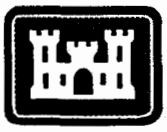

US Army Corps
of Engineers
HUNTSVILLE DIVISION

FINAL

Defense Environmental Restoration Program
for
Formerly Used Defense Sites

Ordnance and Explosive Waste
Chemical Warfare Materials

ARCHIVES SEARCH REPORT FINDINGS

YOLO COUNTY AIRPORT FORMERLY WINTER-DAVIS FLIGHT STRIP

Yolo County, California

Project No. J09CA009402

March 1995

Prepared by
US ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTERS-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

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1.0 Introduction

1.1 Authority

In 1986, Congress established the Defense Environmental Restoration Program at 10 U.S.C. 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 EPA issued a revised National Contingency Plan. Under 40 C.F.R. 300.120, EPA designated 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, has been the Mandatory Center of Expertise and Design Center for Ordnance and Explosives.

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

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

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

1.2 Subject

Yolo County Airport, formerly **Winters-Davis Flight Strip**, DERP-FUDS Site No. J09CA009400 (OEW Project No. J09CA009402) is located 8 miles northwest of downtown Davis, directly east of Winters, and approximately 12 miles southwest of Woodland in Yolo County, California (Figures 1 & 2, and Maps M-1 through M-3). In 1942, the United States acquired approximately 510 acres of land and developed the site as an airfield in support of the west coast World War II (WW II) effort. By the end of October 1943 the Army Engineers had completed construction of the 8000-foot long runway. During the following year an operations tower, five bomb fuze storage magazines and thirteen bomb storage revetments, temporary troop quarters, and various other support facilities were added to the army airfield. The original Site Plan and current Airport Layout are presented on Maps M-4 and M-5, respectively.

The Army Air Corps declared the strip excess in December 1944; and the base became a sub-base of the McClellan Army Air Base (AAB), Sacramento, California on 15 May 1945. It remained with McClellan AAB until its transfer to inactive status on 30 December 1945.

1.3 Purpose

This Archives Search Report compiles information obtained through historical research at various archives and records-holding facilities, interviews with persons associated with the site or its operations, and personal visits to the site. All efforts were directed toward determining the possible use or disposal of OEW of any type, including CWM, on the FUDS. Emphasis was placed on establishing the type of munitions, containers, quantities, and area of disposal. Information obtained during this process was used in developing recommendations for further actions at the site.

