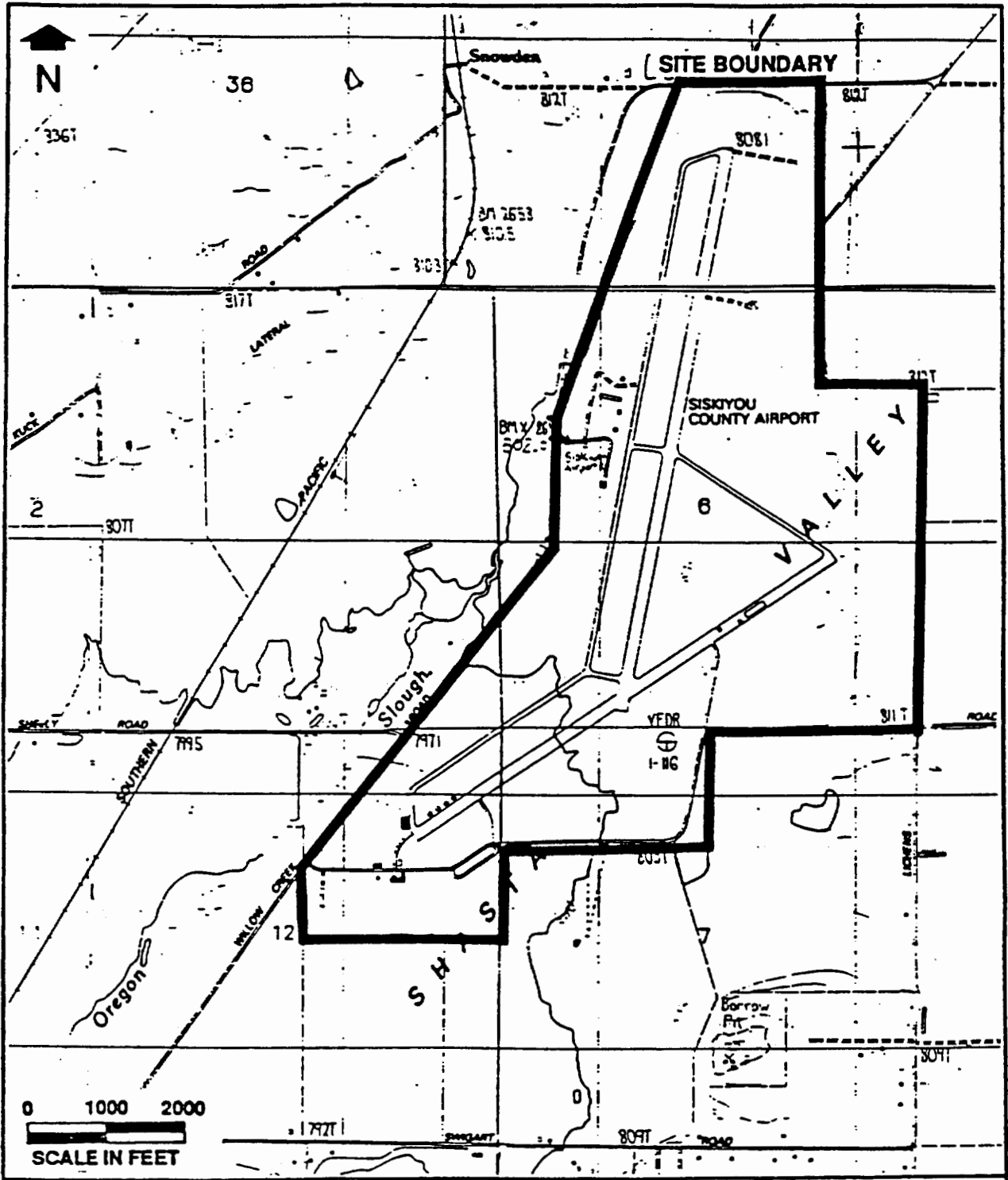


Figure 2. Site Map - Siskiyou County Airport  
 Site No. J09CA095000

SOURCE: USGS 7.5 Minute Topographic Map, Bogus Mountain, CA Quadrangle

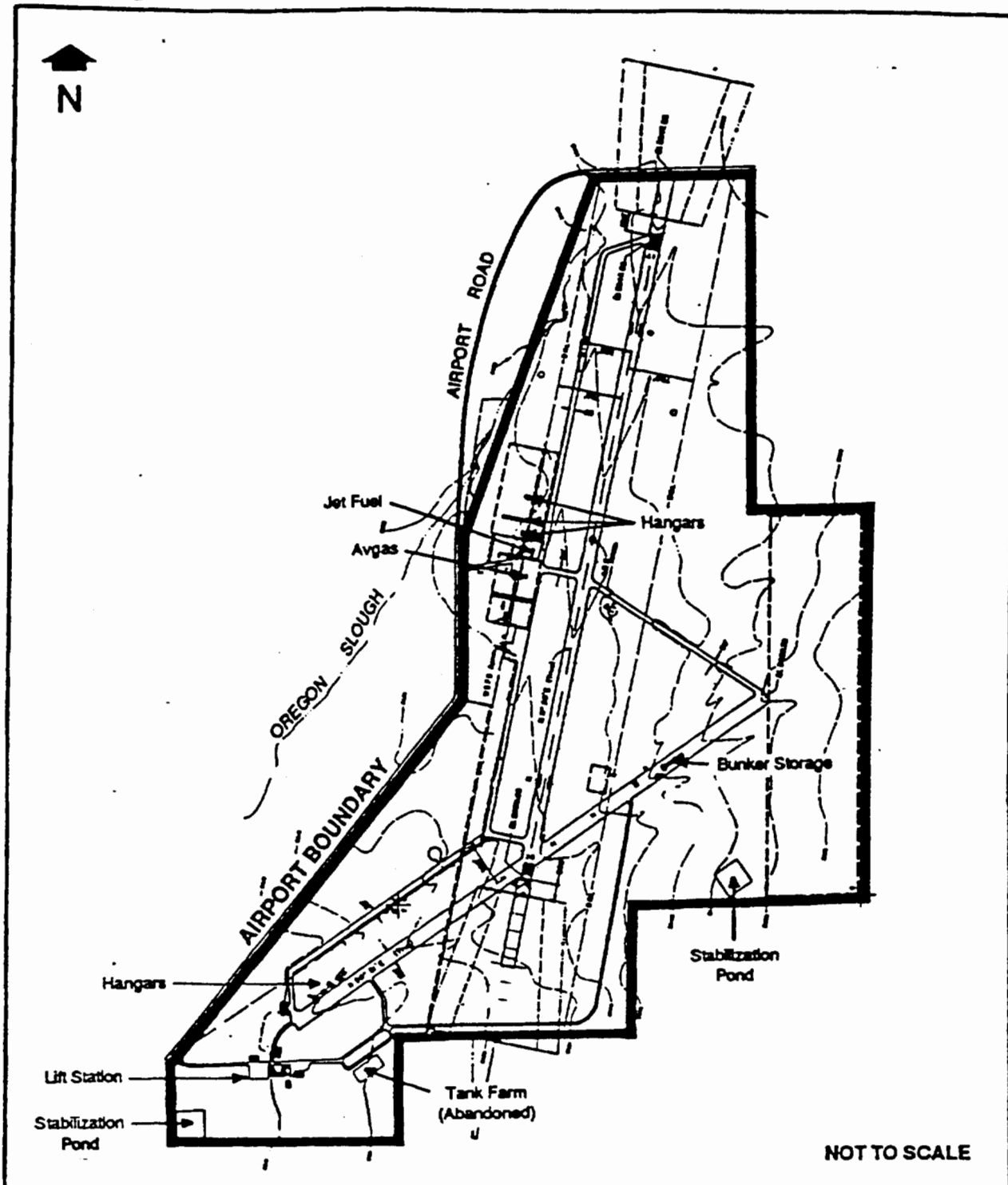


Figure 3. Detailed Site Map - Siskiyou County Airport  
 Site No. J09CA095000

SOURCE: Cortwright & Seibold, March 1987

**FINDINGS AND DETERMINATION OF ELIGIBILITY  
SISKIYOU COUNTY AIRPORT  
SISKIYOU COUNTY, CALIFORNIA  
SITE NO. J09CA095000**

**FINDINGS OF FACT**

1. The U.S. Army controlled the site from 10 April 1942 until 31 December 1945. Records documenting improvements and operations during Army occupation are not available. Between 1962 and 1964, the U.S. Air Force acquired a total of 284.89 acres at Siskiyou County Airport for use as an Aerospace Defense Command dispersed operating base for fighter interceptor aircraft. The acreage acquired consisted of 3.81 fee acres acquired by purchase, 267.23 leased acres by 18 leases, and easement interests in 13.85 acres of land by three permits. The site is located 4 miles northeast of the city of Montague, in Siskiyou County, California.
2. Improvements made to the site during Air Force occupation that remain and are in use include aircraft hangars, fuel storage areas, one munitions storage bunker, buildings, roads, and utilities including a sewage treatment facility.
3. On 15 May 1972, the site was returned to Siskiyou County by a Quitclaim Deed; the Quitclaim Deed contained a clause releasing the federal government from liability for restoration or other damage. The site is still used as the primary county airport.

**DETERMINATION**

Based on the foregoing findings of fact, the site has been determined to be formerly used by the DOD. Therefore, it is eligible for the Defense Restoration Program for Formerly Used Defense Sites, established under 10 U.S.C. 2701 et seq.

12 May 94  
Date

for D. E. Pittman  
MILTON HUNTER  
Brigadier General, U.S. Army  
Commanding

PROJECT SUMMARY SHEET  
FOR  
DERP-FUDS HTW PROJECT NO. J09CA095001  
SISKIYOU COUNTY AIRPORT  
SITE NO. J09CA095000

PROJECT DESCRIPTION: Perform a site investigation of the jet fuel storage area.

PROJECT ELIGIBILITY: Available records indicate that the facility was constructed during DoD operation of the site. The jet fuel storage area has not been used since disposal.

POLICY CONSIDERATIONS: None.

PROPOSED PROJECT: Site investigation of both the fuel storage area.

EPA FORM 2070-12: Attached.

DD Form 1391: Attached.

PA POC: Natalie Sterling, U.S. Army Corps of Engineers, Sacramento District (916) 557-7227

PROJECT SUMMARY SHEET  
FOR  
DERP-FUDS CON/HTW PROJECT NO. J09CA095002  
SISKIYOU COUNTY AIRPORT  
SITE NO. J09CA095000

PROJECT DESCRIPTION: The electrical system for the possible radar/TACAN facility and the weather observation facility was installed during the 1960s. Transformers used as part of this system may have contained PCB transformer oil. Available records and interviews indicate that individual UST's fueled the hanger boiler's and that an underground containment facility held bladder type storage tanks for jet fuel. Neither of the structures were located.

PROJECT ELIGIBILITY: Available records indicate these improvements were a result of DoD operations.

POLICY CONSIDERATIONS: None.

PROPOSED PROJECT: A site investigation of the radar/TACAN facility and the weather observation facility for transformers, and the hanger and jet fuel area for underground storage tanks or containment structures.

DD FORM 1391: Attached.

PA POC: Natalie Sterling, U.S. Army Corps of Engineers, Sacramento District (916) 557-7227.

PROJECT SUMMARY SHEET  
FOR  
DERP-FUDS OEW PROJECT NO. J09CA095003  
SISKIYOU COUNTY AIRPORT  
SITE NO. J09CA095000

**PROJECT DESCRIPTION:** The site has several munitions storage bunkers or bunker locations.

**PROJECT ELIGIBILITY:** Available records indicate these improvements were a result of DoD operations.

**POLICY CONSIDERATIONS:** The munitions storage bunker is currently used by several Siskiyou County offices to store toxic and/or explosive chemicals.

**RAC:** Attached.

**PROPOSED PROJECT:** Refer to CEHND for evaluation and determination of further action.

**PA POC:** Natalie Sterling, U.S. Army Corps of Engineers, Sacramento District (916) 557-7227.



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

Site Name	<u>Siskiyou County Airport</u>	Rater's Name	<u>R. BEUTLER</u>
Site Location	<u>Siskiyou County, CA</u>	Phone No.	
DERP Project #	<u>J09CA095000</u>	Organization	<u>SPK-ED-E</u>
Date Completed	<u>31 MAY 89</u>	RAC Score	<u>4</u>

OEW RISK ASSESSMENT:

This risk assessment procedure was developed in accordance with MIL-STD 882B and AR 385-10. The RAC score will be used by CEHND to prioritize the remedial action at this site. The OEW risk assessment should be based upon best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) detachment actions, and field observations, interviews, and measurements. This information is used to assess the risk involved based upon the potential OEW hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OEW sites should view the CEHND videotape entitled "A Life Threatening Encounter: OEW."

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

TYPE OF ORDNANCE  
(Circle all values that apply)

A. Conventional Ordnance and Ammunition

	VALUE
Medium/Large Caliber (20 mm and larger)	<u>10</u>
Bombs, Explosive	<u>10</u>
Grenades, Hand and Rifle, Explosive	10
Landmines, Explosive	10
Rockets, Guided Missiles, Explosive	10
Detonators, Blasting Caps, Fuzes, Boosters, Bursters	6
Bombs, Practice (w/spotting charges)	6
Grenades, Practice (w/spotting charges)	4
Landmines, Practice (w/spotting charges)	4
Small Arms (.22 cal - .50 cal)	1
Conventional Ordnance and Ammunition (Select the largest single value)	<u>10</u>

What evidence do you have regarding conventional OEW? BASED ON RECORDED INFORMATION OF SITE ACTIVITIES AND INTERVIEWS WHICH SUPPORT USE OF ORDNANCE AT THE SITE.

B. Pyrotechnics (For munitions not described above.)

	VALUE
Munition (Container) Containing White Phosphorus or other Pyrophoric Material (i.e., Spontaneously Flammable)	10
Munition Containing A Flame or Incendiary Material (i.e., Napalm, Triethylaluminum Metal Incendiaries)	6
Flares, Signals, Simulators	4
Pyrotechnics (Select the largest single value)	<u>0</u>
What evidence do you have regarding pyrotechnics?	<u>NONE</u>

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

	VALUE
Primary or Initiating Explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition Charges	10
Secondary Explosives (PETN, Compositions A, B, C, Teteryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military Dynamite	6
Less Sensitive Explosives (Ammonium Nitrate, Explosive D, etc.)	3
High Explosives (Select the largest single value)	<u>0</u>
What evidence do you have regarding bulk explosives?	<u>NONE</u>

D. Bulk Propellants (Not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized)

	VALUE
Solid or Liquid Propellants	6
Propellants	<u>0</u>
What evidence do you have regarding bulk propellants?	<u>NONE</u>

E. Radiological/Chemical Agent/Weapons

	VALUE
Toxic-Chemical Agents (Choking, Nerve, Blood, Blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control and Miscellaneous (Vomiting, Tear, incendiary and smoke)	5
Radiological/Chemical Agent (Select the largest single value)	<u>0</u>
What evidence do you have of chemical/radiological OEW?	<u>NONE</u>

Total Hazard Severity Value 10  
 (Sum of Largest Values for A through E--Maximum of 61).  
 Apply this value to Table 1 to determine Hazard Severity Category.

TABLE 1

HAZARD SEVERITY\*

Description	Category	Value
CATASTROPHIC	I	≥21
CRITICAL	<u>II</u>	≥10 <21
MARGINAL	III	≥5 <10
NEGLIGIBLE	IV	≥1 <5
**NONE		0

\* Apply Hazard Severity Category to Table 3.

\*\*If Hazard Severity Value is 0, you do not need to complete Part II. Proceed to Part III and use a RAC Score of 5 to determine your appropriate action.

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

AREA, EXTENT, ACCESSIBILITY OF OEW HAZARD  
(Circle all values that apply)

A. Locations of OEW Hazards

	VALUE
On the surface	5
Within Tanks, Pipes, Vessels or Other confined locations.	4
Inside walls, ceilings, or other parts of Buildings or Structures.	3
Subsurface	<u>2</u>
Location (Select the single largest value)	<u>2</u>

What evidence do you have regarding location of OEW? ALTHOUGH ORDNANCE IS NOT VISIBLE AT SURFACE, ORDNANCE MAY HAVE BEEN DISPOSED ON SITE.

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

	VALUE
Less than 1250 feet	5
1250 feet to 0.5 miles	<u>4</u>
0.5 miles to 1.0 mile	3
1.0 mile to 2.0 miles	2
Over 2 miles	1
Distance (Select the single largest value)	<u>4</u>

What are the nearest inhabited structures? COMMERCIAL AIRPORT

---

C. Numbers of buildings within a 2 mile radius measured from the OEW hazard area, not the installation boundary.

	VALUE
26 and over	5
16 to 25	4
11 to 15	<u>3</u>
6 to 10	2
1 to 5	1
0	0
Number of Buildings (Select the single largest value)	<u>3</u>

Narrative \_\_\_\_\_

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

	VALUE
Educational, Child Care, Residential, Hospitals, Hotels, Commercial, Shopping Centers	<u>5</u>
Industrial, Warehouse, etc.	<u>4</u>
Agricultural, Forestry, etc.	<u>3</u>
Detention, Correctional	2
No Buildings	0
Types of Buildings (Select the largest single value)	<u>5</u>

Describe types of buildings in the area. COMMERCIAL AIRPORT, FARMS, AND RURAL TOWNS.

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

BARRIER	VALUE
No barrier or security system	5
Barrier is incomplete (e.g., in disrepair or does not completely surround the site). Barrier is intended to deny egress from the site, as for a barbed wire fence for grazing.	4
A barrier, (any kind of fence in good repair) but no separate means to control entry. Barrier is intended to deny access to the site.	3
Security guard, but no barrier	2
Isolated site	1
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel) which continuously monitors and controls entry onto the facility; or An artificial or natural barrier (e.g., a fence combined with a cliff), which completely surrounds the facility; and a means to control entry, at all times, through the gates or other entrances to the facility (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the facility).	0

Accessibility (Select the single largest value) 0

Describe the site accessibility. A SECURITY FENCE, GATE ATTENDANTS, AND TELEVISION MONITORS ACT TO RESTRICT ACCESS.

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

	VALUE
Expected	5
None Anticipated	0
Site Dynamics (Select largest value)	_____

Describe the site dynamics. \_\_\_\_\_

-----  
 Total Hazard Probability Value  
 (Sum of Largest Values for A through F--Maximum of 30)  
 Apply this value to Hazard Probability Table 2 to determine  
 Hazard Probability Level.

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TABLE 2

HAZARD PROBABILITY

Description	Level	Value
FREQUENT	A	≥27
PROBABLE	B	≥21 <27
OCCASIONAL	C	≥15 <21
REMOTE	<u>D</u>	≥ 8 <15
IMPROBABLE	E	<8

\* Apply Hazard Probability Level to Table 3.

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

TABLE 3

Probability Level		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
Severity Category:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

- RAC 1 Imminent Hazard - Expedite INPR - Immediately call CEHND-ED-SY--commercial 205-955-4968 or DSN 645-4968.
- RAC 2 High priority on completion of INPR - Recommend further action by CEHND.
- RAC 3 Complete INPR - Recommend further action by CEHND.
- RAC 4 Complete INPR - Recommend further action by CEHND.
- RAC 5 Recommend no further action. Submit NOFA and RAC to CEHND.

Part IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

Although physical evidence of OEW is not evident at the surface, the use of storage bunkers for ordnance, as well as interview information supporting use of ordnance at the site both raise the possibility that some ordnance could have been disposed of on site.



**APPENDIX E**

**LETTERS / MEMORANDUMS**  
**/ MISCELLANEOUS ITEMS**

LETTERS / MEMORANDUMS / MISCELLANEOUS ITEMS

- E-1 Interdepartmental Air Traffic Control Board, Washington, D.C.  
*Meeting Minutes No. 543*, dated 3 November 1944. Record Group 71, Entry 1013  
Minutes of the IATCB 1943-1946, Box 1, Folder IATCB Oct-Dec 1944. National  
Archives and Records Administration, Archives II, College Park, MD.
- E-2 U.S. Army Air Forces, Aeronautical Chart Service, Washington, D.C.  
*Airport Directory, Continental United States, Volume 1*, dated January 1945.  
Folder 260.277 v.1, USAFHRA, Maxwell AFB, AL.
- E-3 U.S. Army Air Forces, Air Installations Division Headquarters  
Letter: *Request for Disposal of Surplus Airfields (Montague and Willows,  
CA)*, dated 30 December 1944. Record Group 77, Entry 1011 Formerly  
Security Classified Subject File 1940-1945, Box 218 Calcasieu - CA-AZ  
Maneuver Area, Folder 602 CA-AZ Maneuver Area. National Archives and  
Records Administration, Archives II, College Park, MD.
- E-4 U.S. Army Air Forces, Air Installations Division Headquarters  
Letter: *Report on Condition of Grounds and Pavements at Montague Airport, CA*,  
dated 20 January 1945. Record Group 18, Entry 2 Air Adjutant General Files 1944-  
1946, Box 2278 686 California, Folder M-P. National Archives and Records  
Administration, Archives II, College Park, MD.
- E-5 U.S. Army Air Forces, Chico Army Air Field, CA  
*History of the Chico Army Air Field, CA*, dated May 1944. Box 281.53-4B to  
281.53-7, Folder 281.53-4B Chico Army Air Field, CA May 1944, USAFHRA,  
Maxwell AFB, AL.
- E-6 U.S. Army Air Forces, Chico Army Air Field, CA  
*History of the Chico Army Air Field, CA*, dated October 1944. Box 281.53-4B to  
281.53-7, Folder 281.53-6 Chico Army Air Field, CA October 1944, USAFHRA,  
Maxwell AFB, AL.
- E-7 U.S. Army Air Forces, Hamilton Field, CA  
*History of the Hamilton Field Air Base Area, CA*, dated December 1944. Box  
283.81-10 to 284.04-2, Folder 284.04-1 Hamilton Field, CA 1929-1944,  
USAFHRA, Maxwell AFB, AL.
- E-8 U.S. Army Air Forces, Sacramento Air Technical Service Command  
Letter: *Request for Disposal of Surplus Airfields*, dated 25 October 1944.  
Record Group 77, Entry 1011 Formerly Security Classified Subject File 1940-  
1945, Box 218 Calcasieu - CA-AZ Maneuver Area, Folder 602 CA-AZ  
Maneuver Area. National Archives and Records Administration, Archives II,  
College Park, MD.

- E-9 U.S. Army Air Forces, Sacramento Air Technical Service Command  
Letter: *Request to sub-lease portion of Montague Airport, CA*, dated 23 January 1945. Record Group 18, Entry 2 Air Adjutant General Files 1944-1946, Box 2278 686 California, Folder M-P. National Archives and Records Administration, Archives II, College Park, MD.
- E-10 U.S. Air Force, 25th Air Division  
*History of the 25th Air Division (SAGE)*, dated July-December 1964. Box K-DIV-25-HI 1963-1964, Folder K-DIV-25-HI July-December 1964, v.1 and v.2, USAFHRA, Maxwell AFB, AL.
- E-11 U.S. Air Force, 25th Air Division  
*History of the 25th Air Division (SAGE)*, dated January-December 1965. Box K-DIV-25-HI 1965-1966, Folder K-DIV-25-HI January-December 1965, v.1 and v.2, USAFHRA, Maxwell AFB, AL.
- E-12 U.S. Air Force, 28th Air Division  
*History of the 28th Air Division (SAGE)*, dated July 1965-March 1966. Box K-DIV-28-HI 1965-1966, Folder K-DIV-25-HI July 1965-March 1966, v.1, USAFHRA, Maxwell AFB, AL.
- E-13 U.S. Civil Aviation Administration  
Letter: *CAA Airport Development Program "E" Montague (Siskiyou County), CA, Docket No. 904-4-65, Weekly Narrative Report*, dated 7 November 1942. Record Group 237, Entry General and Project Correspondence 1941-1947, Box 4 Daggett, CA - Napa, Folder Montague, CA, CAA Program Docket No. 904-4-65. National Archives and Records Administration, Archives II, College Park, MD.
- E-14 U.S. Civil Aviation Administration  
*Turf Inspection Report, Siskiyou County Airport, Montague, CA*, dated 18 July 1944. Record Group 237, Entry General and Project Correspondence 1941-1947, Box 4 Daggett, CA - Napa, Folder Montague, CA, CAA Program Docket No. 904-4-65. National Archives and Records Administration, Archives II, College Park, MD.
- E-15 War Department  
Letter: *Construction, Montague, CA*, dated 24 November 1942. Record Group 237, Entry General and Project Correspondence 1941-1947, Box 4 Daggett, CA - Napa, Folder Montague, CA, CAA Program Docket No. 904-4-65. National Archives and Records Administration, Archives II, College Park, MD.

## APPENDIX E-1

**Interdepartmental Air Traffic Control Board,  
Washington, D.C.**

***Meeting Minutes No. 543*, dated 3 November  
1944. Record Group 71, Entry 1013 Minutes of  
the IATCB 1943-1946, Box 1, Folder IATCB Oct-  
Dec 1944. National Archives and Records  
Administration, Archives II, College Park, MD.**

DECLASSIFIED  
Authority: IND 824 999 RPS  
By: CF NARA Date: 2/4/97

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RE

7-31

INTERDEPARTMENTAL  
AIR TRAFFIC CONTROL BOARD  
ROOM 1021, ARMY AIR FORCES ANNEX NO. 1  
GRAVELLY POINT, WASHINGTON 25, D. C.

Meeting No. 543

3 November 1944

Place: IATCB Room, Army Air Forces Annex No. 1

Time: 1:00 P.M. to 5:00 P.M.

Members Present:

J. S. Marriott, Colonel, Air Corps, War Department, Presiding  
David E. Postle, Civil Aeronautics Board

Alternate Member Present:

John L. Huber, CAA, Department of Commerce  
R. S. Garrison, Lieutenant Commander, USNR, Navy Department

Secretary: J. B. Hartranft, Jr., Major, Air Corps

SUBJECTS:

Page No.

1. AIDS TO AIR NAVIGATION:

- A. AURORA, COLORADO - INSTALLATION OF FAN MARKER - CASE #3100..... 2
- B. GREENBRIER, TENNESSEE - INSTALLATION OF FAN MARKER - CASE #3101..... 2
- C. PHILADELPHIA, PENNSYLVANIA - RADIO RANGE TO SERVE NORTHEAST AIRPORT -  
CASE #3102..... 2
- D. BOSTON, MASSACHUSETTS - INSTALLATION OF FAN MARKER - CASE #3104..... 3

2. AIRPORTS:

- A. CLINTON, OKLAHOMA - D & D FLYING SCHOOL AIRPORT - DESIGNATED LANDING  
AREA - CASE #2919.. 3
- B. PERRYSVILLE, PENNSYLVANIA - ROSS TOWNSHIP AIRPORT | - DESIGNATED
- C. SHAMOKIN, PENNSYLVANIA - SHAMOKIN AIRPORT | LANDING AREAS -  
CASE #2985..... 4
- D. BERKELEY, CALIFORNIA - GOLDEN GATE INTERNATIONAL AIRPORT - NEW  
AIRPORT SITE - CASE #3053..... 4
- E. DAYTONA BEACH, FLORIDA - NAVAL AIR STATION - AERIAL EVACUATION OF  
CASUALTIES - CASE #3098..... 5
- F. MONTAGUE, CALIFORNIA - SISKIYOU COUNTY (ARMY) AIRPORT - ALTERNATE  
AIRPORT FOR SCHEDULED AIR CARRIERS -  
CASE #3105..... 6
- G. INDIANAPOLIS, INDIANA - STOUT FIELD - ALTERNATE AIRPORT FOR SCHEDULED  
AIR CARRIERS - CASE #3106..... 6

3. MEMORANDA FOR THE RECORD:

- A. CONTROL OF CIVIL FLYING IN WESTERN AIR DEFENSE ZONE..... 6
- B. RELOCATION OR MODIFICATION OF RADIO RANGE STATIONS - CASE # 2979..... 7
- C. BOWLING GREEN, KENTUCKY - LOCATION AND COURSE ORIENTATION OF RADIO  
RANGE - CASE #3107..... 7
- D. NATIONAL POLICY OF AIR DEFENSE, REGULATIONS AND GENERAL FLIGHT RULES. 7

\* \* \* \* \*

- 1 -

C5-3956, AF

RESTRICTED

SOURCE: NARA COLLEGE PARK MD

RG: 71

SERIES: ENTRY 1013 MINUTES OF  
THE IATCB 1943-46

BOX: 1

FOLDER: IATCB OCT-DEC 1944

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REPRODUCED AT THE NATIONAL ARCHIVES

Authority NND 824 999 AMS  
By CP NSA Date 12/4/97

3 November 1944

CALIFORNIA - SISKIYOU COUNTY (ARMY) AIRPORT - ALTERNATE AIRPORT  
FOR SCHEDULED AIR CARRIERS

Discussion:

The Secretary of the Board presented a request from Air Carrier Division, Civil Aeronautics Administration, on behalf of United Air Lines, Inc., received through the Department of Commerce Member, for approval of Siskiyou County (Army) Airport, MONTAGUE, CALIFORNIA, as an alternate airport for scheduled air carrier operations.

Findings:

1. Siskiyou County Airport was approved in Meeting No. 142-3 for use by Fourth Air Force.
2. Request for approval of use of Siskiyou County Airport as an alternate airport for scheduled air carrier operations has been approved by the Commanding General, Fourth Air Force.

RECOMMENDATION:

That Siskiyou County (Army) Airport, Latitude 41° 46' 30", Longitude 122° 28', MONTAGUE, CALIFORNIA, be approved as an alternate airport for scheduled air carrier operations subject to pertinent military and civil regulations.

(Mt. Shasta)

\* \* \* \* \*

2-G. INDIANAPOLIS, INDIANA - STOUT FIELD - ALTERNATE AIRPORT FOR SCHEDULED  
AIR CARRIERS

Discussion:

The Secretary of the Board presented a request from Air Carrier Division, Civil Aeronautics Administration on behalf of Transcontinental & Western Air, Inc., received through the Department of Commerce Member, for approval of Stout Field, INDIANAPOLIS, INDIANA, as an alternate airport for scheduled air carrier operations.

Finding:

Request for approval of use of Stout Field as an alternate airport for scheduled air carrier operations has been approved by the Commanding Officer.

RECOMMENDATION:

That Stout Field, Latitude 39° 44', Longitude 86° 14', INDIANAPOLIS, INDIANA be approved as an alternate airport for scheduled air carrier operations subject to pertinent military and civil regulations.

(Cincinnati)

\* \* \* \* \*

3. MEMORANDA FOR THE RECORD:

A. CONTROL OF CIVIL FLYING IN WESTERN AIR DEFENSE ZONE

1. At Meeting No. 503, the Board approved Fourth Air Force Memorandum 55-12, dated 2 July 1944, Subject "CONTROL OF CIVIL FLYING IN WESTERN AIR DEFENSE ZONE" with the exception of paragraph 11, which required aircraft to be equipped with properly functioning two-way radio before they would be cleared for more than a 4-hour flight. This paragraph was referred to Los Angeles and Seattle Subcommittees for investigation and recommendations as to its necessity and acceptability.

- 6 -  
RESTRICTED

C5-3956, AF

Meeting No. 543  
55-12 j

## APPENDIX E-2

**U.S. Army Air Forces, Aeronautical Chart Service,  
Washington, D.C.**

***Airport Directory, Continental United States,  
Volume 1, dated January 1945. Folder 260.277  
v.1, USAFHRA, Maxwell AFB, AL.***

~~RESTRICTED~~

U. S. ARMY AIR FORCES



# AIRPORT DIRECTORY

CONTINENTAL

UNITED STATES

260,277  
Jan. 1945

A: ~~260,277~~ 2983  
Continental  
2-175  
(Primes)

XX

SOURCE: USAFHRA, MAXWELL AFB, TX

RG: \_\_\_\_\_

SERIES: \_\_\_\_\_

BOX: \_\_\_\_\_

FOLDER: 260,277 v.1

AIRPORT DIRECTORY OF  
CONTINENTAL US 1945

## VOLUME 1

PUBLISHED BY  
AERONAUTICAL CHART SERVICE  
ARMY AIR FORCES  
WASHINGTON, D. C.

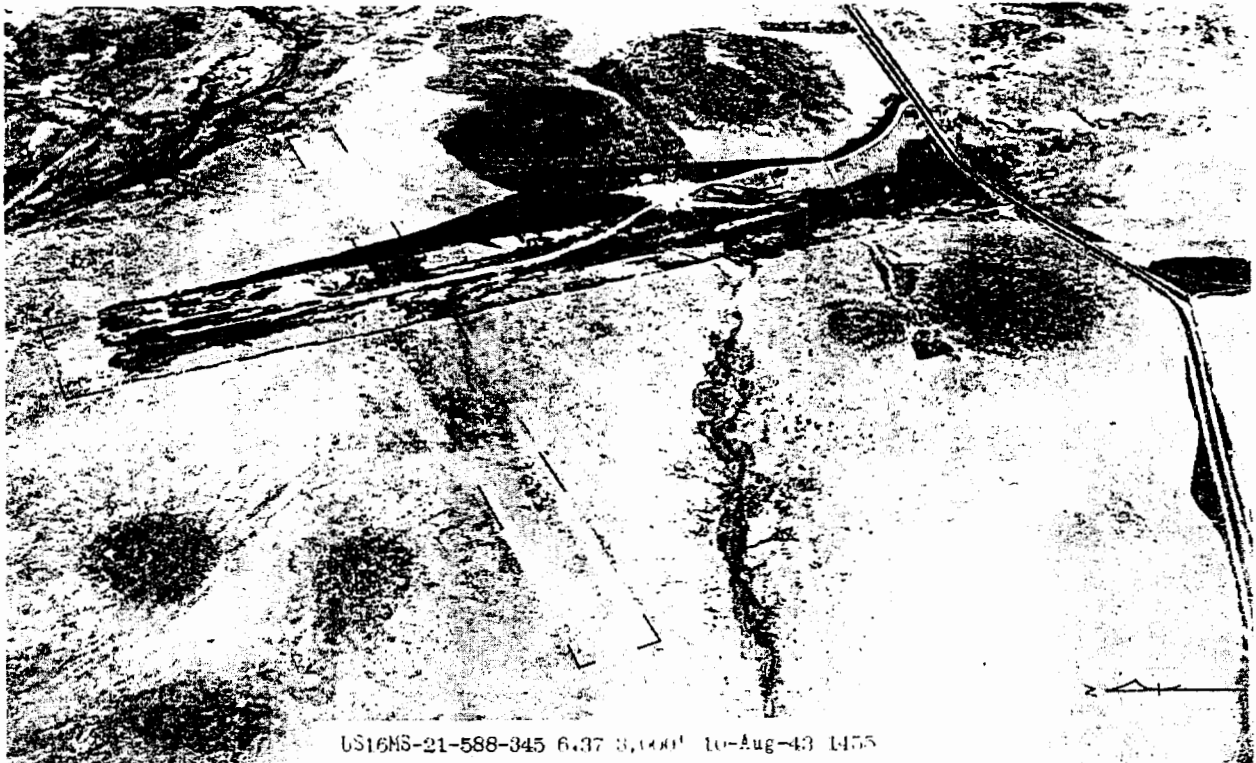
~~RESTRICTED~~



MONTAGUE MUNICIPAL AIRPORT  
MONTAGUE

CALIFORNIA

Restricted



US16MS-21-588-345 6.37 3,000' 10-Aug-43 1455

LOCATION:

FROM CITY - 1.0 mi. W (air line); 1.2 mi.  
(road).  
POSITION - Lat.  $41^{\circ}43'50''$ . Long.  $122^{\circ}32'50''$ .  
ALTITUDE - 2,520'.  
CITY POPULATION - 463.

DESCRIPTION:

TYPE - Civil.  
SIZE - 320 acres (total area).  
SHAPE - Rectangular.  
LANDING AREA - Landing strips: E/W 3,000' x  
250', NNW/SSE 3,200' x 250', earth and  
gravel.  
DRAINAGE - Artificial.  
APPROACH HAZARDS - None within 20/1 glide angle  
MARKINGS - Boundary markers.  
LIGHTING - Beacon (rotating); course lights.

FACILITIES:

HANGARS - (1) 60' x 40', door 60' x 15', metal.  
SHOPS - None.  
GASOLINE -  
At Airport - 87 octane.  
In Vicinity - None reported.  
OIL -  
At Airport - Available.  
In Vicinity - None reported.  
COMMUNICATIONS - Telephone; teletype.  
PERSONNEL ACCOMMODATIONS (Transient) -  
At Airport - None reported.  
In Vicinity - At Montague.

RADIO FACILITIES:

RANGE - None.  
TOWER - None.  
GND/AIR - None.  
INSTRUMENT APPROACH AND LETDOWN PROCEDURE - None.

WEATHER (Records from Station at Montague):

PREVAILING WIND - N, except Nov., Dec., Jan.,  
Feb., Mar., S.  
PRECIPITATION - Av. mo., 0.21" (Aug.) to 1.76"  
(Dec.); av. yr., 12.07".  
TEMPERATURE - Av. min. and max.,  $36.2^{\circ}$  to  $66.8^{\circ}$ ;  
extremes,  $-10^{\circ}$  to  $106^{\circ}$ .  
FOG - Nov., Dec., Jan.  
FACILITIES (At Airport) - First-order weather  
station; CAA weather teletype, 24-hr. opera-  
tion.

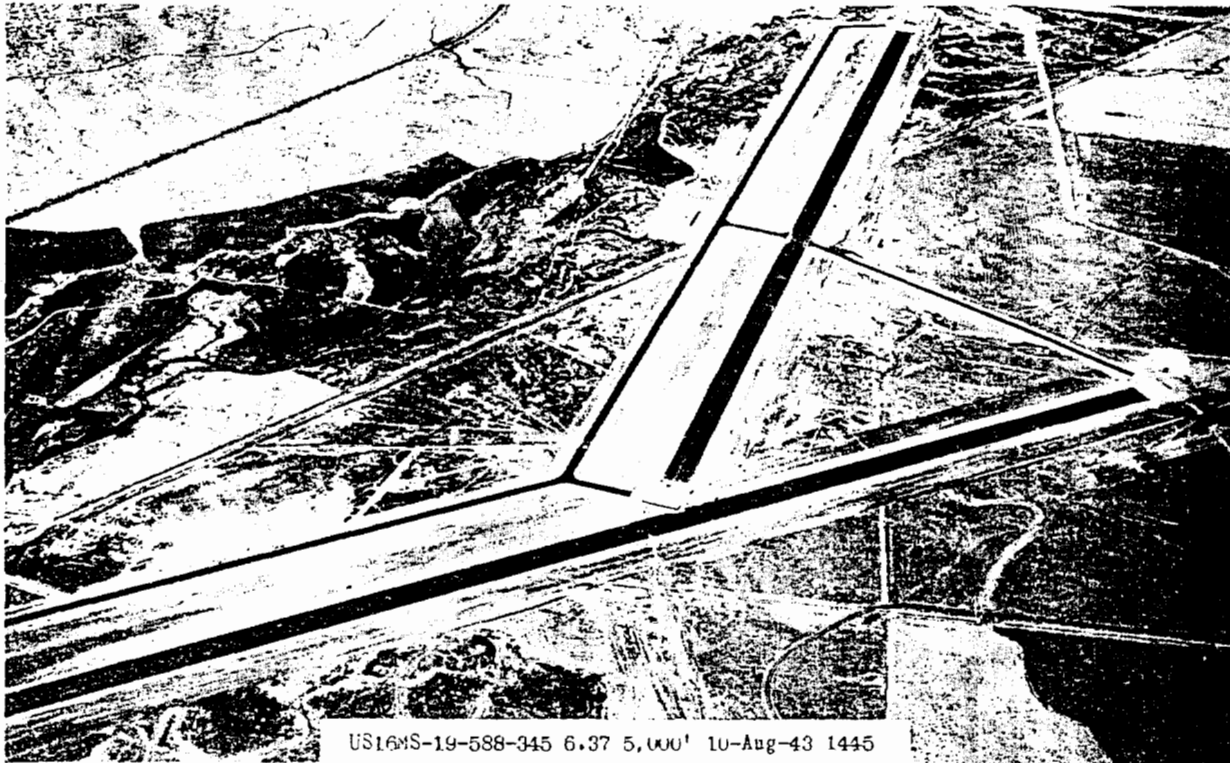
TRANSPORTATION:

AIRLINES - None reported.  
RAILROADS - Southern Pacific; Yreka Western; at  
Montague.  
Sidings - 8,801' in lgth., 1.0 mi. from field,  
no cover.  
ROADS - State No. 82, adjacent S, paved.  
FACILITIES - None.

OPERATED BY: Not in operation.

OWNED BY: City of Montague.

Restricted

**LOCATION:**

FROM CITY - 4.5 mi. NE (air line and road).  
 POSITION - Lat. 41°46'30". Long. 122°28'10".  
 ALTITUDE - 2,647'.  
 CITY POPULATION - 463.

**RADIO FACILITIES:**

RANGE - None.  
 TOWER - None.  
 GND/AIR - None.  
 INSTRUMENT APPROACH AND LETDOWN PROCEDURE - None.

**DESCRIPTION:**

TYPE - Army.  
 SIZE - 967 acres (total area).  
 SHAPE - Irregular.  
 LANDING AREA - Runways: N/S 7,300' x 150', E/W  
 6,500' x 150', bituminous.  
 DRAINAGE - Artificial.  
 APPROACH HAZARDS - None within 40/1 glide angle.  
 MARKINGS - Tetrhedron (lighted).  
 LIGHTING - Beacon (rotating); obst.; contact.

**WEATHER (Records from Station at Montague):**

PREVAILING WIND - N, except Nov., Dec., Jan.,  
 Feb., Mar., S.  
 PRECIPITATION - Av. mo., 0.21" (Aug.) to 1.78"  
 (Dec.); av. yr., 12.07".  
 TEMPERATURE - Av. min. and max., 36.2° to 66.8°;  
 extremes, -10° to 108°.  
 FOG - No data.  
 FACILITIES (At Airport) - None reported.

**FACILITIES:**

HANGARS - None reported.  
 SHOPS - None reported.  
 GASOLINE -  
 At Airport - None reported.  
 In Vicinity - None reported.  
 OIL -  
 At Airport - None reported.  
 In Vicinity - None reported.  
 COMMUNICATIONS - None reported.  
 PERSONNEL ACCOMMODATIONS (Transient) -  
 At Airport - None reported.  
 In Vicinity - At Montague.

**TRANSPORTATION:**

AIRLINES - None reported.  
 RAILROADS - Southern Pacific; Yreka Western; at  
 Montague.  
 Sidings - At Montague.  
 ROADS - State No. 82, 3.4 mi. S; county road,  
 adjacent W; paved; county road, adjacent S,  
 improved.  
 FACILITIES - None reported.

**OPERATED BY:** Army Air Forces.**OWNED BY:** Siskiyou County.

## APPENDIX E-3

**U.S. Army Air Forces, Air Installations Division  
Headquarters**

**Letter: *Request for Disposal of Surplus Airfields  
(Montague and Willows, CA)*, dated 30 December  
1944. Record Group 77, Entry 1011 Formerly  
Security Classified Subject File 1940-1945, Box  
218 Calcasieu - CA-AZ Maneuver Area, Folder  
602 CA-AZ Maneuver Area. National Archives  
and Records Administration, Archives II, College  
Park, MD.**

DECLASSIFIED

Authority NND 931699  
OP NARA Date 12/4/97

REPRODUCED AT THE NATIONAL ARCHIVES

~~CONFIDENTIAL~~

SASOCE

HEADQUARTERS  
SACRAMENTO AIR SERVICE COMMAND

600.1

25 October 1944.

SUBJECT: Request for disposal of surplus airfields.

TO: Director,  
Air Technical Service Command,  
Wright Field,  
Dayton, Ohio.

Attention: Construction & Utilities Section.

SOURCE: NARA COLLECTION

RG: 77

SERIES: ENTRY 1011

BOX: 218 CALCASTEN-CA-100

FOLDER: 602 CA-AZ

1. Reference is made to Radio AT21&31 20 Oct 44, your Headquarters, Identification No. Q 4071, relative to transfer of jurisdiction to this Command of Municipal Airport (Siskiyou County Airport), Montague, California and Municipal Airport, Willows, California.

2. This Headquarters requests that above referred to airports be declared surplus to the needs of ATSC, and in accordance with WD Circular No. 306, the following pertinent information is furnished:

a. Siskiyou County Airport, Montague, California.

- (1) The Siskiyou County Airport is located approximately nine (9) miles northeast of the town of Montague, California.
  - (a) Airport is retained by the War Department under Lease No. W-3460-eng-3793, dated 18 November 1942, between Board of Supervisors, Siskiyou County, State of California, and War Department, having an area of approximately 963.37 acres, at a rental of \$1.00 per year.
- (2) There are located on the airport two (2) runways, one (1) being 150' x 7200' and one (1) 150' x 6600', with connecting taxiways, night lighting system including two (2) field marker flashes off the reservation, and power control building, 10' x 30'. The entire reservation is fenced with five-strand barbed wire fence. No housing is available on the reservation. All improvements are in excellent condition.
- (3) Prior to the transfer from Fourth Air Force to this Command, this airport had been placed on a temporary inactive status.
- (4) This Headquarters recommends said airport be declared surplus to Army Air Forces needs.

~~CONFIDENTIAL~~

FILE

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REPRODUCED AT THE NATIONAL ARCHIVES

OP NND 931699  
OP NARA Date 12/4/97

600.1), subj: "Request for disposal of surplus airfields."  
(600.1), subj: "Request for disposal of surplus airfields."

- (5) This Headquarters is unable to make any recommendations as to use of this airport by any other Army or Federal agencies.
- (6) Airport is available for surplus status immediately.
- (7) This Headquarters has no record of any contractual commitments that would in any way effect disposition of property.
- (8) There are no auxiliary facilities in connection with Siskiyou County Airport.
- (9) This Headquarters has no record of any commitments to other Army or Federal agencies which would affect disposition of property.
- (10) No servicing detachment for transit aircraft is assigned to this airport.

b. Willows Airport, Willows, California.

- (1) The Willows Airport is located approximately one (1) mile west of the town of Willows, California.
  - (a) Airport is retained by the War Department under Lease No. W-2972-eng-1045, dated 25 April 1942, between County of Glenn, State of California, and War Department, having an area of approximately 318.2 acres, at a rental of \$1.00 per year.
- (2) There are located on the airport, two (2) runways, 150' x 4500' each, with connecting taxiways, night lighting system, power control house, and hangar building, 50' x 100' with five-strand barbed wire fence. No housing facilities are available on the reservation. The condition of all improvements is excellent, with the exception of the hangar building which is of wood and sheet metal construction and in a very poor state of repair.
- (3) Prior to the transfer of this airport from Fourth Air Force, to this Command, same had been placed on a temporary inactive status.
- (4) This Headquarters recommends said airport be declared surplus to Army Air Forces Needs.