1.4 Scope

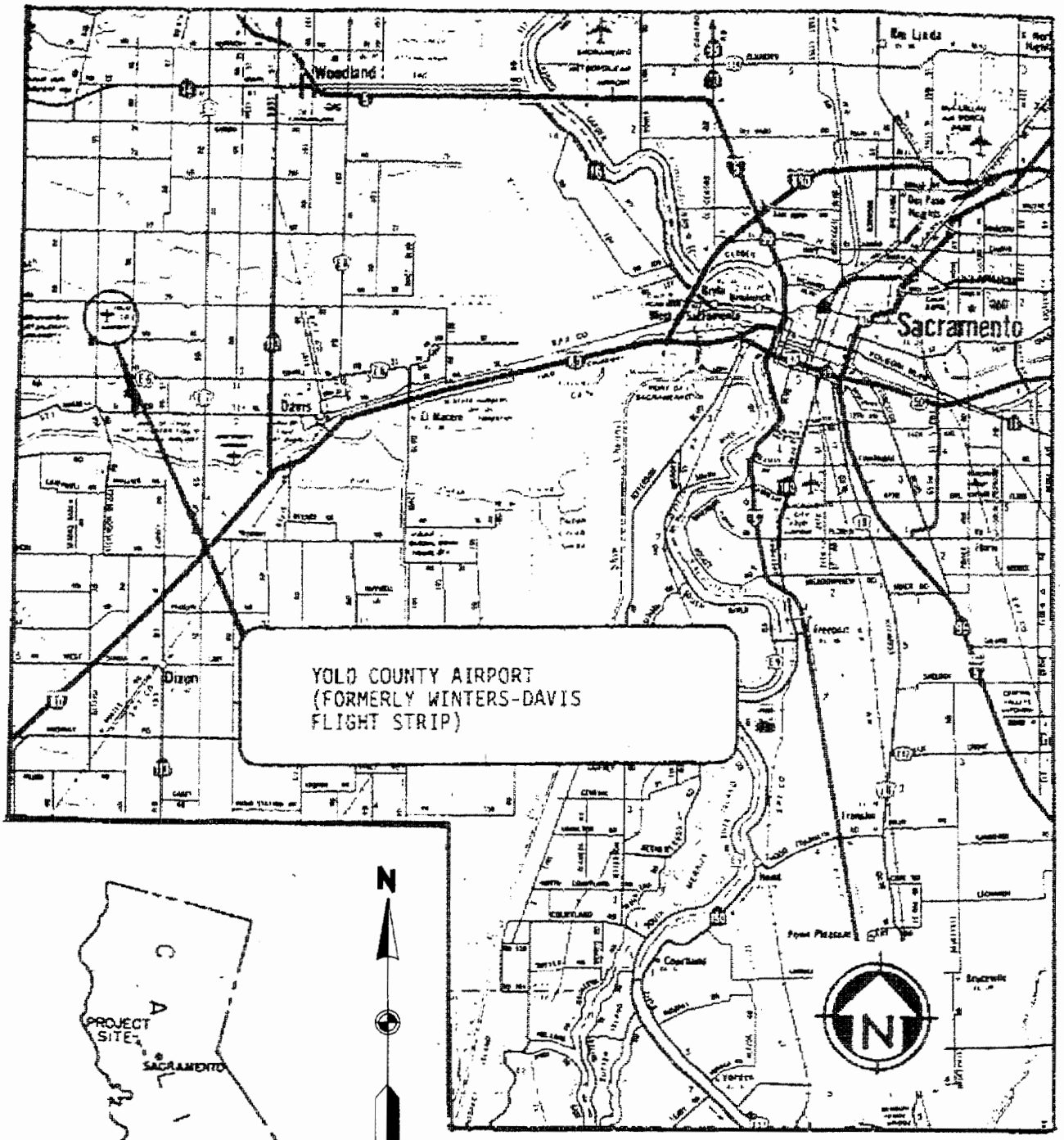
This investigation centered on the potential that OEW and/or CWM contamination might remain on the site. The scope centered on providing the Huntsville Division (CEHND) with information to assist in a determination whether or not further study and remedial action was needed. Our study efforts concentrated specifically at the location of the former bomb storage revetment and the fuze storage magazines, including the surrounding area.

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

YOLO COUNTY AIRPORT
(WINTERS-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA
DERP-FUDS# J09CA009402
PROJECT LOCATION MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: 1994
21-MAR-1995 08:48	/n/oew95ab/sh47/map/yololoc.dgn



STATE INDEX

NOT TO SCALE

FIGURE 2

YOLO COUNTY AIRPORT (WINTERS-DAVIS FLIGHT STRIP) YOLO COUNTY, CALIFORNIA DERP-FUDS# J09CA009402 VICINITY MAP

PROJECT DATE: MARCH 1995	DATE OF MAP: X
13-MAR-1995 07:34	n:\oew95db\sh4\map\yolotvic.dgn & .cit

2.0 Previous Site Investigations

2.1 Project Inventory Report - Yolo County Airport (Winters-Davis Flight Strip)

By Memorandum dated 26 August 1991, the Commanding Officer, Sacramento District, U.S. Army Corps of Engineers, forwarded the Findings of Fact and Determination of Eligibility (Inventory Project Report or INPR) on the DERP-FUDS assessment for the **Yolo County Airport** to the Division Engineer, South Pacific Division. In the INPR it was determined that the site was formerly used by the Army and there is hazardous waste at the site eligible for cleanup under DERP-FUDS. The categories of hazards were listed as CON/HTW and OEW. The Sacramento Commander recommended to the Division Engineer that he approve the Findings and Determination of Eligibility, forward a copy of the INPR to CEMP requesting approval and funds to accomplish the CON/HTW project, and forward the INPR to CEHND with a request for a determination of the need for further study of the bomb storage area.

The Division Commander signed and forwarded the INPR to HQUSACE, CEHND and CEMRD with his recommendation for approval of the proposed CON/HTW project and for CEHND to determine the need for further study and remedial action on the OEW assessment. By Correspondence dated 15 January 1992, the Chief, Environmental Restoration Division, Directorate of Military Programs, concurred with the recommendations of CESPD and authorized the remedial design and remedial action (RD/RA) for the CON/HTW project; and pending a recommendation from CEHND, a decision on the OEW project was to follow at a later date. A copy of the correspondence chain is furnished as Appendix C-1.

2.2 Yolo County Airport Master Plan

Yolo County, California, prepared a Master Plan for the **Yolo County Airport** in 1976 and was approved by the Planning Commission on 15 December 1976. The Master Plan and Environmental Impact Statement was adopted on 8 February 1977 by the Board of Supervisors. The plan provided guidelines for future development of the airport and the surrounding area. It was designed to establish the Yolo Airport as one system augmenting other modes of transportation and provide satisfaction for local aviation demands.

The plan presented an inventory of existing facilities; site characteristics; studied the service area; forecasted future uses; and investigated alternatives for the needs based on predictions of the number and type of aircraft to be based at the municipal airport. The document included environmental studies and impacts, the current layout plan, and established a land use plan with schedules of proposed development. Included in the report are cost estimates and the results of financing and economic feasibility studies. Appendix C-9 presents the cover and selected sections of the document.

3.0 Site and Site Area Description

3.1 Location

Yolo County Airport, consisting of approximately 495 acres, is the main body of a 510 acre tract once known during WW II as the **Winters-Davis Flight Strip**. It is located in Yolo County, California, approximately eight miles northwest of downtown Davis. It lies between county roads 95 and 96 running north\south. The airport is also situated between County roads 29 and 31 which run east\west (Figures 1 & 2 and Maps M-1 through M-3). According to historical information, the approximate center of the area is at Latitude 38°-34'-38" and Longitude 121°-151'-20". The site occupies a portion of Section 3, Township 8 North, Range 1 East, and a portion of Section 34, Township 9 North, Range 1 East.

3.2 Past Uses

Before 1942, the site was used primarily for the production of livestock and grain until acquired by the Federal government. The major block of property belonged to local owners, but a second tract was acquired from the Public Roads Administration. A portion of a 160-acre tract was reserved by the owner as a farmstead. The owner leased a portion of this tract out for agricultural purposes (War Assets Administration, 1945). Map M-8 is the acquisition map that furnishes the original Historical Real Estate Transactions.

3.2.1 General History

In 1942, the United States acquired approximately 510 acres of land between the towns of Winters and Davis, California for use as an airfield. Initial construction began on 20 July 1942 and was completed on 29 October 1942. This phase completed the runway to the dimensions of 8,000 feet long by 300 feet wide. The Army Engineers surfaced 4,000 feet of this runway (Yolo County Planning Board, 1976). Additional construction in 1943 included an operations tower, five bomb fuze storage magazines, and thirteen bomb storage revetments. They also installed tanks for 50,000 gallons of aviation fuel, temporary troop quarters and various other facilities (Backes, 1944).

Initially the **Winters-Davis Flight Strip** fell under the jurisdiction of the 45th Air Base Group at Hamilton Army Air Base (Hamilton Field), San Rafael, California . Although the Army determined that the field would serve as a medium bomber base, Hamilton Field used the flight strip as a training sub-base for P-38 pilots of the 78th pursuit Group and P-39 pilots of the 328th Fighter Group (U.S.Army Air Corps (USAAC), March 1944) (Hedger, 1943). The INPR does not address the usage by Hamilton AAB during the early years. It only discusses the strip being used to provide alternate basing for B-25's normally located at McClellan AAB. **Winters-Davis Flight Strip** was established as an auxiliary landing field for Hamilton AAB in case the Japanese bombed the west coast communities and\or defense facilities in an air attack (War Assets Administration, 1945).

On 15 July, 1944, jurisdiction of the flight strip fell to the Western Flying Training Command (WFTC) which continued the P-38 and P-39 training. Administration of the base became the duty of Mather Army Air Base (AAB), Sacramento, California. The WFTC then transferred these responsibilities to the Stockton Army Air Field, Stockton, California in November 1944. The Army Air Corps declared the strip excess on 15 December 1944. Finally, the base became a sub-base of the McClellan AAB, Sacramento, California on 15 May 1945. It remained with McClellan Field until its transfer to inactive status under the War Assets Administration on December 30, 1945 (USAAC, 1944) (Pyle, 1944) (Mueller, 1982).