CONFIDENTIAL

FILE

DECLASSIFIED

Authority NND 931699  
OP NARA Date 12/4/97

REPRODUCED AT THE NATIONAL ARCHIVES

Mr. Hq. SASC, McClellan Field, California, 25 October 1944,  
(600.1), subj: "Request for disposal of surplus airfields"

- (5) This Headquarters is unable to make any recommendations as to use of this airport by any other Army or Federal agencies.
- (6) Airport is available for surplus status immediately.
- (7) This Headquarters has no record of any contractual commitments which would in any way effect disposition of property.
- (8) There are no auxiliary facilities in connection with Willows Airport.
- (9) This Headquarters has no record of any commitments to other Army or Federal agencies which would affect disposition of property.
- (10) No servicing detachment for transit aircraft is assigned to this airport.

3. This report and information is based upon data available to this Headquarters. If in the redeployment plans for this Area it is probable that these facilities will be required, recommendations should be qualified to embrace any proposed expansions.

4. Attention is invited to confidential letters Q 3630 and Q 3630-A this Headquarters, 9 October and 12 October 1944, subject: "Stand-by Airfields", which transmitted to your Headquarters reports of survey, layout plans, and copies of leases on both Siskiyou County Airport, Montague, California, and Willows Airport, Willows, California.

C. W. HOWARD,  
Brigadier General, U.S.A.  
Commanding.

C.  
O  
P  
Y

FILE  
CONFIDENTIAL

## APPENDIX E-4

**U.S. Army Air Forces, Air Installations Division  
Headquarters**

**Letter: *Report on Condition of Grounds and Pavements at Montague Airport, CA*, dated 20 January 1945. Record Group 18, Entry 2 Air Adjutant General Files 1944-1946, Box 2278 686 California, Folder M-P. National Archives and Records Administration, Archives II, College Park, MD.**

## HEADQUARTERS OF THE ARMY AIR FORCES

ADDRESS REPLY TO:  
AAF LIAISON OFFICE  
PACIFIC DIVISION, TO: Mail & Records Branch WASHINGTON  
351 CALIFORNIA STREET  
SAN FRANCISCO, CALIFORNIA

From: Air Installations Division  
AC/AS, M&S, room 144C, AAF Annex No. 1

Date: 20 JAN 1945

Executive Officer

5 January 1945

DIN-3E  
M&S

SUBJECT: Report on Condition of Grounds and Pavements at Montague  
Airport, California.

TO: Commanding General, A.A.F.,  
AC/AS, M&S,  
Air Installations Division,  
Washington, D. C.

1. Subject station was visited 4 January 1945. It was accepted from the District Engineer, San Francisco District by the Commanding Officer of Chico A.A.F., California in September 1943. However, the seeding of approximately 240 acres of earth scars was not accomplished by the District Engineer under the construction directives until December 1943. This station is currently on a temporarily inactive status, under the jurisdiction of Sacramento Air Service Command.

2. Observations on grounds:

a. The earth scars seeded in December 1943 have an adequate cover of grass and weeds, except for 15 ft. strips on each side of both runways which have a very thin cover of dead grass. These strips are occupied by infertile soil and will probably not become revegetated naturally unless fertilized. A small amount of loose surface stone over 4" in diameter was noted at distances of 15 - 20 ft. from edges of runways.

b. The entire reservation is occupied by native weeds and grass that have developed without seeding, except on 300 acres of scars that were seeded to ryegrass. No mowing was accomplished in 1944 on the seeded areas or other portions of the reservation, and the dead vegetative cover was 1 to 3 ft. tall over the entire installation at the time of this visit. The weeds are annuals, including wild lettuce, sunflowers, mustard, tumble weeds and winter annual grasses. Recent rains have stimulated abundant germination and early growth of grass and weed seedlings, except on 15 ft. strips adjacent to the edge of runways.

To central files , copy sent to Grounds Section  
Major Murray 17 Jan.45

*Mum*



SOURCE: NARA COLLEGE PARK MD

RG: 18

SERIES: ENTRY 2 AIRADJCOM

FILES 1944-46  
BOX. 1278 (86 CALIFORNIA)



SUBJECT: Report on Condition of grounds and pavements at Santa Ana Airport, California. Continued.

c. There are no firebreaks on the reservation.

d. There have been many cattle on this field at various times in 1944, judging by the large amount of dung on pavements and the amount of mud carried onto pavements by hooves of animals walking on wet soil. One cow was within the boundary fence on the day of this visit.

3. Recommendations on grounds treatment:

a. The 15 ft. strips adjacent to edges of runways should be fertilized and seeded to adapted grasses during the winter season - not later than 1 February 1945. The total area is about 10 acres.

b. At the termination of winter rains, or not later than 1 April 1945, the graded shoulders of runways and taxiways, and the approach zones should be mowed at about 5" level and all dead vegetation and new crop of growth should be removed. Loose surface stone over 4" in diameter should be collected before mowing begins. Regular mowing at a height of 5" should be practiced in 1945, as long as plant growth continues.

b. Filled firebreaks should be established within the boundary fence, and maintained to preserve their effectiveness.

c. All livestock should be excluded from the reservation, and fences maintained to insure against any livestock obtaining entry.

4. Observations and recommendations on pavements.

a. Asphalt pavement appear to be in excellent condition.

b. Joints in the concrete turnarounds at ends of runways and in the small apron, are in need of attention. Some spalling and cracking of concrete at edges of joints have occurred, and the contraction of joint material has produced cracks that will admit water to the base. Cracks have developed at the junction of asphalt pavement and concrete.

c. Mud and dung carried onto pavements by livestock should be removed.

*Howard B. Sprague*  
 HOWARD B. SPRAGUE  
 Major, Air Corps,  
 AAF Liaison Officer

## APPENDIX E-5

**U.S. Army Air Forces, Chico Army Air Field, CA  
*History of the Chico Army Air Field, CA*, dated  
May 1944. Box 281.53-4B to 281.53-7, Folder  
281.53-4B Chico Army Air Field, CA May 1944,  
USAFHRA, Maxwell AFB, AL.**

~~CONFIDENTIAL~~

TO BE RETURNED  
TO THE ARCHIVES  
OF THE AAF  
HISTORICAL OFFICE

File No.  
281.53-4B  
May 1944

**P.R.G.**

HISTORY OF CHICO ARMY  
AIR FIELD  
CHICO , CALIFORNIA

1 May 1944 to 31 May 1944

00170836

SOURCE: USAF HRA, MAXWELL AFB, AL  
RG: \_\_\_\_\_  
SERIES: UNIT HISTORIES  
BOX: 281.53-4B to 281.53-7  
FOLDER: 281.53-4B  
CHICO AAF, MAY 1944

\_\_\_\_\_  
FOLDER:  
\_\_\_\_\_  
BOX:  
\_\_\_\_\_  
SERIES:  
\_\_\_\_\_  
RG:  
\_\_\_\_\_  
SOURCE:

**DECLASSIFIED**  
E. BCC DR. 1997

~~CONFIDENTIAL~~

THE AIR FORCE OFFICE OF CHIEF OF STAFF  
 AIR FORCE HEADQUARTERS  
 WASHINGTON, D. C.

CHRONOLOGICAL

DATE	EVENT	PAGE
1 May 1944	Assignment of Montague Municipal Airport to Chico Army Air Field	1
1 May 1944	Lt. Col. William C. Adams assigned from Fourth Air Force and appointed Director of Operations	Appendix A-2
1 May 1944	533rd AAF Band reorganized and assigned to Chico Army Air Field.	28
3 May 1944	Visit of Brig. Gen. Samuel M. Connell.	31
6 May 1944	Organization of 317th Wing, Salem Army Air Field, Salem, Oregon.	30
6 May 1944	2nd Lt. James Hokom involved in aircraft accident.	39
6 May 1944	Maj. Lawrence M. Kirsch involved in aircraft accident.	40
10 May 1944	2nd Lt.'s Matthew Borowski and Walter M. Gouging involved in aircraft accidents.	40
12 May 1944	Maj. Freeman, Commanding Officer, Squadron B, reassigned to Moses Lake Army Air Field, Washington.	25
12 May 1944	Willows Airfield assigned to jurisdiction of Chico Army Air Field.	1
13 May 1944	1st Lt. Phil R. McMills presented Distinguished Flying Cross by Col. Tyer at formal retreat.	50
13 May 1944	Sgt. Walter Neumann involved in aircraft taxi accident.	40
14 May 1944	One hundred and thirty trainees reassigned to Ontario Army Air Field, Ontario, California.	38
15 May 1944	2nd Lt. Merland Moen killed in aircraft accident.	41
15 May 1944	Assignment of Sacramento Municipal Airport to jurisdiction of Chico Army Air Field. Designated as Squadron Q. Thirty enlisted men transferred from Chico Army Air Field as cadre.	32

the auxiliary fields at Willows, California, and Montague, California, were not manned by military personnel during the period of this report.<sup>1</sup> Their primary functions were as emergency landing fields for disabled aircraft.

(C) PERSONNEL PROBLEMS AT CHICO ARMY AIR FIELD

The assignment, the reassignment, and the reclassification of permanent party officers and enlisted men remained as one of the most vexing problems at Chico Army Air Field during the thirty-one day period of this report. In reconstructing the background of the many facets of this subject, there are topics which must be investigated. Some of these were omitted from last month's history because of their more logical inclusion for discussion at this latter date.

Going back a bit, to the previous month,<sup>2</sup> it will be noted that a manning table for the 433rd AAF Base Unit had been devised at Chico Army Air Field during the two week's period immediately prior to the transfer of the field into the Fourth Air Force on the 25th.<sup>3</sup> The various departments and sections at the field had submitted their minimum manpower requirements to Post Headquarters, and these had been carefully weighed and checked against the previous minimum requirements of the field by the Director of Station Services, Lt. Col. A. L. Ring, and by the Statistical Control Officer, Lt. A. Weiss. And it was during this same period of time that Col. Tyer, the future commanding officer, Lt. Col. W. C. Adams, the future Director of Operations, and Maj. C.W. Sawyer, the future Director of Operations, had been holding joint conferences at Chico

<sup>1</sup>See Appendix C for map showing location of these fields.

<sup>2</sup>See History of Chico Army Air Field, 25 April 1944 to 30 April 1944, special study by Historical Office, Chico Army Air Field.

<sup>3</sup>Interview with Lt. A. Weiss, 1 June 1944.

## APPENDIX E-6

**U.S. Army Air Forces, Chico Army Air Field, CA  
*History of the Chico Army Air Field, CA*, dated  
October 1944. Box 281.53-4B to 281.53-7,  
Folder 281.53-6 Chico Army Air Field, CA  
October 1944, USAFHRA, Maxwell AFB, AL.**

~~CONFIDENTIAL~~

DECLASSIFIED

E011652

THE HISTORY OF  
CHICO ARMY AIR FIELD  
CHICO, CALIFORNIA

SOURCE: USAFHRA, MAXWELL AFB

RG: \_\_\_\_\_

SERIES: UNIT HISTORIES

BOX: 281.53-4B to 281.53-7

FOLDER: 281.53-6

For the Period  
1 October 1944 to 31 October 1944

CHICO AAF SEP-OCT 1944

Prepared in November 1944 in compliance with AR 345-195,  
AAF Regulation 20-8, and Directives of the Fourth Air Force

FORMER DESIGNATIONS  
None

PRESENT ASSIGNMENT  
To Fourth Air Force, 25 April 1944

UNITS ASSIGNED AND ATTACHED

433rd Army Air Forces Base Unit (CCTS)  
533rd Army Air Forces Band  
Detachment, 1st Weather Region, 68th AAF Base Unit  
Detachment, 101st AACCS, 85th AAF Base Unit, Section D

SUB-BASES ASSIGNED

Marysville Army Air Field  
Oroville Army Air Field  
Sacramento Municipal Airport  
Hayward Army Air Field

FILED BY:

APPROVED:

*W. FERRY*

*A. W. TYER*

W. FERRY,  
Lt., Air Corps,  
Technical Officer.

A. W. TYER,  
Colonel, Air Corps,  
Commanding.

~~CONFIDENTIAL~~

DATE	EVENT	PAGE
18 October 1944	Formal retreat ceremony, with Col. Tyer reviewing troops. Squadron D best marching organization.	44
	Auxiliary fields of Willows Airfield, Willows, California, and Montague Municipal Airport, Montague, California, transferred to Air Technical Service Command, effective as of 15 October 1944.	2
19 October 1944	Aircraft accident at Chico Army Air Field, F/O John J. Furlong made poor landing in P-38 at Chico Army Air Field. Only accident of month chargeable to 433rd AAF Base Unit.	23
21 October 1944	Opening of NCO Mess in city of Chico, California. Col. Tyer participated in ceremonies.	44
	Letter published by Director of Operations on functions of local Standardization Board.	26
23 October 1944	F/O Walter T. Bryan of 6th Ferrying Group, Long Beach, California, fatally injured as result of aircraft accident west of Chico Army Air Field. Pilot was ferrying P-38.	24
24 October 1944	Request from Fourth Air Force for shipment of 24 enlisted men to Army Ground Forces.	42
25 October 1944	Visit of inspectors from 317th Wing, Redmond, Oregon. Supervisory inspection of field for two days.	40
	Completion of checking out new class of trainees in P-38 aircraft.	23
28 October 1944	Letter published on new station furlough policy.	4
30 October 1944	Redding Army Air Field transferred to Air Technical Service Command.	37



## APPENDIX E-7

**U.S. Army Air Forces, Hamilton Field, CA  
*History of the Hamilton Field Air Base Area, CA,*  
dated December 1944. Box 283.81-10 to  
284.04-2, Folder 284.04-1 Hamilton Field, CA  
1929-1944, USAFHRA, Maxwell AFB, AL.**

UNCLASSIFIED

HISTORY OF THE  
HAMILTON FIELD AIR BASE AREA

February 1929 through March 1944

WASIE CREST NT
Auth: C.O. Ham. Fld.
Initials: <i>RAJ</i>
Date: <i>12 Jun 1945</i>

revised in December 1944 in accordance with letter, Fourth Air Force, 24  
January 1944, File 314.7, Subject: Historical Studies Due From Hamilton Field.

CLASSIFICATION CHANGED TO  
**UNCLASSIFIED**

BY AUTHORITY OF THE  
COMMANDING GENERAL AF

BY *Douglas R. Smith*  
*CG USAF*  
DATE *23 Mar 53*

*CG AF AF*  
*Maj. Gen.*  
*A.A. Kessler*  
*per Lt*  
*Hq 7 AF*  
*HAMILTON AFB*  
*Calif, dtd*  
*16 Mar 53.*

FORMER DESIGNATIONS:

None

PRESENT ASSIGNMENT:

Fourth Air Force, San Francisco, California

UNITS ASSIGNED OR ATTACHED:

Camp San Rafael  
San Rafael, California

BY:

*W. D. Patton*  
W. D. PATTON,  
S.A.,  
OFFICER.

APPROVED:

*Charles R. Melin*  
CHARLES R. MELIN,  
Colonel, Air Corps,  
Commanding.

UNCLASSIFIED

SOURCE: *USAFHRA, MAXWELL AFB*  
RG: \_\_\_\_\_  
SERIES: *UNIT HISTORIES*  
BOX: *283-81-10 + 0 284-04-2*  
FOLDER: *284-04-1*

History of the Hamilton Field Air Base Area, February 1929 through March 1944

CHRONOLOGY

UNCLASSIFIED

DATE	DESCRIPTION OF EVENT	PAGES IN NARRATIVE
November 1939	The Seventh Bombardment Group demonstrates its ability with B-17's in aerial ceremony honoring Lieutenant Colonel David M. Meyers, retiring.	15-16
January 1940	Five hundred (500) men transported by air to scene of West Coast war maneuvers from Hamilton Field to March Field.	16
Feb-March 1940	The Big Flood at Hamilton Field.	20
15 July 1940	Hamilton Field becomes a Recruit Training Center.	58-59
25 August 1940	The 45th Air Base Group is activated.	27
September 1940	The Seventh Bombardment Group, 88th Reconnaissance Squadron, and the Fifth Air Base Squadron depart Hamilton Field for Salt Lake City, Utah.	17
September 1940	The 20th Pursuit Group and the 35th Pursuit Group arrive from Moffett Field to make the Tenth Pursuit Wing at Hamilton Field.	18
November 1940	Hamilton Field is officially changed from a bomber into a fighter base.	17, 18, 22
November 1940	"Splinter City" is completed and assigned to the personnel of the Tenth Pursuit Wing.	20
November 1940	The 20th Pursuit Squadron of the 35th Pursuit Group is ordered to the Philippines; is replaced by the 34th Pursuit Squadron from Brooks Field, Texas.	22
November 1940	The 18th Pursuit Squadron departs for Anchorage, Alaska; is replaced by the 70th Pursuit Squadron.	22
22 November 1940	Brigadier General Millard F. Harmon assumes command of Hamilton Field. (Now Lieutenant General)	Append. "A"
1940-1943	The following sub-bases acquired: Oakland Municipal Air Port; Mills Field, South San Francisco; Concord, Napa, Oroville, Redding, Sacramento, Santa Rosa, Willows, Winters-Davis, Hayward, Marysville, and Montague.	24

UNCLASSIFIED

[REDACTED]

UNCLASSIFIED

History of the Hamilton Field Air Base Area, 1929 - March 1944.

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Chapter IV: Organization and Functions of the Base  
and its Sub-Bases.

The history of Hamilton Field from 1941 is a picture of constant and gradual development of the authority of the Base Commander. With the approach of war, the organization of the Air Force fell away from the emphasis upon the tactical unit, and came to rest upon certain logical geographical areas.

With Hamilton Field located midway along the U. S. Pacific Coast, the logical area of its command extended from Bakersfield, at the foot of a range of mountains running vertically to the sea, north to Redding on the approach of the Cascade Range, which separates California from Oregon. Inland, the Hamilton Field Command Area is roughly bordered by the High Sierras. Thus, a major base installation at Hamilton Field could exercise control over this vast, roughly rectangular area. Further, Hamilton Field, located adjacent to the populous, industrial Bay Area, could most adequately defend the city of San Francisco and the vital shipping in the Bay.

The units found on any air base area, prior to 1944, fall naturally into two categories: those which utilize the field as a base for tactical operations, and those units which are stationed at the base to provide maintenance and supply functions for the tactical units. However, the Tenth Pursuit based at Hamilton Field was not only an operational tactical wing, but also a training unit for transient pilots who were then assigned to newly created units. This operation was expanded in 1942 into a system which came to be called OTU (Operational Training Units)<sup>1</sup>, the function of which was to train inexperienced

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1. A detailed discussion will be handled in a later chapter.

UNCLASSIFIED

[REDACTED]

[REDACTED]

History of the Hamilton Field Air Base Area, 1929 - March 1944.

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pilots, form them into tactical units, and dispatch them to combat theaters of command.

As Hamilton Field became the center of the interceptor pursuit and patrol system for the central Pacific Coast area, the Base began to acquire sub-bases as outlying bases to extend operations over a large area and to serve as dispersal points for interceptor aircraft. As early as 1940, Hamilton Field acquired the municipal airport of Oakland and Mills Field, South San Francisco, as dispersal points; by the fall of 1943, the Base had taken over recently expanded air bases or flight strips at Concord, Napa, Oroville, Redding, Sacramento, Santa Rosa, Willows, Winters-Davis, Hayward, Marysville, and Montague.

The administration of these sub-bases was provided by Hamilton Field. Usually the sub-base was provided with an Air Base Squadron, one or more materiel squadrons, and with a pursuit squadron from one of the Pursuit groups with headquarters at Hamilton Field. Of all these sub-bases, the most important was Oakland, where the headquarters of the Fourth Air Force Fighter Command was based; Mills Field and Sacramento were also key installations. These bases were the main stations in the interceptor control system.

The administration and maintenance functions of Hamilton Field were provided throughout 1942 by the 45th Air Base Group, which was composed of the Headquarters and Headquarters Squadron, 46th Air Base Squadron, the 59th Material Squadron, and the 60th Materiel Squadron. In addition to the Air Base Group, there were the various specialized signal, quartermaster, ordnance, and chemical squadrons which provided facilities for the tactical units.

With the constant danger of attack by an enemy from without, the air base imported various units of the Ground Forces to guard against attack.

UNCLASSIFIED

[REDACTED]

## APPENDIX E-8

**U.S. Army Air Forces, Sacramento Air Technical  
Service Command**

**Letter: *Request for Disposal of Surplus Airfields*,  
dated 25 October 1944. Record Group 77, Entry  
1011 Formerly Security Classified Subject File  
1940-1945, Box 218 Calcasieu - CA-AZ  
Maneuver Area, Folder 602 CA-AZ Maneuver  
Area. National Archives and Records  
Administration, Archives II, College Park, MD.**

DECLASSIFIED

Priority NND 131699  
OP NARA Date 12/4/97

REPRODUCED AT THE NATIONAL ARCHIVES

SUBJECT: Request for Disposal of Surplus Airfields (Montague and Willows, California).

2nd Ind.

Hq Army Air Forces, Washington 25, D. C.

AFDM 30/1  
30 December 1944.

TO: Chief of Engineers, Real Estate Division.

The Municipal Airport, Willows, California, and the Siskiyou County Airport, Montague, California, will no longer be required by the Army Air Forces. It is recommended that they be disposed of in accordance with War Department Circular 306, 1944. The information required by that circular is contained in the basic communication.

For the Commanding General, Army Air Forces:

/s/ LEO J. EMER, LT. COL., A. C.  
AFM INSTALLATIONS DIVISION  
Office of Ass't. Chief of Air Staff.  
Material and Services

1 Incl  
n/c

SOURCE: NARA COLLEGE PARK MD  
RG: 77  
SERIES: ENTR: 1011 FORM. SEC. CLAS. 1940-45  
BOX: 218 CALIFORNIA - CA-AZ MAN. AREA  
FOLDER: 602 CA-AZ MAN. AREA

*FILE*

## APPENDIX E-9

**U.S. Army Air Forces, Sacramento Air Technical  
Service Command**

**Letter: *Request to sub-lease portion of Montague  
Airport, CA*, dated 23 January 1945. Record  
Group 18, Entry 2 Air Adjutant General Files  
1944-1946, Box 2278 686 California, Folder M-  
P. National Archives and Records Administration,  
Archives II, College Park, MD.**



HEADQUARTERS  
SACRAMENTO AIR TECHNICAL SERVICE COMMAND

SACCON2

601.53

McClellan Field, California.  
23 January 1945

SUBJECT: Request to sub-lease portion of Montague Airport.

TO: Director,  
Air Technical Service Command,  
Wright Field  
Dayton, Ohio.

Attention: TSCON.

1. Reference is made to teletype, this Headquarters, SACCE-12-2, 1 December 1944, advising request had been received from Division Engineer, Real Estate Division, San Francisco, California for leasing portion of Montague Airport for agricultural purposes, and teletype, your Headquarters, TSCON-4-12-64, requesting project be submitted together with plot plan of area to be subleased.

2. Inclosed herewith for your information are copies of previous correspondence relative to the proposed subleasing for agricultural purposes of a portion of the Montague Airfield.

3. Representative from the Division Engineer, Pacific Division, Real Estate Branch, visited this Headquarters and submitted proposed area of land to be subleased, which plot plan is inclosed herewith as Inc. 1. It will be noted that the reservation consists of 963.37 acres and is occupied under Lease No. W-3460-eng-3793, dated 18 November 1942, at an annual rental of \$1.00 per year. Copy of referred to lease was transmitted to your Headquarters under date of 9 October 1944, by Confidential Letter Q-3630, subject: "Standby Air fields."

4. The area to be subleased is divided into two (2) parcels, Parcel A, 576 acres and Parcel B, 30 acres, Outleasing plan being prepared by the Division Engineer will require Lessee to cut growth up to shoulders on runways with cultivation limited to a point 500 feet from centers of runways and 125 feet from centers of taxiways. Copy of outleasing plan will be submitted your Headquarters when completed by Division Engineer.