3.2.2 Interpretation of Aerial Photography

a. Photoanalysis and land use interpretation were done using the following listed photography:

Photography Date	Scale	Source	**Identifier (s)** Frame (s)
4 Jun 1952	Oblique	National Archives	*3LHH and 4LHH
19 Sep 1952	1"=1167'	National Archives	*35LS, 36LS, 37LS, 35RS, 36RS, 37RS
17 Sep 1952 and 22 Oct 1952	1"=1667'	ASCS	2K-153 thru 158, and 5K-52 thru 58
18 Jun 1964	1"=1667'	ASCS	3EE-35 thru 41, 3EE-44 thru 50
11 May 1971	1"=1667'	ASCS	1MM-90 thru 96, 1MM-142 thru 148
19 Feb 1991	1"=2000'	Geonex	51-24 thru 26

*Photos dated 4 June 1952 and 19 Sep 1952 cover vicinity of the site but not the site. Photos dated 19 September are 9" x 18" photos each in two parts with one part marked and the other not marked.

b. Photography cited above covering the **Yolo County Airport** FUDS was examined. Features of interest seen on the photography are shown on Map M-6. The 17 September 1952 photography is used as a base for the map.

c. Terrain in the vicinity of the site is flat to gently rolling. Natural surface drainage is poorly developed. However, several natural channels in the area have been improved by excavation so that drainage pattern is prominent. Flow of streams is intermittent. Land use is mainly agriculture with some residential development. Davis, a city of about 46,000 people, is located about five miles southeast of the site. The secondary road network is well developed in the vicinity. North-South freeways are located about five miles east and about seven miles west of the site.

3.2.3 Map Analysis

The site was analyzed using the following maps:

a. USGS 7.5 minute quadrangle map sheets: MERRITT, CALIF., 1952; MERRITT,CALIF., 1952, photorevised 1968; MERRITT, CALIF., 1952, photorevised 1968 and 1975; MERRITT, CALIF., 1952, photorevised 1981.

b. Drawings 1 and 2, Military Construction, **Winters-Davis Flight Strip** Near Davis California, U.S. Engineer Office, Sacramento, California, December 1943.

Review of the above cited USGS map sheets confirms general description of terrain and land use given in paragraph 3.2.2c above. Also, they were useful in finding the site on the aerial photography. The drawings cited above were useful in identifying features on the aerial photography.

3.3 Current Uses of Site

In 1949, the former **Winters-Davis Flight Strip** was placed under the administrative control of Yolo County and they named the airfield the Yolo County International Airport. The airport remained vacant until sometime during the 1960's. During this period a walnut shell husking operation was one farming activity that occurred on the property. In 1971, the county resurfaced part of the original runway. In August 1974, Yolo Aviation Inc. leased 14.9 acres of the airport and constructed 20 hangars and other facilities. Small aircraft and local cropdusting planes started using the field during this period. These entities continue flying operations out of Yolo County Airport to the present day. The main uses include touch-and-go operations for instructional purposes; parachute jumping; leisure or private travel; crop dusting; a sportsman range; and farming is ongoing on the unimproved land. (Yolo County Planning Board, 1976) (Wiswell, 1995). The current airport layout is furnished as Map M-5 and the layout for the airport in 1975 is shown in Map M-7.

3.4 **Demographics of the Area**

3.4.1 Center of Activity

The **Yolo County Airport** is located about eight miles west-northwest of the downtown business district of the City of Davis, Yolo County, California.

3.4.2 Population Density

City: Davis	County: Yolo
Area: 8.4 sq. mi.	Area : 1,014 sq. mi.
Pop.: 46,209	Pop. : 141,092
PD : 5,501 persons per sq. mi.	PD : 139 persons per sq. mi.

3.4.3 Types of Businesses

The largest activity in the Davis area is the University of California-Davis including a medical center. There is also some manufacturing -- foods and aircraft. Also, a genetic research center and the USACE Hydrologic Engineering Center (HEC) are located at Davis. Of the people in Yolo County employed by businesses, about 27 percent are employed by retail trade businesses. Also prominent are service businesses at about 24 percent, as well as manufacturing businesses at about 14 percent, and wholesale trade businesses at about 13 percent. Foregoing percentages are at mid-March 1990.