5. No housing or operational facilities are located at Montague Army Air Field and said airfield has been placed in an inactive status in accordance with directive from your Headquarters.

6. It is believed by this Headquarters that leasing for agricultural purposes the area outlined on inclosed map will not in any way interfere with operations of this airfield, and it is recommended that such outleasing be effected.

For the Commanding <sup>u</sup>enerl:

6 Incls.

Incl 1 - Real Est. Map, Montague AAF (in quad.)  
Incl 2 - Cy TT USLF V USVE NR 50wD  
Incl 3 - Cy TT SASCON-12-32  
Incl 4 - Cy ltr Ind. SATSC, 12/1/44.  
Incl 5 - Cy ltr Chief, SF Sw-0 11/23/44  
Incl 6 - Cy ltr Neff & Frohnmayer 10/26/44/

/s/Paul F. From

PAUL F. FROM  
Major, Air Corps,  
Construction & Utilities Officer

SOURCE: NARA COLLEGE PARK, MD

RG: 18

SERIES: ENTR 2 AIR ADJ. GEN  
FILES 1944-46  
BOX: 2770

## APPENDIX E-10

**U.S. Air Force, 25th Air Division  
*History of the 25th Air Division (SAGE)*, dated  
July-December 1964. Box K-DIV-25-HI 1963-  
1964, Folder K-DIV-25-HI July-December 1964,  
v.1 and v.2, USAFHRA, Maxwell AFB, AL.**

SOURCE: USAF MRA, MAX WELLS

RG: \_\_\_\_\_

SERIES: \_\_\_\_\_

BOX: K-DEV-25-1-164

FOLDER: K-DEV-25-1-164

DECLASSIFIED

# HISTORY OF THE 25 AIR DIVISION (SAGE) NARRATIVE



1 III V 31 DECEMBER 1964

CLASSIFIED BY \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DECLASSIFIED AT TWO YEAR  
INTERVALS DECLASSIFIED ON DECEMBER  
31, 1972

Downgraded at 3 Year Intervals

DECLASSIFIED

10 MAR 1980

25C10-65S-54

RETURN TO:

Space Studies Inst

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32

The remainder of the projects were not so far along, however. The airman dormitories were 63 per cent complete, aircraft shelters 61 per cent, organizational maintenance hangar and ground support equipment shop 53 per cent, dining hall 50 per cent, ready crew building 25 per cent, and ammunition storage igloos 19 per cent.<sup>(7)</sup> While there was much work left on some of the projects, it was estimated that they would be completed and personnel would be ready to move in by March 31, 1965.<sup>(8)</sup>

Siskiyou

Siskiyou County Airport, located approximately five miles northeast of Montague, California, and approximately ten miles northeast of Yreka, California, was surveyed as a possible dispersal site on June 28, 1962, by representatives of Headquarters, 28th Air Division, the Corps of Engineers, and the Federal Aviation Agency. After completing the survey the committee decided the site could be developed at a very reasonable cost, even though the only useable part of the field was a 7,500 foot asphalt runway.

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7. Ltr, 337th Ftr Gp to Hq 25th Air Div, Surveillance Inspection of Increments A, C, and D at Walla Walla City-County Airport, Washington, 1 Dec 64, and 1st Ind, Hq 25th Air Div to Hq ADC, 8 Dec 64, (Doc No 21)
8. 1st Ind (Ltr, AFRCE-NP (AFRCE-NP/E4), 17 Nov 64, FY-64 MCP, ADC Dispersal, Walla Walla Airport, Electrical Service) Hq ADC to AFRCE-NP, 4 Dec 64.

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Also, the field seemed to be ideally suited for use as a dispersal site because it was well outside of any targeted or fallout area<sup>(9)</sup>. With this as a starting point, negotiations were begun with Siskiyou County officials to obtain permission for temporary use of the airport pending a permanent agreement for joint tenancy.<sup>(10)</sup>

Lt Col W. M. Sanford, Lt Col D. F. Rhodes and Maj W. S. Slater, Air Force representatives from Headquarters, 28th Air Division, appeared before the Board of Supervisors of Siskiyou County on September 13, 1962, to work out arrangements for use of the field. During the meeting, permission was granted to the Air Force

. . . to place in location on the Siskiyou County Airport near Montague, trailers and a portable Quonset building for use during Interim Practice Exercises; and permission is also granted to use the City-County Airport for Interim Practice Exercises by the U.S. Air Force until such time as a permanent agreement is made between the U.S. Air Force and the County of Siskiyou for joint tenancy for U.S. Air Force Usage and Operation. . . .

The supervisors further specified that all installations were to conform to the master plan of the airport and that any damage to the runways by reason of Air Force activities were to be paid for by the U.S. Air Force.<sup>(11)</sup>

- 
9. Report, Survey of Siskiyou County Airport Conducted 28 Jun 62, (Doc No. 22)
  10. Minute Order of Board of Supervisors, Siskiyou County, 13 Sep 62, (Doc No 23)
  11. Ibid.

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Within weeks after permission was granted for use of the airport and before the 25th Air Division had an opportunity to begin developing it as a dispersal site, interceptors from the 83rd Fighter Interceptor Squadron and the 84th Fighter Interceptor Squadron at Hamilton Air Force Base, California, moved in as part of the Cuban Crisis dispersal operation. Any facilities made available to these units were strictly temporary in nature, however. No real improvements were begun until June 1964 when Organization and Maintenance Funds (P-458) were made available for runway maintenance, construction of support facilities for an MRN-12 Mobile Control Tower, and installation of TACAN and GCS facilities were begun on December 8, 1964. These also were funded through Organization and Maintenance Funds.

The major improvements scheduled for the airport were Military Construction Program items. Contractors started stockpiling supplies and moving in equipment for these in December 1964. Work started on December 14, 1964, on a runway overrun, an operations apron, approach lighting, four aircraft shelters, a maintenance dock, utilities, ammunition storage, and roadways. A readiness crew building was begun on December 18, 1964. All of these facilities were scheduled for completion in September and October 1965. (12)

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12. Brochure, Program Status, 25th Air Div, Dec 64, p. 21-21-6, (Doc No 24)

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37

existing strip, a center line of high intensity lights to mark the runway for high speed jets, installation of arresting gear similar to that used on aircraft carriers, ammunition bunkers, strafe-proof bunkers for aircraft storage, ready rooms, housing for standby flight and maintenance crews, and an electronic navigational facility. . .

Would you kindly verify this information for me, as I have heard many stories about the airport and none of them are the same.

From the content of Mr. Belcher's first paragraph, it was evident that he was seeing noisy, low-flying jets streaking into and out of Siskiyou County Airport on a round-the-clock schedule. The Air Force was aware that something had to be done to dispel such fears. On January 9, 1964 approximately 100 people living in the vicinity of the airport were briefed on the general plan for improving the field and for its use by the Air Force. Then, on January 15, 1964, the Commander, 82nd Fighter Interceptor Squadron at Travis Air Force Base, California, the unit which would disperse to Siskiyou, met and talked with members of the local fraternal and civic clubs. These meetings resulted in approximately 95 per cent of the area leaders being briefed on the need for dispersal and how Siskiyou County Airport would be developed and used. (17)

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17. Memo for Record, Siskiyou County Airport, 21 Jan 64,  
(Doc No 29)

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38

These briefings seemed to have done their work well, because on May 20, 1964, the editor of the Siskiyou Daily News told the Director of Information at Headquarters, 25th Air Division that: (18)

. . . the feeling in the area toward the installation and personnel is good. It is even better since Congress announced this week (that) they would be spending \$3 million on work there.

He added that airmen assigned to the detachment at Siskiyou County Airport already were involved in local activities and that such involvement was expected to help further the relationship between the dispersal base and the local civilian community.

Therefore, at the end of December 1964, construction of dispersal facilities at the airport had been contracted for and the majority of the area residents seemed to have given their indorsement to the dispersal program.

Back-Up Interceptor Control (BUIC)

The Back-Up Interceptor Control (BUIC) system, like the fighter interceptor dispersal program, was moving ahead within the 25th Air Division area, too. This program, to be implemented in two phases, also was designed to enhance

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18. Ltr, Ed Foss, Publisher, Siskiyou Daily News to Lt Col E. D. Coverley, 20 May 64, (Doc No 30)

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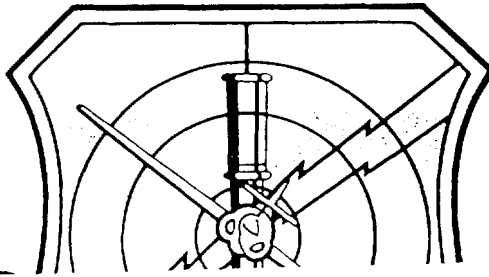
DECLASSIFIED IAW EO 12958  
BY EXECUTIVE ORDER REVIEW TEAM

DATE 10 /96 REVIEWER \_\_\_\_\_ 69

# HISTORY OF THE

## 25 AIR DIVISION (SAGE)

### -SUPPORTING DOCUMENTS-



REVIEW ON 31 Dec 84

NOFORN

10 MAR 1980



1 JULY ~~31 DECEMBER 1964~~

SPECIAL HANDLING REQUIRED  
NOT RELEASABLE TO  
FOREIGN NATIONALS

The information contained in this document  
will not be disclosed to foreign nationals or  
their representatives.

SOURCE: USAF/AFM

RG: \_\_\_\_\_

SERIES: UNIT HISTORIES

GROUP: \_\_\_\_\_

\_\_\_\_\_ for  
grading and declassification.

BOX: \_\_\_\_\_

S \_\_\_\_\_

25C10-65S-5A

FOLDER: K-REV-25-HI  
VOL. 2

K-REV-25-HI  
VOL. 2  
1984

(Dictated by Lt. Barrier, 28th Air Division, over the telephone this date.)

6 December 1963

### SURVEY OF SISKIYOU COUNTY AIRPORT

1. Survey of Siskiyou County Airport was conducted on 28 June 1962 by representatives from 280TT, 281DC, 28MLP of Hq 28th Air Division. Additional representatives were present from the Corps of Engineers and FAA. Persons contacted at Siskiyou County Airport included the chairman of the county board of supervisors, county airport coordinator, county attorney, and county engineer.

2. The following observations were made:

a. Siskiyou County Airport lies five miles NE of town of Montague and ten miles NE of the town of Yreka and is well outside of any targeted or fallout area. The airfield consists of a MS runway of asphalt for 7,500 feet in length with a concrete lip pad at each end, plus an additional runway lying NE to SW, also of asphalt, 6,500 feet in length with concrete lip pads at each end. The airport is essentially level with well graded shoulders. The weight limitations far exceed any anticipated requirements for an ADC dispersal base. All approaches to runways are clear with absolutely no hazardous obstructions within the vicinity of the airport. Flash runway lighting is installed on both runways.

b. Both runway and the taxi strip on the east side of the field appear to be in excellent condition and would only require sweeping to render them operational for future aircraft.

c. Montague radio (FAA) is located on the west side of the field and has air/ground radio, plus complete FAA weather facilities.

d. The airport is currently used by the U. S. Forest Service as a base for their fire fighting operations and by numerous private aircraft. There is no commercial operation presently being conducted from Siskiyou County Airport.

e. There is a low frequency Homer beacon located at the field which is the only navigational facility available. There is no control tower.

3. Support facilities available are as follows:

a. Housing

A small 3-bedroom house is located approximately 150 yards from the area contemplated for dispersal operations. This house is owned by the county and it was indicated it could be made available for use during Phase I and II operations. There are ample hotel and motel facilities available for lease in the town of Yreka which could be used to meet Phase I and III requirements if it was deemed undesirable to construct facilities on the base. It was assumed that similar arrangements could be made for contract housing of personnel at the dispersal site.

JAFLL/lit Col Kelley/jlm/723014/22 Nov  
272395

Dear Mr. Johnson:

This is in response to your letter of November 13 concerning the planned use of the Siskiyou County Airport as an Air Defense Command Dispersal Base. Mr. Frank Salcher, of Mountague, California, had written you expressing concern over these plans.

You suggested that it might be possible to dispel the fears of Siskiyou area residents concerning Air Force use of the airport by public release of information on our plans. We have asked our Information Staff in the Air Defense Command to follow your suggestion and expect that suitable information will shortly be made available to the Siskiyou Daily News.

The Air Defense Command dispersal program is designed to enhance the survivability of our fighter interceptor forces in the event of a surprise missile attack. As matters now stand, the interceptors are, in most cases, located in potential missile target areas. Movement of a part of the force to locations such as Siskiyou, which are not expected to be a potential enemy target, will be a significant addition to our defense posture.

We adopted the procedure of using airports which had already been developed in order to avoid the prohibitive costs of completely new facilities. In the case of Siskiyou, there is no other existing base suitable for the dispersal of the Air Defense force charged with the defense of San Francisco, northern California, and southern Oregon.

With regard to Mr. Salcher's comments, we should note that Siskiyou County Airport is not planned to be used as a year-around training facility with 24 hour activities as stated in his letter. Our present plan is to limit flying activities at Siskiyou to the rotation of aircraft from the base base. While at Siskiyou, the aircraft will be on alert and not engaged in flying training. No armed aircraft will be flown to or from Siskiyou except during a war emergency.

Several of the improvements to be made by the Air Force at Siskiyou will make the airport more capable of supporting civilian aviation requirements. This should, in turn, enhance community growth and economic potential without major expenditures by the local community.

coord  
cnbk 1  
cnbk 2  
AFOAPD

It might be well to explain the purposes of some of the planned Air Force improvements. The arresting barriers are safety devices installed to safeguard aircraft, personnel, and property. The aircraft shelters are designed for protection from inclement weather rather than from strafing as indicated by Mr. Belcher.

The ammunition storage area will be constructed to provide for safe storage, tests, and assembly of aircraft armament.

In summary, the dispersal program relies on the support of the private citizen who constructs airports capable of accepting a small military contingent. In this way, they will contribute to the survivability of their fellow Americans in other areas, more susceptible to attack, at minimal risks to themselves.

We hope the above information will be of assistance. Please let us know if you have any further questions.

Sincerely,

Attachments

Honorable Harold T. Johnson

House of Representatives

M/R: Rec'd Plans Op 18 Nov. Rep ltr dtd  
13 Nov. Consti ltr dtd 8 Nov. Final based  
on memo, AFOAPD, 21 Nov, s/Mr. Love; A/O  
Maj DeRaud, AFOAFDA, 72959. Rewrtn (2d pg only)  
27 Nov, per Maj Felch, SAF-OI. See atchd coord cy.

## APPENDIX E-11

**U.S. Air Force, 25th Air Division  
*History of the 25th Air Division (SAGE)*, dated  
January-December 1965. Box K-DIV-25-HI  
1965-1966, Folder K-DIV-25-HI January-  
December 1965, v.1 and v.2, USAFHRA,  
Maxwell AFB, AL.**

DECLASSIFIED

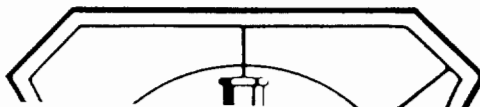
# HISTORY

OF THE

## 25 AIR DIVISION (SAGE)

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### NARRATIVE



CLASSIFIED BY \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO YEAR  
INTERVALS. DECLASSIFIED ON DECEMBER  
31, 1973



1 JANUARY - 31 DECEMBER 1965

SOURCE: USAFHRA, MAXWELL AFB AL

RG: \_\_\_\_\_

SERIES: UNIT HISTORIES

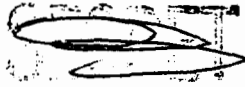
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FOLDER: K-DEV-25-HI  
VOL I JAN-DEC 1965 v.1

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10 MAR 1980

K-DIV 25 HI  
Jan-Dec 1965



to be secured by nails holding the shingles in place. Capt. McCoubry, AFRCE-NP, and Mr. Hutchins, NPD, are instructing corrective action on above items."

Therefore, by mid-January 1966, not all deficiencies were corrected nor were all projects completed at Walla Walla.

Siskiyou County Airport at Montague, California, needed improvements to bring the facilities up to acceptable standards for use as a dispersal site. Prior to June of 1964 very little had been accomplished because of the Cuban Crisis which required the use of the site by interceptors from two squadrons on a temporary basis.

Nevertheless, construction of dispersal facilities had been contracted for on a runway overrun, operations apron, approach lighting, aircraft shelters, maintenance dock, utilities, ammunition storage and roadways.

Work on the Military Construction Program portion had not begun before the first week of March 1965 since the contractors were mobilizing equipment and materials, but the GCA support and TACAN support were 60 per cent



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and 69 per cent complete respectively, as of 8 March 1965.

Satisfactory progress was made and as of 30 June 1965 project completion percentages were:

Runway overrun	71.6
Apron operational	86.5 (completed 30 Aug 65)
Approach lighting	92.7
Runway lighting	55.0
A/C shelters	73.8
Shop Maintenance Composite	41.1
Maintenance dock	33.8
Ammo Storage	64.3
Utility Systems	48.4
Roads	66.4
Readiness Crew Composite	29.0

Acceptance inspections were made at Siskiyou County Airport on 8 and 9 December 1965 at which time the maintenance dock, maintenance shop composite, A/C shelters, Ammo storage phase I and apron operational were checked. The construction deficiencies noted were corrected and the contracts were considered complete as of 17 December. One inspection was cancelled because of late electrical equipment delivery for the approach lighting with an estimated date of completion in January 1966. The ready crew building was not prepared for final inspection because of a series of incomplete

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The ground-controlled approach and tactical air navigation were operational at Walla Walla at the close of the year 1965.<sup>77</sup>

Briefly, the Phase III Fighter Dispersal Plan at Walla Walla progressed as follows: July 1964 construction began; above-ground barrier became operational in March 1965; munitions storage completed July 1965; below-ground barrier, GCA and TACAN operational in December 1965; and a planned operationally ready date of May 1966.

In summarizing Phase III of the Plan for Siskiyou County Airport, it was found that construction began February 1965; above-ground barrier was operational in March 1965; the refueler area was completed in August of 1965; GCA scheduled operational by January 1966 and TACAN scheduled for February 1966.<sup>78</sup>

Siskiyou County Airport came under the operational control of the 28th Air Division at Hamilton Air Force Base on 1 October 1965, however, 25th Air Division

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77. Program Status Report (S), 25 Air Division, 31 December 1965. Doc 79.

78. Ibid.

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continued to develop and install the real assets.<sup>79</sup>

Manning responsibilities were assumed by the 28th Air Division on the same date, with administration of the dispersal detachment being assigned to Detachment 1 of Headquarters 78th Fighter Wing at Hamilton AFB.

BUIC Facilities

A back-up interceptor control system provided a second media for air defense should the SAGE system fail. The SAGE back-up system was being implemented in three phases, Phase I, which was already completed was a manual control system intended only as a stop-gap measure. Phase II was semi-automatic, a computerized system scheduled for operation in March of 1966, and Phase III increased the capability of Phase II.

The BUIC Phase II/III concept of operations provided a capability for centralized control of the air battle through the NORAD Control Centers (NCC) using a semi-automatic data processing and display capability. The control centers were co-located with existing SAGE prime radars. In Phase II each NCC received data inputs

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79. Letter, 25OAC to 25CCR, Subj: Siskiyou Dispersal Base, dated 16 July 1965. Doc 80.

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BY EXECUTIVE ORDER REVIEW TEAM

DATE 10/196 REVIEWER \_\_\_\_\_ 69

OWELL  
AIR ALIEN

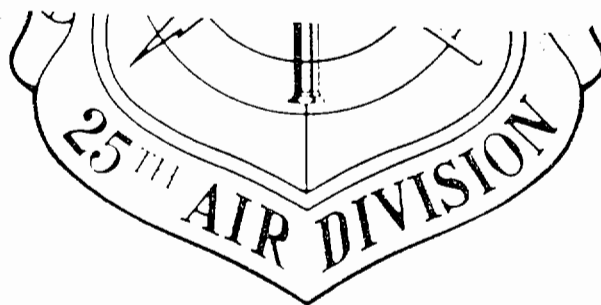
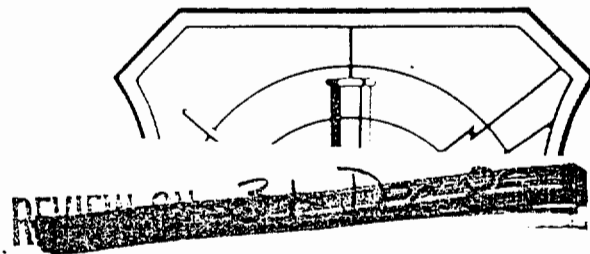
100-8-100

# HISTORY

## OF THE

### 25 AIR DIVISION (SAGE)

#### -SUPPORTING DOCUMENTS-



1 JANUARY - 31 DECEMBER 1965

SOURCE: USICHPA, NYKUS, AEA

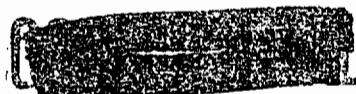
RG: \_\_\_\_\_

SERIES: \_\_\_\_\_

BOX: 157-33-1-1969-1976

FOLDER: 1-REV-30-45-1965 V.2

10 MAR 1980



100-10-100-10A

25OAC

Siskiyou Dispersal Base

*20 Jul 65*

25CCR

1. A Plans and Programming briefing at Hamilton AFB indicated that the 28th Air Division would assume jurisdiction of the fighter dispersal program at Siskiyou about 1 October 1965. The 28 Air Division Director of Communications-Electronics then dispatched a message (Tab A) to this headquarters requesting the status of communications projects at Siskiyou.

2. The 28 Air Division assumption of jurisdiction of Siskiyou on 1 October apparently is derived from the following documents.

a. ADC message, ADOOP-P 00886 Mar 65, which states "On 1 December 1965 the 84 Fighter Interceptor Squadron will assume phase 3 responsibility at Siskiyou. The 82 Ftr Intcp Squadron will not progress beyond the phase 2 capability until the phase out."

b. Manpower action change, ADC MAC-F-0085 Mar 65, which is effective 66/2 reflects a transfer of Det 1, 82 Ftr Intcp Sq at Siskiyou to the 78 Fighter Wing during 2nd quarter FY66 (Oct-Dec 65).

c. Appendix 4, Annex B, ADC Op Plan 20-65, Fighter Dispersal Plan, reflects that the phase 3 detachment will be assumed by the 84th Ftr Intcp Squadron in CY65.

3. Phase 3 dispersal capability at Siskiyou will be attained during November 1965. All supporting communications and navigational aids are programmed to be operational at that time. A copy of the Communications-Electronics input to the 2ADC-D11 Report was forwarded to the 28 Air Division on 12 July 1965 (Tab B). We planned to provide the 28 Air Division with information copies of the Communications-Electronics portion of the D11 Report as a Project "R" action.

*Filed OAC-P*

*ODC for sign + correct  
19 Jul 65  
(initials)*

SAMUEL C GRASHIO  
Colonel, USAF  
DCS/Operations

2 Atch  
1. Tab A - Msg 28OAC-A  
47025 2 Jul 65  
2. Tab B - Cy 2ADC-D11 Rpt

READING FILE

## APPENDIX E-12

**U.S. Air Force, 28th Air Division  
*History of the 28th Air Division (SAGE)*, dated  
July 1965-March 1966. Box K-DIV-28-HI 1965-  
1966, Folder K-DIV-25-HI July 1965-March  
1966, v.1, USAFHRA, Maxwell AFB, AL.**

DECLASSIFIED IAW EO 12958  
BY EXECUTIVE ORDER REVIEW TEAM

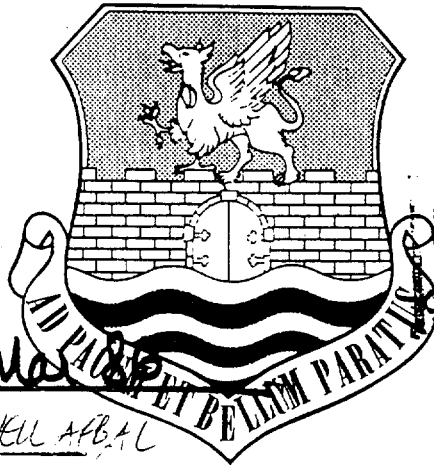
DATE 10/8/96 REVIEWER 71

Director  
Aerospace Studies Inst  
ATTN: Archives Branch  
Maxwell AFB, Alabama

RETURN TO:

K-DIV-28-H1 X  
JUL 1965-MAR 1966  
V. 1

# HISTORY OF THE 28th AIR DIVISION (SAGE)



PROJECT CORONA HARVEST

DO NOT DESTROY

No. 0280135

REVIEW ON 31 MAR 1966

SOURCE: USAFHRA, MAXWELL AFB, AL

RG: \_\_\_\_\_

SERIES: UNIT HISTORIES 1 JULY 1965 - 31 MARCH 1966

BOX: 1965-1966 17 MAR 1980

FOLDER: K-DIV-28-H1 JUL 1965-MAR 1966 V. 1

EXEMPTED FROM  
REGARDING [REDACTED] 5200.10  
D [REDACTED]

NOT RELEASABLE TO FOREIGN NATIONALS  
THE INFORMATION CONTAINED IN THIS DOCUMENT  
WILL NOT BE DISCLOSED TO FOREIGN NATIONALS

0464142

1-2 4-14

On 1 July 1965, Detachment 20, 4608th Support Squadron, was organized at Oxnard AFB, California.<sup>10</sup> This action was part of a long range program on command manpower standards. As Oxnard was representative of the manning of a small base, a Manpower Engineering Team was located there to obtain manpower samplings.

In order to give the 78th Fighter Wing a larger area of coverage in dispersal of fighter aircraft, Detachment 1 of the wing was organized at Siskiyou County Airport, California, effective 1 October 1965.<sup>11</sup>

A review of operational requirements for the Shafter Radar Gap Filler, Bakersfield, California, resulted in its inactivation as a radar site on 10 January 1966.<sup>12</sup> This installation continued on as a Radio GATR site, but action was initiated to close this site because of excessive maintenance.

Detachment 1, Hq 414th Fighter Group, was moved from Williams Air Force Base, Arizona, to El Centro Naval Air Station, California, on 1 November 1965.<sup>13</sup> The detachment was moved to El Centro because better facilities were provided for operational purposes.

10. SO G-33, Hq ADC, 12 Apr 65 (Doc. 21).
11. SO G-88, Hq ADC, 30 Sep 65 (Doc. 22).
12. SO G-33, Hq ADC, 22 Mar 66 (Doc. 23).
13. Movement Order 1, Hq ADC, 7 Jul 65 (Doc. 24).

## APPENDIX E-13

**U.S. Civil Aviation Administration  
Letter: *CAA Airport Development Program "E"  
Montague (Siskiyou County), CA, Docket No.  
904-4-65, Weekly Narrative Report, dated 7  
November 1942. Record Group 237, Entry  
General and Project Correspondence 1941-1947,  
Box 4 Daggett, CA - Napa, Folder Montague, CA,  
CAA Program Docket No. 904-4-65. National  
Archives and Records Administration, Archives II,  
College Park, MD.***



IN REPLY ADDRESS  
REGIONAL MANAGER  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

Santa Monica, California

November 7, 1942

*J. [unclear]*  
IN REPLY REFER TO  
FILE

*Byrd*  
*Cockley*

Civil Aeronautics Administration  
Department of Commerce  
Washington, D. C.

NOV 11 2 17 PM '42  
RECEIVED  
CIVIL AERONAUTICS  
ADMINISTRATION

Attention: Airports - A-10

Subject: CAA Airport Development Program "E"  
Montague (Siskiyou County), California  
Docket No. 904-4-65  
Weekly Narrative Report

*cad*

STARTING OF NEGOTIATIONS: Negotiations were started October 3, 1942.

SPONSOR RELATIONS: Relations with Sponsors are satisfactory.

SPONSORSHIP: Siskiyou County, California

LAND STATUS: Has been acquired by County.

AP-4 RESOLUTION: To Washington for review November 5, 1942.

PLANS & SPECIFICATIONS: From USED October 17, 1942  
To Washington for review October 31, 1942.

BID OPENING: Bids were opened November 4, 1942, covering grading and base course. Contract has not been let pending clearance AP-4 in Washington.

ESTIMATED COMPLETION DATE: April 16, 1943. It is proposed to delay pavement until spring of 1943.

*R. W. F. Schmidt*

SOURCE: NARA COLLEGE R. W. F. Schmidt  
RG: 237 Superintendent, Airports Service

ENTRY: GENERAL PROJECT  
SERIES: COPR. 1941-1947

BOX: 4 DABRETT CO. NARA CA  
MONTAGUE CA, CAA PROG.  
FOLDER: DOCKET # 904-4-65

60670



## APPENDIX E-14

**U.S. Civil Aviation Administration  
*Turf Inspection Report, Siskiyou County Airport,  
Montague, CA*, dated 18 July 1944. Record  
Group 237, Entry General and Project  
Correspondence 1941-1947, Box 4 Daggett, CA -  
Napa, Folder Montague, CA, CAA Program  
Docket No. 904-4-65. National Archives and  
Records Administration, Archives II, College Park,  
MD.**

TURF INSPECTION REPORT

Name of Airport: **Siskiyou County**

Location: **Montague, California**

Construction Agency: **USRD**

Planting Completed **November 15, 1943**

Inspected By: **P.A. Hahn**

Date of Inspection: **July 18, 1944**

Observations and Remarks

1. The turf is satisfactory at this airport and no additional work is necessary on any part of the field.
- (g)** 2. Some turf areas are unsatisfactory for one or more of the following reasons:
  - (a) They have no turf or other vegetation.
  - (b) They are covered predominately with weeds or temporary grasses.
  - (c) The turf is thin. (Soil showing through. Dust and erosion probable)
  - (d) They are eroded or gullied.
  - (e) The grading is too rough for aircraft safety or efficient mowing.
  - (f) They need cleaning up for aircraft safety or efficient mowing.
  - (g) They need to be mowed for safety or for eradication of weeds and saving of the planted grass.
  - (h) Other reasons
3. What is the approximate acreage of unsatisfactory turf?  
**That area adjacent to runways and taxiways**
4. What is the extent of use of the airport?  
**Itinerant army planes**
5. What is the proposed use of the airport?  
**Army of recent date propose heavy use of airport  
Applications now before CAB for use by Airlines**
6. What are the present or proposed provisions for effective maintenance of turf? (Army, Navy, City or County)  
**Army in a recent letter has been advised of their responsibilities in maintenance of this airport**
7. Additional remarks.

SOURCE: NARA COLLEGE PFC #10

RG: 237

ENTRY: GENERAL PROJECT

SERIES: CORR. 1941-1947

BOX: 41 DAGGETT AFB MFA CA  
MONTAGUE, CA, CAA FILE.

FOLDER: DOCKET #904-4-65

## APPENDIX E-15

### War Department

Letter: *Construction, Montague, CA*, dated 24 November 1942. Record Group 237, Entry General and Project Correspondence 1941-1947, Box 4 Daggett, CA - Napa, Folder Montague, CA, CAA Program Docket No. 904-4-65. National Archives and Records Administration, Archives II, College Park, MD

*Bayard*  
NOV 27 9 33 AM '42  
RECEIVED  
AERONAUTICS  
AUTHORITY  
*Moore*

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

November 24, 1942.

Administrator of Civil Aeronautics,  
Department of Commerce,  
Washington, D. C.

*APD*

Dear Sir:

The Fourth Air Force has indicated that the field under construction at Montague, California, by the Corps of Engineers with funds provided by your Administration, will be used by bombardment type of aircraft. It will, therefore, be appreciated if you will authorize runway specifications to provide for 74,000 pound gross loading in order that this field will be of increased value to the Army Air Forces.

*Y-6*  
*h*

The Chief of Engineers has received a copy of this letter and it will be appreciated if you will indicate your concurrence in this request as soon as possible.

Sincerely yours,

*James H. Doolittle*  
Director of Base Services

*James H. Doolittle*  
JAMES H. DOOLITTLE  
Col. Air Corps

SOURCE: NARA COLLEGE PARK, MD  
RG: 237  
ENTRY: GENERAL PROJECT  
SERIES: COOR. 1941-1947  
BOX: 4 DAEGETT CA + ONAPA, CA  
MONTAGUE, CA. CA PROJ.  
FOLDER: DOCKET # 904-11-65



61266 ✓

**APPENDIX F**  
**REAL ESTATE DOCUMENTS**

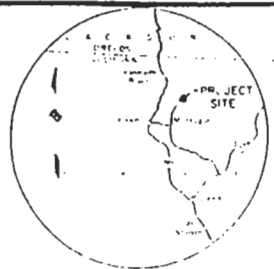
## REAL ESTATE DOCUMENTS

- F-1 U.S. Army, Construction Division  
*Real Estate Montague Municipal Airport, CA*, dated 23 May 1948, Revised from 23 October 1944. DERP INPR Backup Files, Folder J09CA095000 Siskiyou County Airport, Siskiyou County, CA. Engineering Division, U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA.
- F-2 U.S. Army Corps of Engineers, South Pacific Division, Sacramento District, CA  
*Real Estate Siskiyou County Airport Military Reservation, CA*, dated 2 March 1973, Revised from 31 March 1964. DERP INPR Backup Files, Folder J09CA095000 Siskiyou County Airport, Siskiyou County, CA. Engineering Division, U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA.

## APPENDIX F-1

***Real Estate Montague Municipal Airport, CA,  
dated 23 May 1948, Revised from 23 October  
1944. DERP INPR Backup Files, Folder  
J09CA095000 Siskiyou County Airport, Siskiyou  
County, CA. Engineering Division, U.S. Army  
Corps of Engineers, Sacramento District,  
Sacramento, CA.***





TRACT NO.	LAND OWNER	ACREAGE			REMARKS
		FEE	LEASED	EASMT	
100-1	...		153.20		Exclusion use area
100-2	...				325.75 Ac. joint use of farm and adjacent lands with... (APN 39-04-08) (APN 39-05-01) (APN 39-05-02) (APN 39-05-03) (APN 39-05-04) (APN 39-05-05) (APN 39-05-06) (APN 39-05-07) (APN 39-05-08) (APN 39-05-09) (APN 39-05-10) (APN 39-05-11) (APN 39-05-12) (APN 39-05-13) (APN 39-05-14) (APN 39-05-15) (APN 39-05-16) (APN 39-05-17) (APN 39-05-18) (APN 39-05-19) (APN 39-05-20) (APN 39-05-21) (APN 39-05-22) (APN 39-05-23) (APN 39-05-24) (APN 39-05-25) (APN 39-05-26) (APN 39-05-27) (APN 39-05-28) (APN 39-05-29) (APN 39-05-30) (APN 39-05-31) (APN 39-05-32) (APN 39-05-33) (APN 39-05-34) (APN 39-05-35) (APN 39-05-36) (APN 39-05-37) (APN 39-05-38) (APN 39-05-39) (APN 39-05-40) (APN 39-05-41) (APN 39-05-42) (APN 39-05-43) (APN 39-05-44) (APN 39-05-45) (APN 39-05-46) (APN 39-05-47) (APN 39-05-48) (APN 39-05-49) (APN 39-05-50) (APN 39-05-51) (APN 39-05-52) (APN 39-05-53) (APN 39-05-54) (APN 39-05-55) (APN 39-05-56) (APN 39-05-57) (APN 39-05-58) (APN 39-05-59) (APN 39-05-60) (APN 39-05-61) (APN 39-05-62) (APN 39-05-63) (APN 39-05-64) (APN 39-05-65) (APN 39-05-66) (APN 39-05-67) (APN 39-05-68) (APN 39-05-69) (APN 39-05-70) (APN 39-05-71) (APN 39-05-72) (APN 39-05-73) (APN 39-05-74) (APN 39-05-75) (APN 39-05-76) (APN 39-05-77) (APN 39-05-78) (APN 39-05-79) (APN 39-05-80) (APN 39-05-81) (APN 39-05-82) (APN 39-05-83) (APN 39-05-84) (APN 39-05-85) (APN 39-05-86) (APN 39-05-87) (APN 39-05-88) (APN 39-05-89) (APN 39-05-90) (APN 39-05-91) (APN 39-05-92) (APN 39-05-93) (APN 39-05-94) (APN 39-05-95) (APN 39-05-96) (APN 39-05-97) (APN 39-05-98) (APN 39-05-99) (APN 39-06-00)

## PROJECT MAP

DEPT. OF THE AIR FORCE

USING SERVICE AIR DEFENSE COMMAND

### LOCATION OF PROJECT

STATE CALIFORNIA  
 COUNTY SISKIYOU  
 DIVISION SOUTH PACIFIC  
 DISTRICT SACRAMENTO  
 ARMY AREA 6TH  
 4 MRES NE OF MONTAGUE  
 MILES OF

### TRANSPORTATION FACILITIES

BARRIADS  
 STATE ROADS  
 FEDERAL ROADS 93  
 AIR LINES

### AUDITED ACQUISITION

TOTAL ACRES ACQUIRED 284.89

FEE 3.81  
 WITHDRAWAL  
 PUBLIC DOMAIN  
 USE PERMIT (OTHER THAN P. D.)  
 TRANSFERRED  
 LEASE 267.23  
 LESSER INTERESTS (3) 13.85

### DISPOSAL

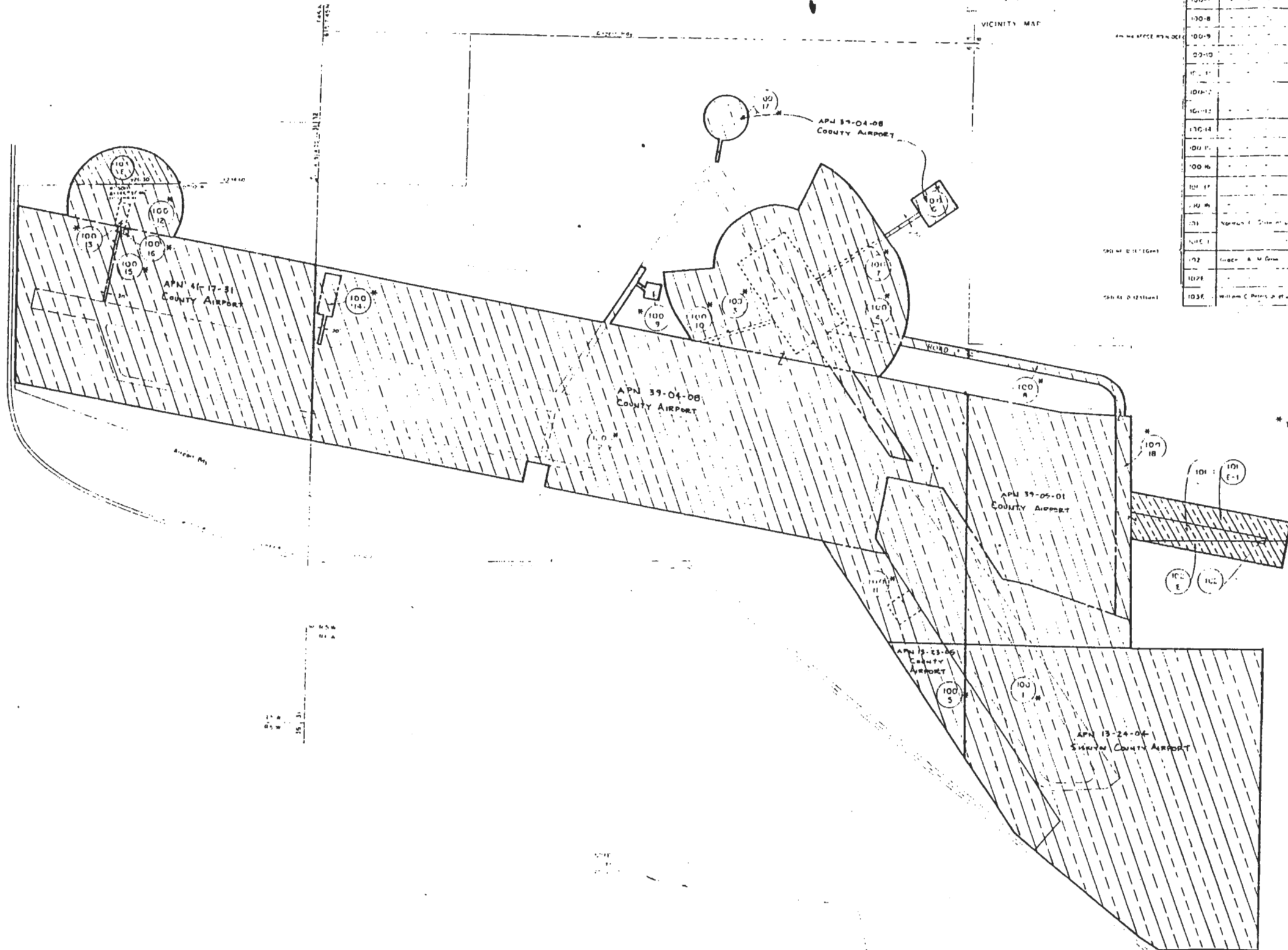
TOTAL ACRES DISPOSED OF 284.89

SOID  
 PUBLIC ESTIMATE WITHDRAWAL  
 USE PERMIT (OTHER THAN P. D.)  
 TRANSFERRED  
 LEASES TERMINATED 267.23  
 LESSER INTERESTS TERM  
 REASSIGNED  
 OTHER TO G.S.A.  
 FEE 3.81  
 EASMT (3) 13.85

### LEGEND

EXCEPT FOR THE SPECIAL SYMBOLS SHOWN BELOW MAP SYMBOLS ARE STANDARD IN ARMY MAP SERVICE TECHNICAL MANUAL NO. 23

- RESERVATION LINE
- RESERVATION LINE (OTHER THAN...)
- TRACT BOUNDARY LINE
- TRACT NUMBER (100 2)
- CONTOUR LINE
- DISPOSAL



\* Lease No. DA04-167 ENG 2695 dated 22 Oct 62.  
 S/A No. 1 dated 2 Jun 64, S/A No. 2 dated 11 Aug 64,  
 S/A No. 3 dated 27 Jan 65, S/A No. 4 dated 8 Sep 67  
 No period ending 30 Jun 2013

\* TERMINATED 15 MAY 72

3.81AC: FEE & 13.85AC: EASMT REPORTED EXCESS TO G.S.A. BY SF 118 DTD 19 JUL 71 AMENDED 28 JUL 71, 6 OCT 71 & 12 OCT 71, WHO CONVEYED 3.81AC: FEE & 13.85AC: EASMT TO THE COUNTY OF SISKIYOU BY O.C.D. DTD 15 MAY 1972.

NO.	DATE	REVISIONS
1	2 Mar 73	Due to Resubmit
2	20 Mar 73	Add disposal data for entire installation
3	24 Sep 64	Supplemental audit
4	1 Feb 67	Supplemental audit
5	28 Sep 68	Add 1-101E
6	14 Mar 69	Add assigned audit number
7	17 Mar 69	...
8	17 Mar 69	...

### SEGMENT "I"

DEPARTMENT OF THE ARMY  
 OFFICE OF THE SACRAMENTO DISTRICT ENGINEER  
 SOUTH PACIFIC DIVISION

REAL ESTATE  
 SISKIYOU COUNTY AIRPORT  
 MILITARY RESERVATION

DRAWN BY: GAB  
 CHECKED BY: P.B.  
 SUBMITTED BY: Frank R. ...

RECOMMENDED BY: ...  
 APPROVED BY: ... DATE: 31 MARCH 1964

OFFICE, CHIEF OF ENGINEERS, WASHINGTON 25, D. C.  
 APPROVED: 28 MAY 73  
 5020

Scale = Feet  
 0 100 200 300 400 500

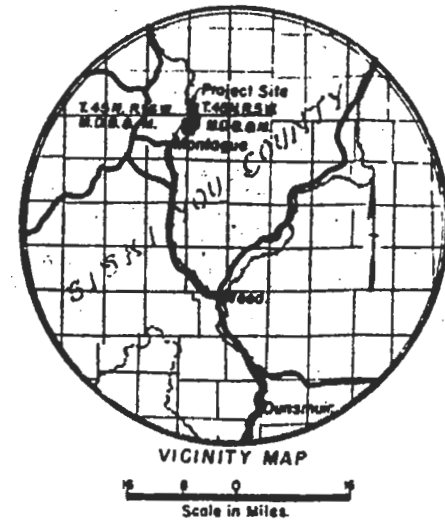
SHEET 1 OF 1 FILE NO. 200-12-70 DRAW NO. 14-107-154

## APPENDIX F-2

**U.S. Army Corps of Engineers, South Pacific  
Division, Sacramento District, CA**

***Real Estate Siskiyou County Airport Military  
Reservation, CA, dated 2 March 1973, Revised  
from 31 March 1964. DERP INPR Backup Files,  
Folder J09CA095000 Siskiyou County Airport,  
Siskiyou County, CA. Engineering Division, U.S.  
Army Corps of Engineers, Sacramento District,  
Sacramento, CA.***

ACQUISITION TRACT REGISTER				
TRACT NO.	LAND OWNER	ACREAGE		REMARKS
		LEASE	LESSER INTERESTS	
1	COUNTY OF SISKIYOU.	963.37		W-3440-Eng-3793.
2	THE CALIFORNIA-OREGON POWER COMPANY	NO AREA		W-04-193-eng-3993. For Power Line and joint use of poles.
3	MONTAGUE WATER CONSERVATION DISTRICT		2.05	License W-04-193-eng-4010. Dated 15 Feb. 1944. For Beacon Power Line Right of Way.
3A	MONTAGUE WATER CONSERVATION DISTRICT		.83	License W-04-193-eng-4010. Dated 15 Feb. 1944. For Beacon Power Line Right of Way.
4	COUNTY OF SISKIYOU		NO AREA	License W-04-193-eng-3767. Dated 17 Mar. 1944. For Beacon Power Line Right of Way.
5	W. C. SWIGART		1.06	License W-04-193-eng-3623. Dated 15 Feb. 1944. For Beacon Power Line Right of Way.
6	ERNEST A. HITCHCOCK		0.47	License W-04-193-eng-3593. Dated 29 Feb. 1944. For Beacon Power Line Right of Way.