3.4.4. Types of Housing

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

3.4.5 New Development in the Area

The main new development in the Davis area is housing.

3.4.6 Typical Cross Sections of the Population

Approximately 79.8% of the population of Davis is white, 3.0% black, 0.7% American Indian, Eskimo or Aleut, 13.2% Asian or Pacific Islander, and 3.3% other races. The percent of the total population (of any race) that is of Hispanic origin is 7.4%. The part of the population under the age of 18 is 16.6%, and the part over the age of 65 is 6.2%. The median age is 25.5 years. The median value of 6,444 specified owner-occupied housing units in Davis is $191,300.00. The number of business establishments in Yolo county can be broken down by type as follows, manufacturing 5.3%; agriculture 2.2%; services 31.2%; trade and financial 41.1%; and other 20.2%.

4.0 Physical Characteristics of the site

4.1 Geology/Physiography

The **Yolo County Airport** site is located within the Sacramento Valley Subregion of the Central Valley of California Section of the Pacific Border province. The Central Valley is a major northwest trending, southerly tilting, structural trough, asymmetrical in form with a steep western flank and a more gently inclined eastern flank. The northern third is known as the Sacramento Valley, the southern two-thirds is the San Joaquin Valley (Thornbury 1965). Up to ten miles of sediments have filled the Sacramento Valley and range in age from Jurassic to Holocene and include marine and continental rocks and deposits. This trough has probably existed since the Jurassic, when the Sierra Nevada and Klamath Mountains were uplifted. During the Cretaceous and through much of the Cenozoic, this trough extended westward over the site of the present Coast Ranges and may have received sediment from the Sierra Nevada on the east. The trough existed in this form until the late Pliocene when development of the Coast Ranges cut off the sea.

The most recent deposits are of Holocene to Oligocene age. River deposits (Holocene), of gravel, sand, silts and minor amounts of clay deposited along channels and floodplains may include parts of the Modesto Formation of Pleistocene age; Continental deposits (Oligocene to Holocene), are a heterogenous mix of gravels, sand, silts and clay with some cobbles, boulders and some conglomerates. The more recent deposits are underlain mostly by marine deposits of clay, shale, siltstone, and sandstone of pre-Tertiary to Eocene age (Page 1986).

4.2 Soils

The majority of the undisturbed soils on the **Yolo County Airport** site are described by the profile in **Table 4-1**. The soils are nearly level, well-drained soils on alluvial fans. They were formed in mixed alluvium derived from sedimentary rocks. The surface layer is usually dark grayish-brown and the substratum is brown. Erosion on these soils is only a slight hazard, and the corrosive effects of the soil on uncoated steel is moderate in the surface layers and low in the substratum (Bates 1977).

Table 4-1. Soil Profile

DEPTH (in)	SOIL DESCRIPTION	PERCENTAGE PASSING SIEVE NUMBER			PERM. in/hr	AVL. WATER CAP. in/in
		#4	#40	#200		
0-36	silty clay	100	95-100	85-95	0.2-0.63	0.19-0.21
36-60	silty sandy clay	100	85-95	65-75	0.63-2.0	0.16-0.18

Table modified from Soil Survey of Solano County, Ca.

4.3 Hydrology

4.3.1 Surface Water

The **Yolo County Airport** site is located in the Sacramento River Valley of Central California, about 20 miles west of Sacramento and 70 miles northeast of San Francisco. Site elevations vary from about elevation 70-100 NGVD (Net Geodetic Vertical Datum), with the site of the airport proper generally from elevation 85-100 NGVD. The site, and the entire Sacramento River Valley, is protected by an extensive system of levees, diversions, and flood control reservoirs constructed by the Corps of Engineers and the State of California. In addition, the site is 30-40 feet higher than elevations along the Sacramento River and the possibility of direct flooding by the Sacramento is so remote as to be negligible. One stream, Dry Slough, flows east across the southern portion of the site and then turns northeast as it exits the site boundary. This stream enters Willow Slough, which flows east and eventually reaches the Sacramento River. Airport site drainage is by overland flow, from west to east, to Dry Slough. Flood elevations along Dry Slough are significantly lower than elevations of the **Yolo County Airport**. During flood conditions, overflow from Dry Slough would generally flow east, away from the **Yolo County Airport** site. The likelihood of any flooding of the airport site appears remote.