**FINAL PROJECT MAP**  
(TYPE OF MAP)  
STATE CALIFORNIA  
COUNTY SISKIYOU  
DIVISION SOUTH PACIFIC  
DISTRICT SAN FRANCISCO  
SIXTH ARMY AREA

4 MILES N.E. OF MONTAGUE.  
MILES OF

TRANSPORTATION FACILITIES  
S.P.R.R. RAILROAD  
STATE ROAD  
FEDERAL ROAD  
AIRLINE

**—ACQUISITION—**

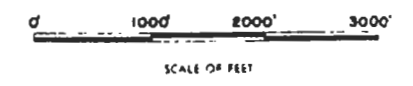
TOTAL ACRES ACQUIRED-----967.78  
ACRES OWNED BY W.D.  
ACRES LEASED BY W.D. 963.37

ACRES TRANSFERRED TO W.D.  
ACRES DONATED TO W.D.  
ACRES LICENSE TO W.D. { 4 LIC. 4.41  
1 LIC. NO AREA  
4.41 TOTAL

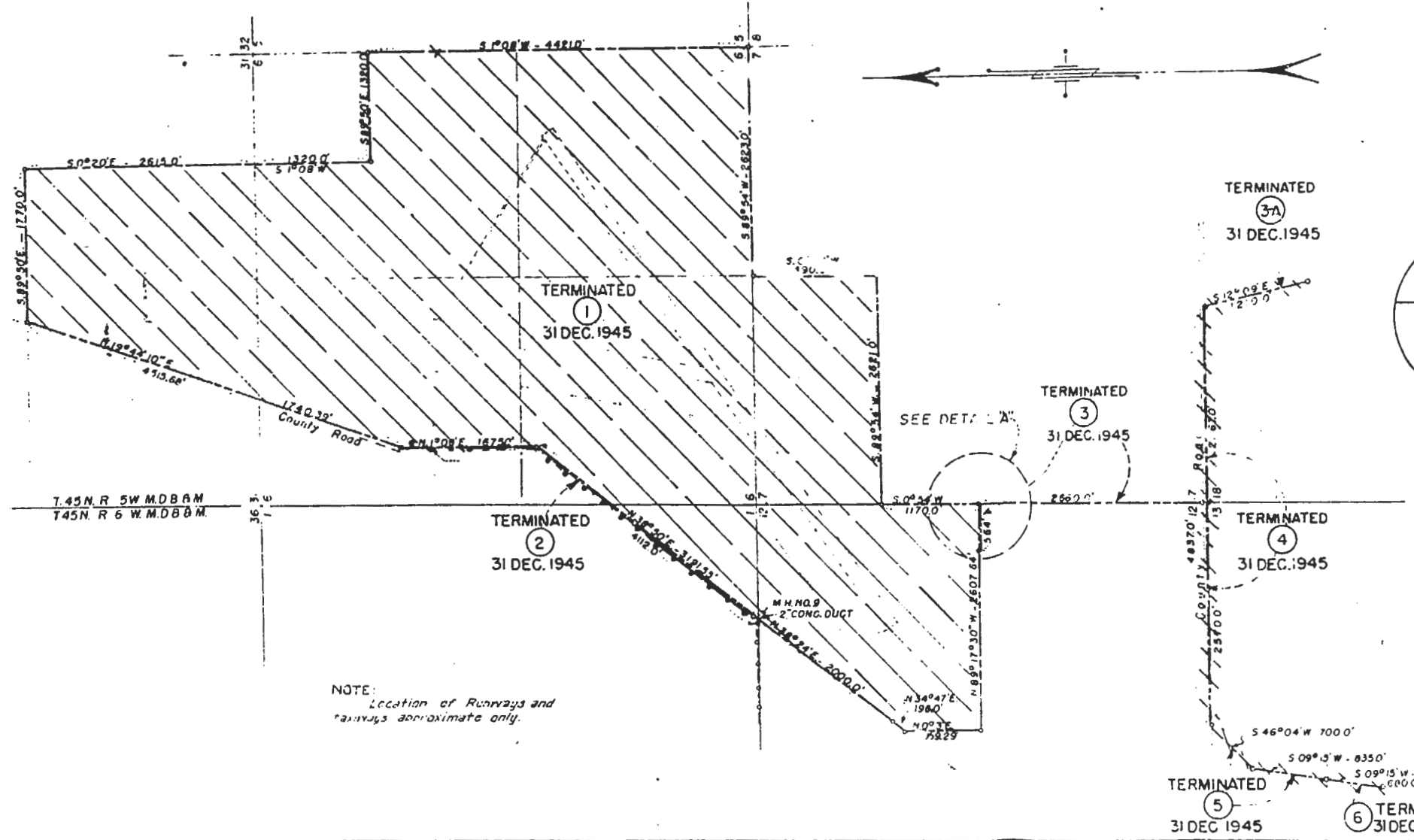
DISPOSALS  
TOTAL ACRES DISPOSAL OF 967.78  
ACRES LEASE TERMINATED 963.37  
ACRES EXCHANGED  
ACRES OTHERWISE  
ACRES LESSER INT. TERM. { 4 LIC. 4.41  
1 LIC. NO AREA  
4.41 TOTAL

LEGEND

RESERVATION LINE	-----
STATE OR PROVIDENCE LINE	-----
COUNTY LINE	-----
CIVIL DISTRICT PRECINCT	-----
LAND GRANT LINE	-----
CITY VILLAGE OR BOROUGH	-----
CEMETERY SMALL PARK ETC	-----
TOWNSHIP LINE	-----
SECTION LINE	-----



DEPARTMENT OF THE ARMY  
REAL ESTATE  
MONTAGUE MUNICIPAL AIRPORT



NOTE:  
Location of Runways and  
runways approximate only.

ACQUISITION AUTHORIZATION  
RE-D773 Dated 10 Apr. 1942

2188  
**AUDITED**

REVISIONS  
DATE BY REVISIONS  
12-2-45 A.W.L. SUR. DIV. DATA ADDED.  
7-23-48 A.W.L. CUT TO FINAL AUDIT.

**APPENDIX G**  
**NEWSPAPER / JOURNALS**  
**NOT USED**

# **APPENDIX H**

# **INTERVIEWS**

## INTERVIEWS

The following organization and individuals comprised the archive search team for **Siskiyou County Airport**:

### U.S. Army Corps of Engineers

**St. Louis District (DSN: 555)**

Engineering Division - Ordnance and Technical Services Branch (CEMVS-ED-P)

1222 Spruce Street

St. Louis, MO 63103-2833

<u>Individual</u>	<u>Telephone Number</u>	<u>CEMVS Position</u>
Kenneth J. Brimm	314-331-8797	ED-P, Historian
Randal Curtis	314-331-8786	ED-P, ASR Project Manager
Michael Dace	314-331-8036	ED-P, Chief of Ordnance and Technical Service Branch
Shirley Hamilton	314-331-8848	ED-P, Project Assistant
Sharon Hornback	314-331-8388	ED-HG, CADD Specialist
Jennifer James	314-331-8897	ED-P, Quality Assurance Specialist Ammunition Surveillance (QASAS)
Gregg E. Kocher	314-331-8790	ED-P, Safety Specialist
Shelia Thomas	314-331-8793	ED-P, Historian
Rick Webster	314-331-8639	ED-HG, Aerial Photography Interpretation

The archive search team also contacted the following individuals in preparation of this ASR. Conversation with these people yielded information of three general sorts:

- background data contained in written documents
- negative information (i.e. no pertinent knowledge of the site)
- coordination of efforts for various interested parties

While valuable, conversations with these individuals did not yield information cited in this report and hence Telephone Conversation Records have not been included. (See additional Points of Contact under section 4.2 Records Review):

<u>Individual Contacted</u>	<u>Telephone Number</u>	<u>Position/ Organization</u>
<b>Miscellaneous</b>		
Yreka Police Department	911 or 530-841-2300	
Operations NCO	415-603-8301	787th Ord. Co. (EOD) Moffit Field, CA
Tom Anderson	530-842-8295	Transportation Services Manager & Director of Aiports

### **U.S. Army Engineering and Support Center, Huntsville (CEHNC)**

**Mandatory Center of Expertise and Design Center of Ordnance and Explosives**

Danny Mardis                      205-895-1797                      ASR Project Manager

**Corps of Engineers - Sacramento**

John Headlee

916-557-7666

Engineering Division, Environmental  
Engineering Branch, DERP Section  
(CESPK-ED-EB)

**APPENDIX I**

**PRESENT SITE PHOTOGRAPHS**



**PRESENT SITE PHOTOGRAPHS**

**TABLE OF CONTENTS**

<u>Photo. No.</u>	<u>Photograph Location</u>	<u>Page No.</u>
1	<u>Ordnance Storage Area</u> - east side of Building 411, storage magazine	I-2
2	<u>Ordnance Storage Area</u> - west side of Building 411, storage magazine	I-2
3	<u>Ordnance Storage Area</u> - looking southwest down abandoned runway	I-3
4	<u>Ammunition Disposal Area</u> - Gregg Kocher using a Schonstedt magnetometer	I-3
5	<u>Ammunition Disposal Area</u> - twisted piece of light-cased fragmentation	I-4
6	<u>Ammunition Disposal Area</u> - localized strong hit, a few inches from the corner	I-4



↑ Photo #1

**Siskiyou County Airport - 2 September 1998**

Ordnance Storage Area - east side of Building 411, storage magazine, looking at bays 1 through 9, and bay 19 in the foreground.

↓ Photo #2

**Siskiyou County Airport - 2 September 1998**

Ordnance Storage Area - west side of Building 411, storage magazine, looking at bays 10 through 18, and bay 19 in the foreground.





↑ Photo #3

**Siskiyou County Airport - 2 September 1998**

Ordnance Storage Area - looking southwest down abandoned runway at two other permanent buildings.

↓ Photo #4

**Siskiyou County Airport - 2 September 1998**

Ammunition Disposal Area - Gregg Kocher using a Schonstedt magnetometer (Model GA-72CV), searching for anomalies in shallow depression at N 41° 46' 36.85", W 122° 27' 37.17"; 10T EM 44850 25147.





↑ Photo #5

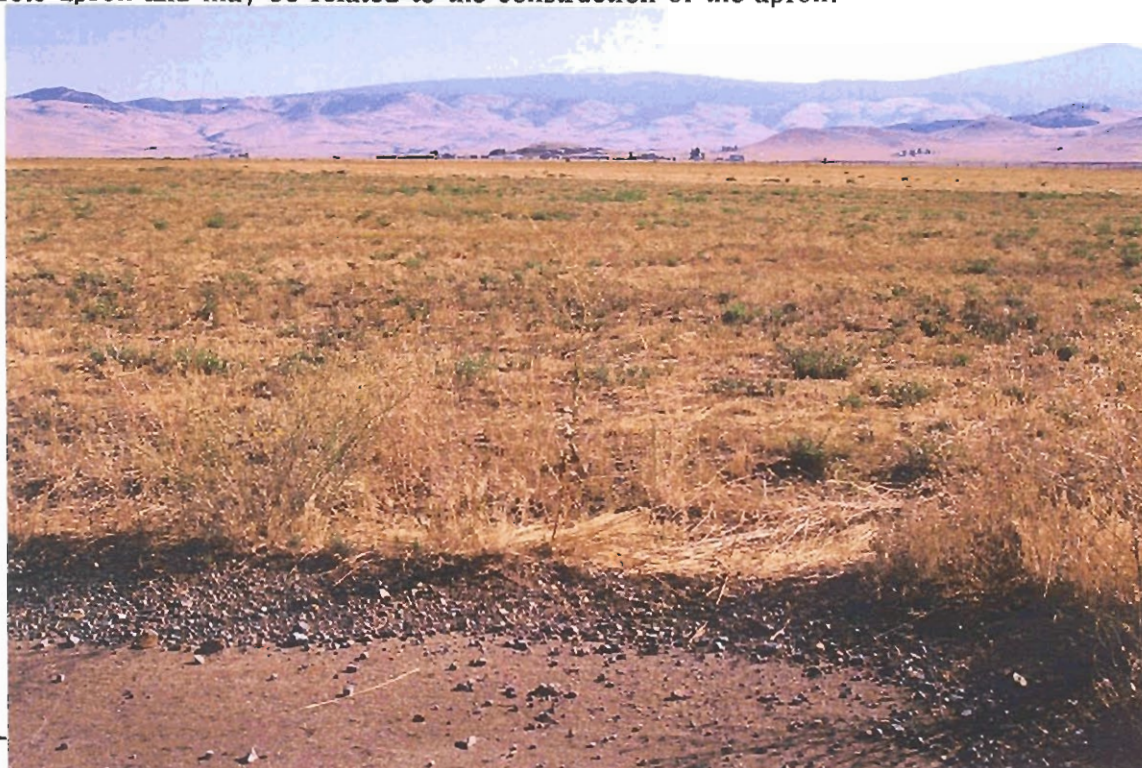
**Siskiyou County Airport - 2 September 1998**

Ammunition Disposal Area - twisted piece of light-cased fragmentation (about 2.3mm thick), approximately six inches long and two inches wide; speculated as from an ejection seat thruster.

↓ Photo #6

**Siskiyou County Airport - 2 September 1998**

Ammunition Disposal Area - localized strong hit, a few inches from the corner of the concrete apron and may be related to the construction of the apron.



**APPENDIX J**  
**HISTORICAL PHOTOGRAPHS**  
**NOT USED**

**APPENDIX K**  
**HISTORICAL MAPS / DRAWINGS**  
**NOT USED**

**APPENDIX L**

**SITE SAFETY AND HEALTH PLAN / SITE  
INSPECTION REPORT**

**SITE SAFETY AND HEALTH PLAN / SITE INSPECTION REPORT**

- L-1 Site Safety and Health Plan - Siskiyou County Airport
- L-2 Site Inspection Report - Siskiyou County Airport



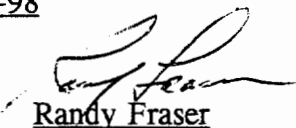
## **APPENDIX L-1**

### **Site Safety and Health Plan - Siskiyou County Airport**

**SITE SAFETY AND HEALTH PLAN (SSHP)  
for  
Siskiyou County Airport  
Montague, CA  
SITE #: J09CA095003**

The purpose of this site visit is to reconnoiter, document, and photograph areas on Siskiyou County Airport, Montague, California suspected to be contaminated with unexploded ordnance and/or toxic chemical munitions.

PREPARED BY: Gregg E. Kocher  
OFFICE USACE, CEMVS-ED-P  
ADDRESS 1222 Spruce St. St. Louis, Mo  
PHONE 314-331-8790  
DATE PREPARED 8-26-98

REVIEWED/APPROVED BY:   
Randy Fraser  
SSHO, UXO Spec.

NOTE This SSHP is to be used only for non-intrusive site visits and must be approved by safety prior to the start of the field visit. All team members must read, and comply with the SSHP, and attend the safety briefings. The Site Safety and Health Officer (SSHO) shall ensure the Safety Briefing Checklist and the SSHP acceptance form (Appendix C) is filled out prior to the start of the site visit.

**A. SITE DESCRIPTION AND PREVIOUS INVESTIGATIONS**

**1. Site Description**

a. **Size** 985.44 acres

b. **Present Usage** (check all that apply)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Military           | <input type="checkbox"/> Recreational          | <input checked="" type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Residential        | <input checked="" type="checkbox"/> Commercial | <u>active airport</u>                               |
| <input type="checkbox"/> Natural Area       | <input checked="" type="checkbox"/> Industrial | _____   |
| <input type="checkbox"/> Agricultural       | <input type="checkbox"/> Landfill              | _____   |
| <input checked="" type="checkbox"/> Secured | <input checked="" type="checkbox"/> Active     | <input type="checkbox"/> Unknown                    |
| <input type="checkbox"/> Unsecured          | <input type="checkbox"/> Inactive              |   |

2. **Past Uses:** The Army and the U.S. Air Force used the Siskiyou County Airport as dispersal base in the 1940s and again in the 1960s.

3. **Surrounding Population** (check all that apply)

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Rural      | <input checked="" type="checkbox"/> Residential | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Urban                 | <input type="checkbox"/> Industrial             | _____                                    |
| <input checked="" type="checkbox"/> Commercial |   |  |

4. **Ordnance/Explosives (OE) Potential:** gun ammunition (20mm), Sidewinder air-to-air missiles and possibly bombs and rockets formerly stored in an bunker.

**B. DESCRIPTION OF ON-SITE ACTIVITIES** (check all that apply)

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Walk-through | <input checked="" type="checkbox"/> Drive-through | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> On-Path      | <input checked="" type="checkbox"/> On-road       | _____                                    |
| <input checked="" type="checkbox"/> Off-Path     | <input checked="" type="checkbox"/> Off-road      |  |

**C. SITE PERSONNEL AND RESPONSIBILITIES**

**1. Responsibilities**

a. **Project Manager** The Corps of Engineers Project Manager (PM) is overall responsible for the site visit. He will assign a Team Leader, (most situation will be the PM). The PM will ensure that the SSHP is completed. Coordinates and executes the site visit.

b. **Site Safety and Health Officer** Individual designated to conduct safety, enforce the SSHP, conduct safety briefings, and ensure that the team leader can safely fulfill his objectives. The SSHO will maintain the safety gear, and monitor

on-site operations. The SSHO is responsible for identifying, marking, and reporting any unexploded ordnance and explosives.

**2. Team Members**

Name	Position	Address	Phone
<u>Randal Curtis</u>	<u>PM/Team Leader</u>	<u>USACE, St. Louis, MO</u>	<u>314-331-8786</u>
<u>Gregg E. Kocher</u>	<u>UXO SAFETY</u>	<u>USACE, St. Louis, MO</u>	<u>314-331-8790</u>

**D. OVERALL HAZARD EVALUATION (check one)**

High       Moderate       Low       Unknown

This assessment was developed using the Site Investigation Hazard Analysis and Risk Assessment Code Matrix.

**E. GENERAL PRECAUTIONS** Prior to the on-site visit, all team members are required to read this SSHP and sign the form acknowledging that they have read and will comply with it. In addition, the SSHO shall hold a brief tailgate meeting in which site specific topics regarding the days activities will be discussed. If unanticipated hazardous conditions arise, team members are to stop work, leave the immediate area and notify the SSHO. The buddy system will be enforced at all times.

**F. STANDARD OPERATION SAFETY PROCEDURES, ENGINEERING CONTROLS AND WORK PRACTICES**

**1. Site Rules/Prohibitions** At any sign of unanticipated hazardous conditions, stop tasks, leave the immediate area and notify the SSHO. Smoking, eating and drinking allowed in designated areas only.

**2. Material Handling Procedures** Do not handle.

**3. Drum Handling Procedures** Do not handle.

**4. Confined Space Entry** An area identified as a Permit Required Confined space will not be entered. All confined spaces shall be considered permit required confined spaces until the pre-entry procedures demonstrate otherwise. Confined spaces may be entered without a written permit or attendant provided the space is determined not to be a permit required confined space as specified in 29 CFR 1910.146.

**5. Electrical Protection** Overhead power lines, downed electrical wires and buried cables pose a danger of shock and electrocution. In addition, buildings may contain exposed wiring that may hold a potential load. Workers should avoid contact with any and all exposed wire and cables

6. **Spill Containment** N/A
7. **Excavation Safety** Do not enter trenches/excavations.
8. **Illumination** Site visits will be conducted during daylight hours only.
9. **Sanitation** Use existing sanitary facilities.
10. **Buddy System** Individuals will maintain constant contact with other personnel at all times. No one will work alone at any time during the site visit.
11. **Engineering Controls** N/A
12. **Insects** Wearing light colored clothing and tucking in the pant legs can reduce contact. In severely infested area it may be necessary to tape all openings. Apply repellents to both clothing and bare skin. Diethyltoluamide (DEET) is an active ingredient in many repellents, which is effective against ticks and other insects. Repellents containing DEET can be applied on exposed areas of skin and clothing. However, repellents containing permethrin should be used on only clothing. For more information on insect bites, refer to Appendix B.
13. **Poisonous Vegetation** Recognition and avoidance is the best protection. Cover all exposed skin. If it is known or suspected that an individual has been exposed, wash the effected area with soapy water.
14. **Inclement Weather** When there are warnings or indications of impending severe weather (heavy rains, strong winds, lightning, tornados, etc.), weather conditions shall be monitored and appropriate precautions taken to protect personnel and property from the effects of the severe weather.
15. **Hot Weather** In hot environments, cool drinking water shall be made available and workers shall be encouraged to frequently drink small amounts, e.g., one cup every 15 - 20 minutes; the water shall be kept reasonably cool. In those situations where heat stress may impact worker safety and health, work regimens shall be established. Environmental monitoring of the Wet Bulb Globe Temperature Index shall be conducted and work loads and work regimens categorized as specified in the American Conference of Governmental Industrial Hygienist (ACGIH) publication "Threshold Limit Values and Biological Exposure Indices". For more information on Heat Stress refer to Appendix A of this SSHP.
16. **Cold Weather** Cold injury (frost bite and hypothermia) and impaired ability to work are dangers at low temperatures and when the wind-chill factor is low. To guard against them; wear appropriate clothing; have warm shelter readily available; carefully schedule work and rest periods, and monitor workers' physical conditions.
17. **Off-Road Driving** Ensure all emergency equipment is available with the vehicle

i.e. tire changing equipment. Drivers shall familiarize themselves with the procedures for engaging four-wheel drive systems before the need for added traction arises. Vehicles will not be driven into an environment that is unknown, such as deep water, or an unstable surface. Vehicles will not be driven into a suspected ordnance impact area.

## **18. Ordnance**

### **a. General Information**

- (1) The cardinal principle to be observed involving explosives, ammunition, severe fire hazards or toxic materials is to limit the exposure to a minimum number of personnel, for the minimum amount of time, to a minimum amount of hazardous material consistent with a safe and efficient operation.
- (2) The age or condition of an ordnance item does not decrease the effectiveness. Ordnance that has been exposed to the elements for extended periods of time become more sensitive to shock, movement, and friction, because the stability agent in the explosives may be degraded.
- (3) When chemical agents may be present, further precautions are necessary. If the munitions item has green markings leave the area immediately, since it may contain a chemical filler.
- (4) Consider ordnance that has been exposed to fire as extremely hazardous. Chemical and physical changes may have occurred to the contents which render it more sensitive than it was in its original state.

### **b. On-Site Instructions**

- (1) DO NOT TOUCH or MOVE any ordnance items regardless of the markings or apparent condition.
- (2) DO NOT conduct a site visit during an electrical storm or an approaching electrical storm. If a storm approaches during the site visit leave the site immediately and seek shelter.
- (3) DO NOT use a radio or cellular phone in the vicinity of a suspect ordnance item.
- (4) DO NOT walk across an area where the ground cannot be seen.
- (5) DO NOT drive a vehicle into a suspected OE area; use clearly

marked lanes.

- (6) DO NOT carry matches, cigarettes, lighters or other flame producing devices into a OE site.
- (7) DO NOT rely on color code for positive identification of ordnance items or their contents.
- (8) Approach ordnance items from the side; avoid approaching from the front or rear.
- (9) Always assume ordnance items contain a live charge until it can be determined otherwise.
- (10) Dead vegetation and animals may indicate potential chemical contamination. If a suspect area is encountered, personnel should leave the immediate area and evaluate the situation before continuing the site visit.

**c. Specific Action Upon Locating Ordnance**

- (1) DO NOT touch, move or jar any ordnance item, regardless of its apparent condition.
- (2) DO NOT be misled by markings on the ordnance item stating "practice", "dummy", or "inert". Practice munitions may contain an explosive charge used for spotting the point of impact. The item may also be mismarked.
- (3) DO NOT roll the item over or scrape the item to read the markings.
- (4) The location of any ordnance items found during site investigations should be clearly marked so it can be easily located and avoided.
- (5) Reporting will be conducted in accordance with CELMS-PM-M, Standard Operating procedure for Reporting Ordnance and Unexploded Ordnance (UXO), dated 19 January 1995.

**19. Other (specify)**

**G. SITE CONTROL AND COMMUNICATIONS**

- 1. Site Map** Map will be maintained by the PM or Safety Officer.

2. **Site Work Zones** N/A

3. **Buddy System** Individuals will maintain constant contact with other personnel at all times. No one will work alone at any time during the site visit.

4. **Communications**

a. **On-Site** Verbal communications will be used among team members.

b. **Off-Site** Communications shall be established on every site. Communications may be established by using an cellular phone or by public or private phone which may be readily accessible. (specify below)

Cellular phone

Public/private phone (location \_\_\_\_\_)

Other \_\_\_\_\_

c. **Emergency Signals** In the case of small groups, a verbal signal for emergencies will suffice. An emergency signal for large groups (i.e. air horn, whistle) should be incorporated at the discretion of the SSHO. (specify below)

Verbal

Nonverbal (specify) \_\_\_\_\_

**H. EMERGENCY RESPONSE** Team members are to be alert to the dangers associated with the site at all times. If an unanticipated hazardous condition arises, stop work, evacuate the immediate area and notify the SSHO. A First Aid Kit and emergency eye wash (if applicable) will be located in the SSHO's field vehicle. If qualified persons (i.e. fire department, medical facility or physician) are not accessible within five minutes of the site at least two team members shall be qualified to administer first aid and CPR.

1. **Emergency/Important Telephone Numbers**

Yreka Police Department . . . . . 911 or 530-841-2300

787th Ord. Co. (EOD) Moffit Field, CA . . 415-603-8301

3d Ord. Bn. (EOD) Ft. Lewis, WA . . . . . 206-967-1972

Huntsville Safety Office . . . . . (205) 895-1598/1596

Huntsville Safety (after hours) . . . . . (205) 895-1180

St Louis Corps of Engineers . . . . . (314) 331-8036

2. **Hospital/Medical Facility Information**



Name: Fairchild Medical Center  
Address: Bruce St., Yreka, CA Phone: 530-8424121

Distance to hospital: Approximately 26 miles.

Route to Hospital: refer to the site map included with this SSHP.

## I. MONITORING EQUIPMENT AND PROCEDURES

1. **Exposure Monitoring** For non-intrusive on-site activities such as site visits, air monitoring is typically not required. However, if the site situation dictates the need for monitoring, complete the following information on a separate page and attach the page to the SSHP.

a. **Monitoring Equipment To Be Utilized** N/A

b. **Equipment Calibration Results** N/A

c. **Action Levels** N/A

### 2. Heat/ Cold Stress Monitoring

a. Heat Stress monitoring criteria published in Chapter 8 of the NIOSH/OSHA/USCG/EPA "Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities" shall be followed.

b. Cold Stress monitoring shall be conducted in accordance with the most current published American Conference of Governmental Industrial Hygienists (ACGIH) cold stress standard.

J. **PERSONAL PROTECTIVE EQUIPMENT** Typically, for non-intrusive site visits, Level D is required. If a higher level of protection is to be used initially or as contingency, a brief discussion will be attached. At a minimum personnel shall wear clothing suitable for the weather and work condition. The minimum for field work shall be short sleeve shirt, long trousers, and leather or other protective work shoes or boots. If a higher level of protection is to be used initially or as contingency, a brief discussion will be attached.

1. **Footwear** Footwear providing protection against puncture shall meet the applicable requirements as stated in EM 385-1-1, paragraph 05.A.08. All activities which personnel are potentially exposed to foot hazards will be identified and documented in a hazard analysis.

2. **Hand Protection** Persons involved in activities which subject the hands to injury (e.g., cuts, abrasions, punctures, burns) shall use leather gloves.

**3. Head Protection** Hardhats shall be worn when personnel are subject to potential head injury. The identification and analysis of head hazards will be documented in a hazard analysis.

**4. Eye Protection** Personnel will wear eye protection when activities present potential injuries to the eyes. All eye protection equipment shall meet the requirements as stated in EM 385-1-1, paragraph 05.B.

**K. DECONTAMINATION PROCEDURES** Decontamination procedures are not anticipated for this site investigation. Team members are cautioned not to walk, kneel or sit on any surface with potential leaks, spills or contamination.

**L. TRAINING** All site personnel shall have completed the training required by EM 385-1-1 and 29 CFR 1910.120 (e). The U.S. Army Corps of Engineer (USACE) Project Manager shall ensure, and the SSHO shall verify, that all on-site personnel have completed appropriate training. Additionally, the SSHO shall inform personnel before entering, of any potential site-specific hazards and procedures.

**M. MEDICAL SURVEILLANCE PROGRAM** The USACE Project Manager shall ensure, and the SSHO shall verify, that all on-site personnel are on the Medical Surveillance Program meeting the requirements of 29 CFR 1910.120, and ANZI Z-88.2, as appropriate, depending on the PPE and site specific tasks.

NAME	HAZWOPER	PROVIDER	MEDICAL
		DATE	DATE
<u>Randal Curtis</u>	<u>22 Jan 98</u>	<u>Corps of Engineers</u>	<u>June 98</u>
<u>Gregg E. Kocher</u>	<u>3 Dec 97</u>	<u>Corps of Engineers</u>	<u>August 98</u>

**N. LOGS, REPORTS AND RECORDKEEPING** Site logs are maintained by the Project Manager and SSHO. This is to include historical data, personnel authorized to visit the site, all records, standard operating procedures, air monitoring logs and the SSHP.

**O. GENERAL** The number of personnel visiting the site shall be a limited to a minimum of two, maximum of eight. The more personnel on-site, the greater potential for an accident. The SSHO may modify this SSHP if site conditions warrant it and without risking the safety and health of the team members. This modification will be coordinated with the team members. The SSHO shall notify Corps of Engineers Safety Office in Huntsville, AL. of the change as the situation allows.

## APPENDIX A

### HEAT- RELATED INJURIES

Once the signals of a heat-related illness begin to appear, the victim's condition can quickly get worse. A heat related illness can result in death. If you see any of the signals of sudden illness, and the victim has been exposed to extremes of heat, suspect a heat-related illness.

People at risk for heat-related illness include those who work or exercise outdoors, elderly people, young children, and people with health problems. Also at risk are those who have had a heat-related illness in the past, those with medical conditions that cause poor blood circulation, and those who take medications to get rid of water from the body (diuretics).

People usually try to get out of extreme heat before they begin to feel ill. However, some people do not or can not. Those that work outdoors often keep working even after they begin to feel ill. Many times, they might not even recognize that they are in danger of becoming ill.

Heat cramps, heat exhaustion, and heat stroke are conditions caused by overexposure to heat. You can help prevent heat-stress emergencies by recognizing and properly treating symptoms. Below is a quick reference guide to heat-related emergencies:

**HEAT CRAMPS** Heat cramps are the least severe, and often are the first signals that the body is having trouble with the heat. *Symptoms* include: Muscle twitching; painful spasms in the legs, arms or abdomen.

#### WHAT TO DO:

- Have the individual rest in a cool place.
- Give cool water or a commercial sports drink.
- lightly stretch the muscle and gently massage the area.

**HEAT EXHAUSTION** Heat exhaustion is a more severe condition than heat cramps. *Symptoms* include: cool, moist, pale, or flushed skin, headache, nausea, dizziness, weakness, and exhaustion.

**HEAT STROKE** Heat stroke is the least common but most severe heat emergency. It most often occurs when people ignore the signals of heat exhaustion. Heat stroke develops when the body systems are overwhelmed by heat and begin to stop functioning. **Heat stroke is a serious medical emergency.** *Symptoms* include: red, hot, dry skin; changes in consciousness; rapid, weak pulse; and rapid, shallow breathing.

**WHAT TO DO:** When you recognize a heat-related illness in its early stages, you can usually reverse it.

- Get the victim out of the heat.
- Loosen any tight clothing and apply cool, wet cloths, such as towels or sheets.

- If the victim is conscious, give cool water to drink. Do not let the conscious victim drink too quickly. Give about 1 glass (4 ounces) of water every 15 minutes.
- Let the victim rest in a comfortable position, and watch carefully for changes in his or her condition. The victim should not resume normal activities the same day.
- **Refusing water, vomiting, and changes in consciousness mean that the victim's condition is getting worse. Call for an ambulance immediately if you have not already done so.**
- If the victim vomits, stop giving fluids and position them on their side.
- Watch for signals of breathing problems.
- Keep the victim lying down and continue to cool the body any way you can. If you have ice packs or cold packs, place them on each of the victim's wrists and ankles, on the groin, in each armpit, and on the neck to cool the large blood vessels.

## APPENDIX B

### BITES AND STINGS

#### Scorpions, Bees and Spiders

Bee stings are painful, but rarely fatal. Some people, however have a severe allergic reaction to an insect sting. This allergic reaction may result in a breathing emergency. If someone is stung by an insect, remove the stinger. Scrape it away with from the skin with your fingernail or plastic car, such as a credit card, or use tweezers. If you use the tweezers, grasp the stinger, not the venom sac. Wash the site with soap and water. Cover it to keep it clean. Apply a cold pack to the area to reduce the pain and swelling. Watch the victim for signals of an allergic reaction.

Scorpions live in dry regions of the southwestern United States and Mexico. They live under rocks, logs, and the bark of certain trees and are most active at night. Only a few species of scorpions have a sting that can cause death.

Spiders; there are also only two spiders in the United States whose bite can make you seriously sick or be fatal. These are the black widow spider and the brown recluse. The black widow is black with a reddish hourglass shape on the underside of its body. The brown recluse is light brown with a darker brown, violin-shaped marking on the top of its body. Both spiders prefer dark, out of the way places. Often, the victim will not know that he or she has been bitten until he or she starts to feel ill or notices a bite mark or swelling.

*Symptoms:* include nausea and vomiting, difficulty breathing or swallowing, sweating and salivating much more than normal, severe pain in the sting or bite area, a mark indicating a possible bite or sting, and swelling of the area.

*First Aid:* if someone has been stung by a scorpion or bitten by a spider he or she thinks is a black widow or brown recluse, wash the wound, apply a cold pack to the site, and get medical help immediately.

#### Ticks - Lyme Disease

##### *Transmission:*

Lyme Disease (LD) is most commonly transmitted by a tick bite (usually painless). The tick vectors include *Ixodes scapularis* (Deer Tick), *Ixodes dammini* (Deer tick), *Amblyomma americanum* (Lone Star Tick) and *Ixodes pacificus*. *Ixodes dammini* was thought to be the only species responsible for transmission until it was shown to be the same as *Ixodes scapularis* in 1993. The ticks prefer to live in wooded areas, low growing grassland, seashores and yards. Depending on the location, anywhere from less than 1% to more than 90% of the ticks are infected with spirochetes.

The Deer tick has a 2 year life cycle and must feed 3 times. In the larvae stage, it is tan, the size of a pin head and feeds on small animals like the mouse where it can pick up the spirochete. During the nymph stage the tick is the size of a poppy seed, beige or partially transparent and feeds on larger animals such as cats, dogs and humans. The adult ticks are black and/or reddish and feed on cattle, deer, dogs and humans. The Lone Star tick is grey with a white dot. April through October is considered the "tick season" even though Lyme disease is a year round problem. Ticks are very active in the spring and early summer.

*Location:*

Cases of Lyme disease have been reported in virtually every state, although the Northeastern, Great Lakes, and Pacific Northwest areas are particularly endemic.

*Symptoms:*

Lyme disease is called the "Great Imitator" because it can mimic many other diseases, which makes diagnosis difficult. A rash can appear several days after infection, or not at all. It can last a few hours or up to several weeks. The rash can be very small or very large (up to twelve inches across). A "bull's-eye" rash is the hallmark of LD. It is a round ring with central clearing. Unfortunately, this is not the only rash associated with Lyme. Various other rashes associated with LD have been reported. One bite can cause multiple rashes. The rash can mimic such skin problems as hives, eczema, sunburn, poison ivy, flea bites, etc. The rash can itch or feel hot or may not be felt at all. The rash can disappear and return several weeks later. For those with dark skin the rash will look like a bruise. If you notice a rash, take a picture of it. Some physicians require evidence of a rash before prescribing treatment.

Early Symptoms: Several days or weeks after a bite from an infected tick, a patient usually experiences "flu-like" symptoms such as aches and pains in their muscles and joints, low grade fever, and/or fatigue.

Other Possible Symptoms -- No organ is spared:

- Jaw -- pain, difficulty chewing
- Bladder -- frequent or painful urination, repeated "urinary tract infection"
- Lung -- respiratory infection, cough, asthma, pneumonia
- Ear -- pain, hearing loss, ringing, sensitivity to noise
- Eyes -- pain due to inflammation, sensitivity to light, scleritis drooping of eyelid, conjunctivitis, blurring or double vision
- Throat -- sore throat, swollen glands, cough, hoarseness, difficulty swallowing
- Neurological -- headaches, facial paralysis, seizures, meningitis, stiffneck, burning, tingling, or prickling sensations, loss of reflexes, loss of coordination, MS like syndrome
- Stomach --pain, diarrhea, nausea, vomiting, abdominal cramps, anorexia
- Heart -- weakness, dizziness, irregular heart-beat, myocarditis, pericarditis, palpitations, heart block, enlarged heart, fainting inflammation of muscle or membrane, shortness of breath, chest pain

- Joint -- arthralgias or arthritis, muscle inflammation and pain
- Other Organs -- liver infection, elevated liver enzymes, enlarged spleen, swollen testicles, irregular or ceased menses
- Neuropsychiatric -- mood swings, irritability, poor concentration, cognitive loss, memory loss, loss of appetite, mental deterioration, depression, disorientation, sleep disturbance
- Pregnancy -- miscarriage, premature birth, birth defects, stillbirth
- Skin -- single or multiple rash, hives

The above is a list of possible symptoms. They can occur in any combination. You may have one or several symptoms but not everyone will experience every symptom. Lyme affects each host in a different way. Having one or many of these symptoms does not indicate that you have Lyme disease. Diagnosis for Lyme is a clinical one and must be made by a physician experienced in recognizing LD. Serological testing is not reliable.

#### *Lyme Disease Prevention:*

- Dress properly, wear long-sleeved shirts that button at the wrist, long pants tucked into socks, and closed shoes. Choose light-colored fabric so you can spot and brush off ticks.
- Apply approved tick repellent and use only as directed. Products that contain DEET are tick repellents. They do not kill the tick and are not 100% effective in discouraging a tick from feeding on you. Products like Permethrin contain permethrin and are known to kill ticks. However, they are not to be sprayed on the skin. Permethrin can be sprayed on clothing. Once it is dry it is assumed to be safe. Ticks are anti-gravitational. They are generally seeking the highest point. If they get on your body below the clothes line, one hopes they will travel up and die once they come in contact with treated clothing.
- Always do regular tick checks when outdoors.
- Shower after all outdoor activities are over for the day. If the tick is still wandering it may wash off. Check all body parts that bend. Run fingers gently over skin. If there is a tick and it is attached, it will feel like the last piece of scab left before a cut completely heals. Remove ticks promptly and properly from yourself.

#### *Proper Tick Removal:*

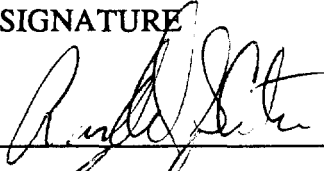
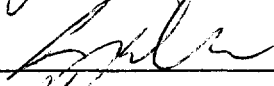
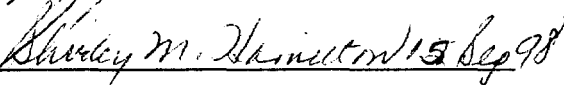
Using fine-tipped tweezers, grasp tick close to the skin. Apply gentle, steady straight upward pressure to remove. Disinfect the bite site. Do not squeeze the body, apply Vaseline, use a burnt match, or clean with alcohol while the tick is attached. Any of these actions could cause transmission of the bacteria. Save the tick for testing. Put it in a vial or ziplock bag with a blade of grass. Contact your doctor for further instructions.

The best defense against LD is education. Know your facts.

APPENDIX C

SSHP ACCEPTANCE FORM  
ABBREVIATED SITE SAFETY AND HEALTH PLAN  
FOR  
Siskiyou County Airport  
Siskiyou County Airport, CA

I have read and agree to abide by the contents of the Site Safety and Health Plan.

NAME	OFFICE	SIGNATURE	DATE
<u>Randal Curtis</u>	<u>USACE-STL, CEMVS-ED-P</u>		<u>2 Sept 98</u>
<u>Gregg E. Kocher</u>	<u>USACE-STL CEMVS-ED-P</u>		<u>12 SEP 98</u>
<u>Shirley M. Hamilton</u>	<u>USACE-STL CEMVS-ED-P</u>		<u>15 Sep 98</u>

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**SITE SURVEY SAFETY BRIEFING**

(Check subjects discussed)

Date 2 Sep 98

**GENERAL INFORMATION**

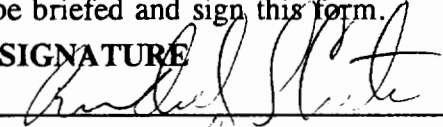
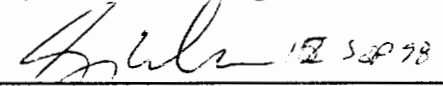
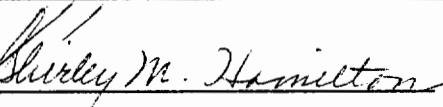
- Purpose of Visit
- Identify Key Site Personnel

**SITE SPECIFIC INFORMATION**

- Site Description/Past Use
- Results of Previous studies
- Potential Site Hazards
- OE Safety Procedures
- Site SOP
- Site Control and Communications
- Emergency Response
  - Location of First aid Kit
  - Emergency Phone Numbers
  - Map to Facility
- PPE
- Weather Precautions
  - Cold/Heat
  - Severe Weather

**Safety Briefing Attendance**

All team members and any accompanying personnel will be briefed and sign this form.

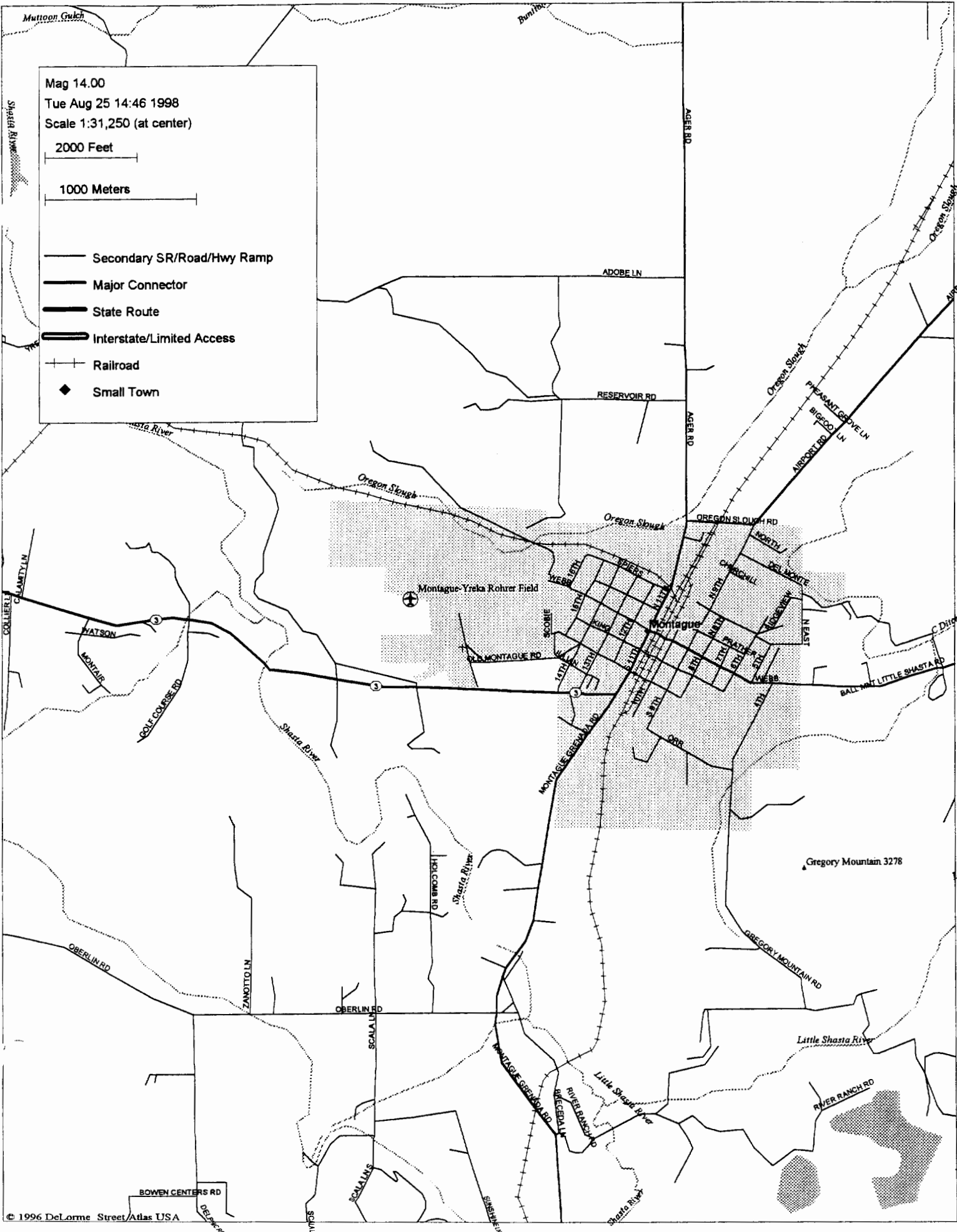
NAME (Print)	ORGANIZATION	SIGNATURE
<u>Randy Curtis</u>	<u>USACE-STL, CEMVS-ED-P</u>	<u></u>
<u>Gregg E. Kocher</u>	<u>USACE-STL, CEMVS-ED-P</u>	<u></u>
<u>Shirley M. Hamilton</u>	<u>USACE-STL, CEMVS-ED-P</u>	<u></u>

Mag 14.00  
Tue Aug 25 14:46 1998  
Scale 1:31,250 (at center)

2000 Feet

1000 Meters







- Secondary SR/Road/Hwy Ramp
- Major Connector
- State Route
- Interstate/Limited Access
- Railroad
- ◆ Small Town

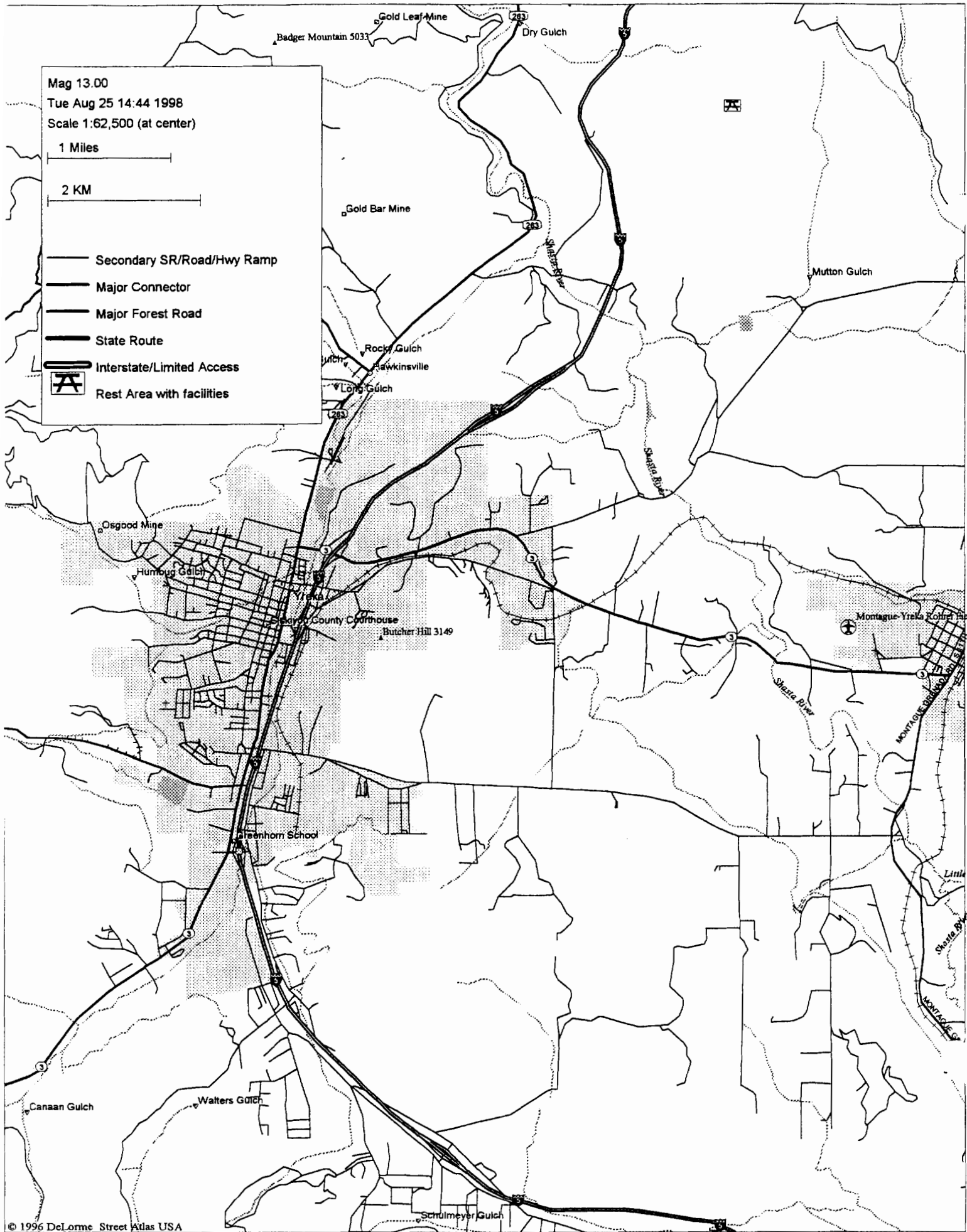


Mag 13.00  
Tue Aug 25 14:44 1998  
Scale 1:62,500 (at center)