No hydrologic information exists for Dry or Willow Sloughs.

4.3.2 Ground Water

Post-Eocene continental deposits constitute the primary groundwater reservoir in the Sacramento Valley. The thickness of these deposits averages about 2,400 feet and increases from north to south. Natural ground water flow has been greatly altered by groundwater development and pumpage and is generally towards large withdrawal areas although there is still a large component of flow towards the Delta area. Recharge is from streams entering the valley from the Sierra Nevadas but has been increased from irrigation returns. The average hydraulic conductivity is 6.94x10 ft/s (Williamson, Prudic, and Swain 1989).

4.4 Weather

The area has a mild climate with abundant sunshine from spring through much of the fall. The bulk of the precipitation occurs during the winter months, but is not a daily occurrence. Records for the City of Sacramento show measurable rainfall occurring about nine days per month during the winter. Winter rainfall results from long duration, low intensity cyclonic storms moving inland from the Pacific Ocean. Thunderstorms are quite unusual. The summers are very dry with essentially no rainfall from about May through September. Unless significant reservoir storage exists in a given watershed, a stream may go dry during the summer and fall periods.

Summer temperatures can be severe, with the record high being 115^{0}F occurring in June 1961. Temperatures well in excess of 100^{0}F occur frequently during the summer months. However, these high temperatures are largely offset by relative humidities generally less than 20% and by afternoon ocean breezes from the Pacific Ocean, which flow through the Golden

Gate and up the Sacramento Valley. This air circulation creates a significant diurnal change in daily temperatures at the site. Drops in temperature from over 100°F into the 50's from mid-afternoon to late evening are not unusual in the summertime. Winter temperatures are mild, with the lowest temperatures seldom far below freezing. The record low temperature for the area is 18°F occurring in December 1990.

Winds in the valley vary from about 6-9 miles per hour through the year and are from the south throughout the year except for November, when winds are from the north. The strongest wind activity occurs in the spring and fall, when a strong high pressure system forms over Northern California. Air flow passes over the northern mountains and, after descending, can give rise to periodic strong, gusty Chinook-type winds from the north. Maximum wind gusts of 65-70 miles per hour have been recorded during the months of April and October through December. Climatological data for the area are summarized in **TABLE 4-2.**

TABLE 4-2
CLIMATOLOGICAL DATA FOR YOLO COUNTY AIRPORT, CALIFORNIA

Month	Temperature (F)			Precipitation	Wind Velocity	Wind Direction
	Average Daily		Average Monthly			
	Min	Max	Mean	Average (Inches)	(mph)	
January	37.9	52.6	45.3	3.38	7.2	SE
February	41.2	59.4	50.3	3.21	7.5	SSE
March	42.4	64.1	53.2	2.37	8.6	SW
April	45.3	71.0	58.2	1.22	8.7	SW
May	50.0	79.7	64.9	0.39	9.2	SW
June	55.1	87.4	71.2	0.15	9.7	SW
July	57.9	93.3	75.6	0.01	9.0	SSW
August	57.6	91.7	74.7	0.03	8.6	SW
September	55.8	87.6	71.7	0.26	7.5	SW
October	50.0	77.7	63.9	0.89	6.4	SW
November	42.8	63.2	53.0	2.03	6.0	NNW
December	37.9	53.2	45.6	3.03	6.6	SSE
Annual	47.8	73.4	60.6	16.79	7.9	SW

Source: NOAA 1991. Local Climatological Data (temperature/wind) of Sacramento, California. NCDC, 1993. Precipitation Data for Davis, California.

4.5 Ecology

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

The following Federally endangered, threatened, or candidate species occur in the vicinity of the **Yolo County Airport** Site: winter-run chinook salmon (Oncorhynchus tshawytscha), endangered; Sacramento splittail (Pogonichthys macrolepidotus), proposed threatened; green sturgeon (Acipenser medirostris), candidate; vernal pool tadpole shrimp (Lepidurus packardi), endangered; conservancy fairy shrimp (Branchinecta conservatio), endangered; valley elderberry longhorn beetle (Desmocerus californicus dimorphus), threatened; vernal pool fairy shrimp (Branchinecta lynchi), threatened; California red-legged frog (Rana aurora draytonii), proposed endangered; California tiger salamander (Ambystoma californiense), candidate; western spadefoot toad (Scaphiopus hammondi hammondi), candidate; foothill yellow-legged frog (Rana boylii), candidate; northwestern pond turtle (Clemmys marmorata marmorata), candidate; southwestern pond turtle (Clemmys marmorata pallida), candidate; Pacific western big-eared bat (Plecotus townsendii townsendii), candidate; greater western mastiff bat (Eumops perotis californicus), candidate; riparian brush rabbit (Sylvilagus bachmani riparius), candidate; spotted bat (Euderma maculatum), candidate; alkali milk-vetch (Astragalus tener var. tener), candidate; and brittlescale (Atriplex depressa), candidate.

The NDDB listed the State threatened Swainsons hawk (Buteo swainsoni) and the threatened giant garter snake (Thamnophis gigas) as the only species of state concern that occur in the vicinity of the **Yolo County Airport** Site.

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

5.0 Real Estate

5.1 DOD Ownership

By use permit from the U. S. Public Roads Administration, dated 3 Novovember 1943, 201.58 acres were transferred to the War Department. An additional 308.57 acres in total were acquired by the War Department by Declaration of Taking between 1942 and 1943, for a total 510.15 acres (Map M-8). According to the INPR, the site was used as a flight strip to provide alternate basing for B25 aircraft normally located at McClellan Air Force Base.

The use permit for 201.58 acres was relinquished to the Public Roads Administration (PRA) on 12 April 1946. The remaining 308.57 acres transferred to the War Assets administration (WAA) on 21 September 1946. Subsequently, a total of 294.4 acres were transferred by quitclaim deed from the WAA on 14 June 1948, along with the 201.58 acres from the PRA, to the County of Yolo for use as an airport. The remaining 14.17 acres from the WAA reverted to the original owners, Mr. and Mrs. Thomas E. Teardon. The quitclaim deed includes a recapture clause.

5.2 Present Ownership

The 495.98 acre site is currently owned by the County of Yolo and utilized as the **Yolo County Airport**. The 14.17 acre portion of the site is presently owned by St. Mary's College and used for agriculture. Presently Yolo County is leasing the land for many different purposes. These include using the property for aircraft schools; a parachute club and jumping school; crop dusting companies; and leisure and private travel. In addition, the Yolo Sportsman Association uses land for a trap shoot, 50-yard pistol range, 100-yard rifle range, and an archery range along with associated facilities. The county leases the rest of the unimproved land for farming.

5.3 Significant Past Ownership Other than DOD

The only significant past ownership is Yolo County, which leases land for the previously mentioned land usages. Documents were not clear on the reasons for early ownership by the PRA.

6.0 OEW/CWM Site Analysis

6.1 Historical Analysis of OEW/CWM Activities

Research indicates that the Army Air Corps used the field as a Western Flying Training Command sub-installation during the 15 months of flying operations during WW II. Historical documents indicate the site was to provide alternate basing for B25 aircraft normally located at McClellan Field. A 28 July 1992 memorandum of a Site Board Meeting stated "the intended military purpose was as a medium Bombardment field for the Fourth Air Force with facilities for housing and servicing one squadron". During February 1943, planning for construction of a bomb storage facility at the facility was approved by the Fourth Army Air Force. The airstrip was to be sufficient for 12 Heavy or 16 Medium Bombers. P-38 and P-39 aircraft were temporarily stationed at the base. Ordnance associated with these aircraft and possibly stored include .50 caliber ammunition, smoke and training ordnance (USAAC, 1944).

6.1.1 OEW Activities.

The Army Engineers built the bomb storage area with the basing of bomber aircraft in mind. The Engineers constructed 13 Bomb Storage Revetments and 5 Bomb Fuze Storage Magazines for this purpose. The actual mission changed to training fighter pilots and the ordnance materials stored are believed to have changed, with all HE munitions transferred to areas where they would be put to use. The fact that the base was used as an auxiliary landing field for various bases also suggests that there may have been temporary storage of bombs and other ordnance. Although probably an isolated incident, the fact that a smoke device was found on a farm south of the airport suggests that other ordnance items could have fallen off the aircraft flying in and out of **Winters-Davis Flight Strip**. Airfield histories and other documents collected during this archives research did not indicate any permanent storage of ordnance items, nor do they indicate official disposition of stored ordnance. Temporary storage certainly included items normally carried during pilot training for P-38 and P-39 aircraft; and it is known that miniature practice bombs (blue paint) were reported as being found in the area of the bomb storage. Air units were not permanently stationed at the flight strip. They conducted firing and other ordnance training on their home field ranges. The available records did not indicate that while the property was under DOD control it was ever used as a rifle, skeet or any other type of range (U.S. Army Corps of Engineers, INPR, 1991) (USAAC, 1944).