1 Miles

2 KM

-  Secondary SR/Road/Hwy Ramp
-  Major Connector
-  Major Forest Road
-  State Route
-  Interstate/Limited Access
-  Rest Area with facilities



Humbog Gulch







Mag 15.00

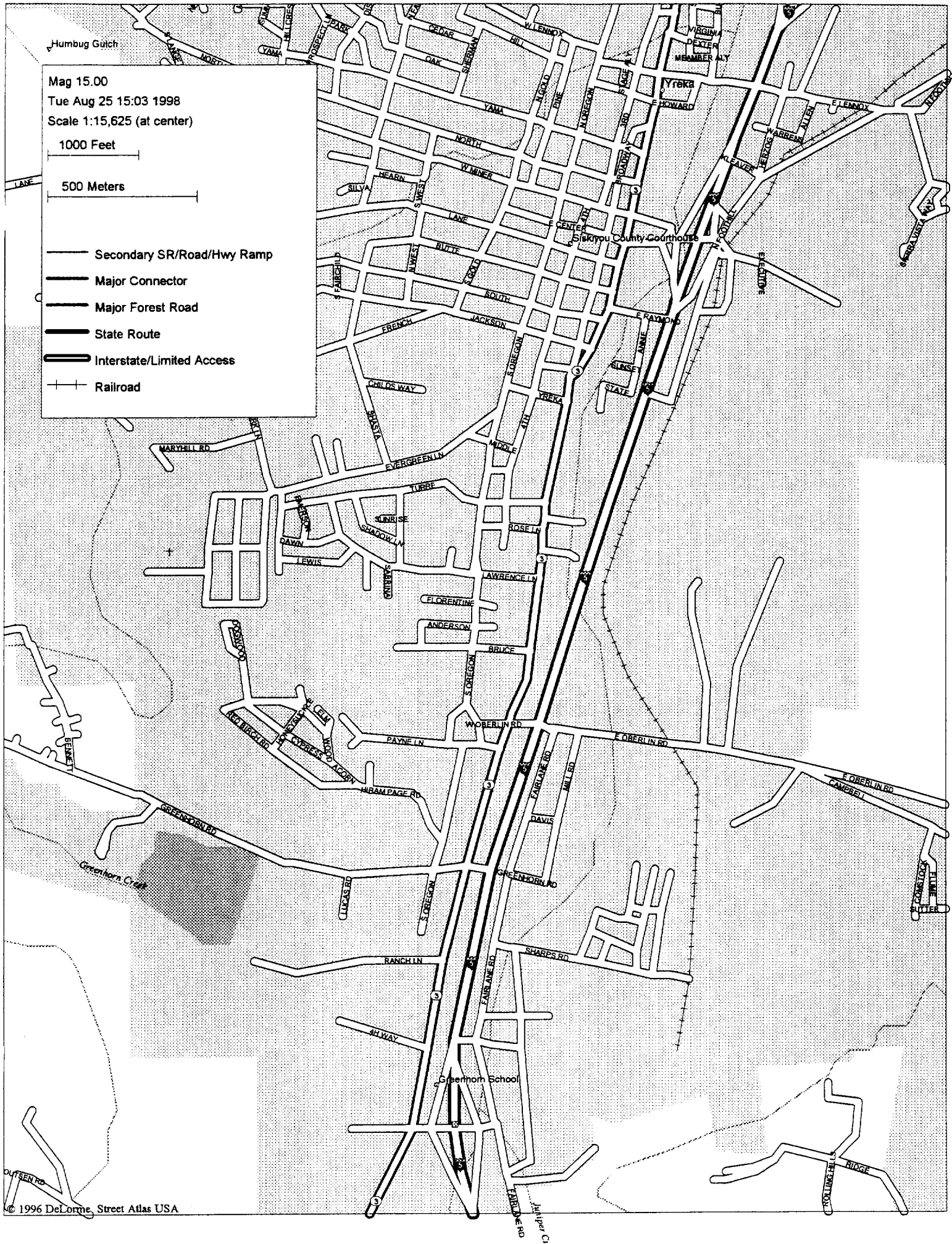
Tue Aug 25 15:03 1998

Scale 1:15,625 (at center)

1000 Feet

500 Meters

-  Secondary SR/Road/Hwy Ramp
-  Major Connector
-  Major Forest Road
-  State Route
-  Interstate/Limited Access
-  Railroad



## **APPENDIX L-2**

### **Site Inspection Report - Siskiyou County Airport**

CEMVS-ED-P

3 September 1998

**MEMORANDUM FOR RECORD**

**SUBJECT:** ASR Site Inspection: **Siskiyou County Airport** - California

1. Personnel from the St. Louis District Corps of Engineers travelled to California to perform a site survey of the Siskiyou County Airport. The Ordnance and Explosive (OE) and Chemical Warfare Materials (CWM) Archive Search Report (ASR) program requires a site inspection. The ASR program supports the Defense Environmental Restoration Program (DERP) at Formerly Used Defense Sites (FUDS).
2. The ASR site inspection characterized OE and CWM potential based on a visual examination at the Siskiyou County Airport. The site inspection included only visual and non-intrusive methods of inspection. The team followed a site safety and health plan (SSHP) prohibiting digging or handling of potential OE/CWM. The inspection team consisted of the following personnel: Gregg E. Kocher, Shirley M. Hamilton and Randal S. Curtis.
3. On 2 September 1998 at 0800, Gregg E. Kocher and Randal S. Curtis met with Tom Anderson, the Transportation Services Manager & Director of Airports for Siskiyou County. He's worked for the county's transportation group since 1988 and agreed to accompany the team to the site, northwest of Montague. They stopped by the County's maintenance shops and talked to an employee who had a brother who worked at the base. He remembered dropping his brother off at the gate on the main road and that he walked in. He pointed out other off installation housing used by Air Force personnel. Next to the maintenance shops is the former barracks building of the site, currently occupied by the California Conservation Corps.
4. The former ordnance storage area was located on the abandoned northeast-southwest runway. The area is still fenced in, with a single fence line. The ordnance was stored in one building (number 411) with 19 bays. Bays 1 to 18 are on opposite sides of the structure, which was about 50 feet wide. The building expands to 75 feet wide for Bay 19, which has doors on both sides. The ordnance storage area did not have the institutional controls present for the permanent storage of special weapons. The storage magazine is currently being used for maintenance and storage, primarily as evidence lockers for the local law enforcement agencies.
5. Tom stopped and talked to several people that work at the airport, including Ed Medlin (?). He recently retired from the County but now operates a small commercial aviation business. He began working for the County in the 1960s. He recalled that there were about ten planes stationed at the site, generally F-4s. He confirmed the joint use of the facility by the Air Force and the County, each with facilities at opposite ends of the airfield. The week before, a former veteran stopped by and retold a story about how the Air Force would

CEMVS-ED-P

**SUBJECT:** ASR Site Inspection: Siskiyou County Airport - California

transport nuclear weapons with armed escort to the site, disguised in Budweiser delivery trucks. He couldn't assure the accuracy of the anecdote but another denizen of the airport had also heard this story the previous week.

6. A return site inspection was made by Gregg Kocher and Shirley M. Hamilton on 16 September to inspect the Ammunition Disposal Area. The team met again with Tom Anderson, who guided them to the former ammunition disposal area. The ammunition disposal area was a circular area near the end of the abandoned runway on real estate maps. The area is flat and sparsely vegetated, with the exception of a shallow depression at N 41° 46' 36.85", W 122° 27' 37.17"; 10T EM 44850 25147<sup>1</sup>. In the past the field has been tilled and planted with alfalfa. The depression is roughly 12 feet by 8 feet and no more than 8 inches deep.

7. Using a Schonstedt magnetometer (Model GA-72CV), Mr. Kocher proceeded to randomly search the area for anomalies. A very strong signature was identified within the shallow depression. The signature covered an area approximately 18 inches by 8 inches, with no metal visible on the surface. Since the tilling of the field reaches to a depth of six or eight inches, the anomaly is reasoned to be a foot or more in depth. It was conjectured that the hit within the depression may be the remains of a burn barrel or burial pit residue.

8. Moderate "hits" near the depression located a twisted piece of light-cased fragmentation (about 2.3mm thick) and an eye bolt from a piece of farm machinery on the surface. The piece of fragmentation is approximately six inches long and two inches wide at its widest point. It almost certainly was involved in an explosion, possibly from an ejection seat thruster, though this is only conjecture.

9. Another area of strong hits was located about 40 feet south-southeast from the depression, at coordinates: N 41° 46' 36.26", W 122° 27' 37.10"; 10T EM 44852 25129. It had several moderate hits scattered about and one localized strong hit. Another localized strong hit was found just a few inches from the corner of the concrete apron and may be related to the construction of the apron.

10. In addition to the anomalies described above, there were two gopher holes which gave a moderate signature when the magnetometer was inserted. It could not be ascertained if this was due to an actual ferrous metal object or disturbance in the magnetic field. In addition, several weak hits were found, which may have been nails or tiny pieces of fragmentation.

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<sup>1</sup> All coordinates were taken with a AN/PSN-11 PLGR GPS (Global Positioning System) receiver using mapping datum North American 1927.

CEMVS-ED-P

**SUBJECT: ASR Site Inspection: Siskiyou County Airport - California**

11. The team discussed their findings with Mr. Anderson, who is concerned about potential problems, in light of the fact that the airfield has entered into discussion with a soaring club to use the fields near the disposal area as a staging ground for glider aircraft.

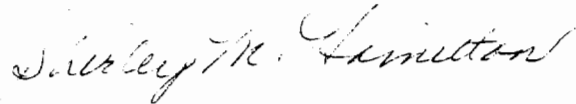
12. On 22 September, Mr. Anderson called the ASR team and relayed a recent conversation he had with the farmer who cultivates the field, Rex Houghton. Mr. Houghton remembers a pit in the ammo disposal area that the Air Force used to destroy munitions. After the Air Force left, he filled it in with dirt to aid in cultivating the field.



RANDAL S. CURTIS, P.E.  
Project Manager/Civil Engineer



GREGG E. KOCHER  
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**APPENDIX M**  
**REPORT DISTRIBUTION LIST**

**REPORT DISTRIBUTION LIST**

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**PLATES**

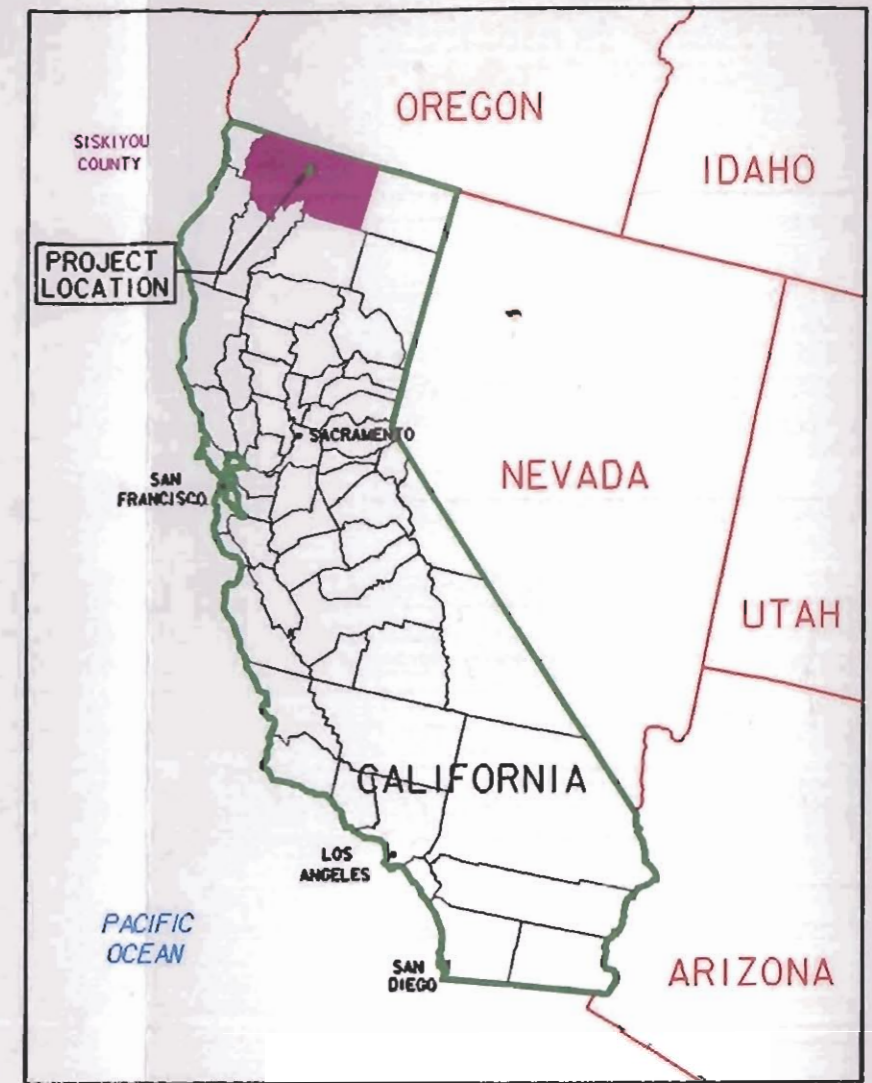
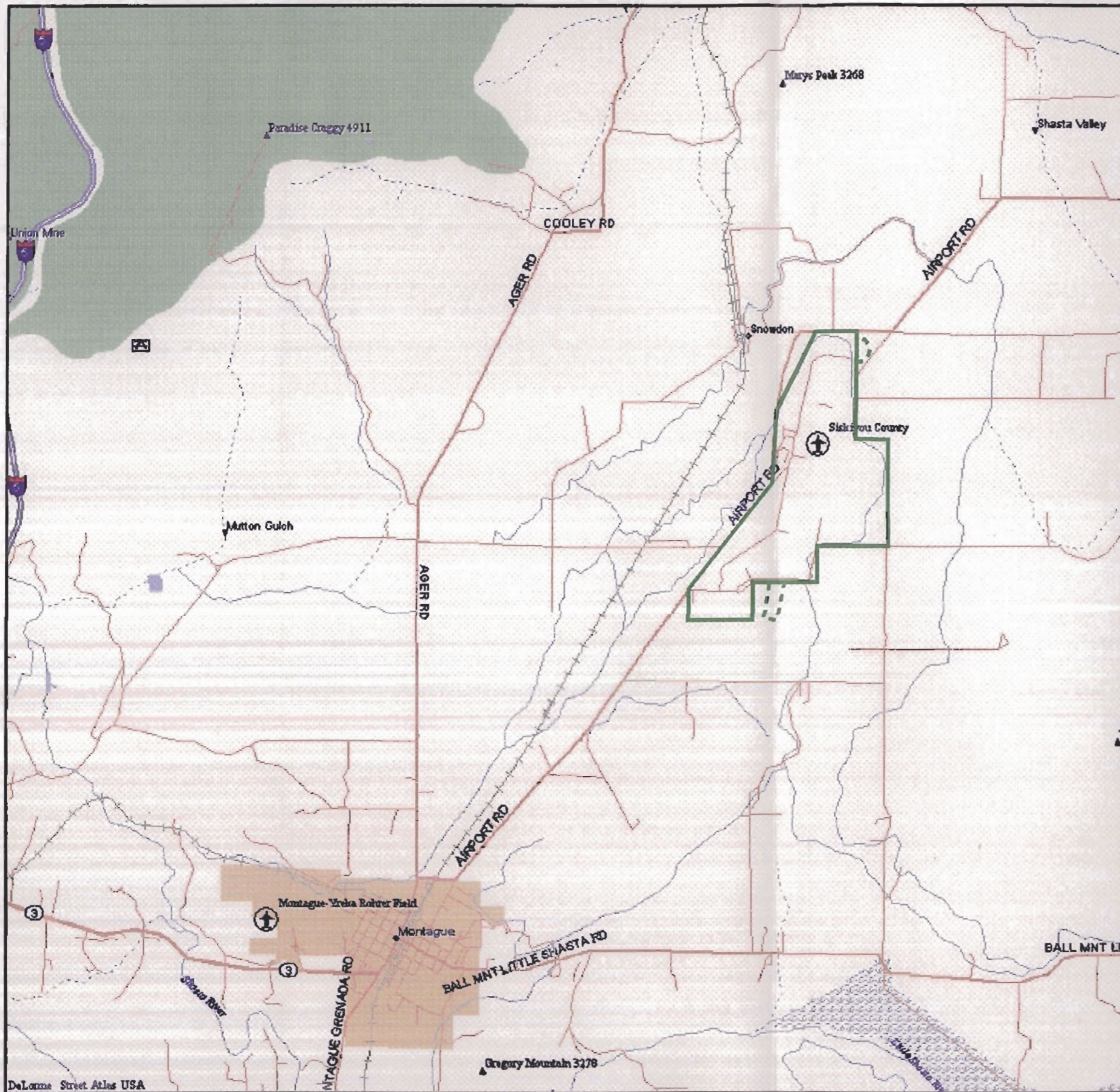
- 1 **Siskiyou County Airport - Vicinity Map**
- 2 **Siskiyou County Airport - Aerial Photograph-1955**
- 3 **Siskiyou County Airport - Aerial Photograph-1971**

Computer-Aided Design and Drafting (CADD) files are referenced to U.S. Geological Survey (USGS) 1:24,000. The quadrangles conform to National Map Accuracy Standards (NMAS), which provide that vertical accuracy on maps of such scale are within one (1) contour interval, and horizontal accuracies are within 60 feet.

Minor distortions are associated with rectifying or georeferencing quadrangles to a known grid and projection, scanning historical documents (and subsequent vector-to-raster conversion), and rectifying the scanned historical maps to the georeferenced quadrangle.


Each of the above steps may introduce minute positional errors in the location of historical objects delineated on CADD drawings and plates. The caveat "NOT TO SCALE" will be used when the original historical map is not considered to conform to NMAS. Many of the historic maps used were hand-drawn or built on survey data that was inaccurate by modern standards. In general, historic maps used can have significant distortions, which are then magnified by the georeferencing process. CADD Drawings containing historic maps and drawings will have an accuracy no greater than that of the compilation accuracy of the historic document.

Furthermore, aerial photography used in CADD plates has not been orthorectified. While photography used in CADD plates has been rectified (georeferenced) to a coordinate system, the photos have not been corrected for photogrammetric displacements such as those due to topography or the attitude of the aircraft at the time of imaging. Therefore, locations of features detected on aerial photography are not exact due to the rectifying of both the image and the base map.



- 1942 - 1945 FUDS BOUNDARY
- 1962 - 1972 FUDS BOUNDARY BEYOND ORIGINAL FUDS





	<b>U.S. ARMY CORPS OF ENGINEERS</b> <b>ST. LOUIS DISTRICT</b>	
<b>SISKIYOU COUNTY AIRPORT</b> <b>MONTAGUE, CALIFORNIA</b> <b>SISKIYOU COUNTY</b> <b>DERP-FUDS* J09CA095003</b> <b>VICINITY MAP</b>		
PROJ. DATE: MAY, 1998 16-SEP-1998 13410	DATE OF MAP: 1997 f:\proj\new\borcoff\1\siskyou\stakjvc.dgn	<b>PLATE NO. 1</b>



NOTE: NO DISCERNABLE ORDNANCE OR EXPLOSIVE  
FEATURES ON THE SITE.

LEGEND

-  1942-1945 FUDS BOUNDARY
-  FEATURE LOCATION

0 1800 3600

APPROXIMATE SCALE IN FEET



U.S. ARMY CORPS OF ENGINEERS  
ST. LOUIS DISTRICT

SISKIYOU COUNTY AIRPORT  
MONTAGUE, CALIFORNIA  
SISKIYOU COUNTY  
DERP-FUDS\* J09CA095003  
1955 AERIAL PHOTOGRAPH

PROJ. DATE: MAY, 1999  
18-SEP-1998 07:50

DATE OF PHOTO: 1955

f:\oe\oe\980\coll\1\siskyou\sisky55.dgn

PLATE NO.

2



0 1600 3200  
 APPROXIMATE SCALE IN FEET

KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1	EXCLUSIVE MILITARY USE AREA
2	LARGE HANGER, OFF THE SOUTHERN TAXIWAY
3	FOUR SMALLER HANGERS OFF THE ABANDONED RUNWAY
3A	POLYGONAL DELINEATION ABOUT 400 BY 675 FEET IN SIZE SURROUNDING FOUR SMALL HANGERS.
4	INSTALLATION ADMINISTRATION, MAINTENANCE AND HOUSING AREA
5	APPROXIMATELY 250 FEET SQUARE BERMED AREA, SEWAGE LAGOON, WITH LINEAR DELINEATION FROM BUILDING AREA
6	FUEL STORAGE AREA
7	ORDNANCE STORAGE AREA, ABOUT 800 BY 400 FEET AT THE CENTRAL-NORTHEAST END OF THE ABANDONED RUNWAY; APPEARS TO BE FENCED.
8	19 BAY STORAGE MAGAZINE, APPROXIMATELY 50 FEET WIDE BY 250 FEET LONG, EXPANDING ON THE SOUTHWESTERN END TO ABOUT 75 FEET.
9	"STABILIZATION POND" OR SEWAGE LAGOON, ABOUT 100 FOOT SQUARE, WITH LINEAR DELINEATION FROM ORDNANCE STORAGE AREA.
10	POWER CHECK PAD
11	CONTROL TOWER
12	GCA
13	TRANSFORMER PAD FOR THE TACAN SYSTEM
14	LOCATION OF "AMMUNITION DISPOSAL AREA", NOTED ON REAL ESTATE TRACT MAP; THE FIELDS ARE BEING FARMED AND THERE ARE NO SIGNS OF THIS USE.
15	400 FOOT CIRCULAR DELINEATION NEAR APRON
16	CIVILIAN USE AREA

LEGEND

	1942 - 1945 FUDS BOUNDARIES
	1962 - 1972 FUDS BOUNDARY BEYOND ORIGINAL FUDS
	FEATURE LOCATION



	U.S. ARMY CORPS OF ENGINEERS ST. LOUIS DISTRICT
SISKIYOU COUNTY AIRPORT MONTAGUE, CALIFORNIA SISKIYOU COUNTY DERP-FUDS* J09CA095003 1971 AERIAL PHOTOGRAPH	
PROJ. DATE: MAY, 1998 16-SEP-1998 1443	DATE OF PHOTO: 1971 t:\oer\oer384\coll\fsiskiyu\skiky71.dgn
PLATE NO. <b>3</b>	