6.1.2 CWM Activities.

Building lists do not show the construction of any chemical warfare training or storage facilities. Since the units using the strip were stationed at other air bases, home base facilities were likely used for chemical warfare training (U.S. Army Corps of Engineers, INPR, 1991) (USAAC, 1944). No chemical identification kit information exists for the **Winters-Davis Flight Strip** in the report of controlled equipment items, February 1945.

6.2 Records Review

St. Louis District Corps of Engineer personnel reviewed records concerning the history of the **Yolo County Airport\Winters-Davis Flight Strip** at the following locations.

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

The following Accessions were reviewed.

342-54D-6075, Box 1 of 1, **Winters-Davis Flight Strip**
338-46A-3034, Stockton Army Air Field
338-46B-3034, Stockton Army Air Field
338-53F-5038, McClellan Army Air Base
338-54D-6075, Mather Army Air Base
338-54E-6075, Mather Army Air Base
338-54F-6075, Mather Army Air Base

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

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

RG 18 Records of the Army Air Forces, Central Decimal Files
Box 1598, Windsor Locks to Worcester, MA **(Winters-Davis Flight Strip)**

RG 153 Records of the Judge Advocate General, Reservation File
Box 98, California, Yerba Linda to Camp Young (No Yolo Co.)

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

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

NARA:

RG 77, Records of the U. S. Army Corps of Engineers
Entry 393, Records of Buildings, Box 286, Willock, PA to Wolf Creek Ord.
(Winters-Davis Flight Strip)
Bulky Files, Airfields, Construction Reports, 1917-1943

RG 175, Records of the Chemical Warfare Service
Entry 2, Index Card Briefs, Boxes 64, 126, 350 and 525
Entry 67A4900 Station Files, The Archivists could not find without listing

RG 291, Records of the GSA Property Disposal
Acc. # 68-A-5714, Box 58, Downey, CA to Yolo, CA (Ventura + Yolo Co., CA)

RG 338 Records of the U. S. Army Command
Boxes 1-4, 5th Army Bomb Reports (No Help Overseas areas)

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

This facility was still in the process of transferring records and little information was found related to the subject **Yolo County Airport** FUDS. We researched Record Group (RG) 237, Records of the Civil Aeronautics Administration and looked at three boxes of material. There were no records found for **Winters-Davis Flight Strip** or **Yolo County Airport.**

Chemical and Biological Defense Agency Historical Office
CBDA/HO
Aberdeen Proving Ground
Edgewood, MD 21010

Records on Air Chemical Units was reviewed. A 1945 Chemical Equipment Listing was also reviewed. There were no records found for **Winters-Davis Flight Strip** or **Yolo County Airport.**

National Archives And Records Administration.
And Federal Records Center
1000 Commodore Drive
San Bruno, CA 94066

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

RG 121 Records of the Public Building Service
Box 30, Winter Army Airfield (No Help)
Box 35, **Winters-Davis Flight Strip**

RG 270 Records of the War Assets Administration
Box 146, Winter Army Airfield (No Help)
Box 147, **Winters-Davis Flight Strip**

The RG 77 map files finding aid for those maps transferred from the records center side was also researched.

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

The following applicable records were reviewed:

USAF Histories:

224.01, Western Flying Training Command (**Winters-Davis**?)
224.603 to 224.740, Western Flying Training Command (**Winters-Davis**?)
224.06 to 224.283, Western Flying Training Command (**Winters-Davis**?)
224.740 to 225.01, Western Flying Training Command (**Winters-Davis**?)
260.277 Airfield Directory of the Continental U.S.
283.81-10 to 284.04-2, 46th AB Squadron, Hamilton AAB (Admin. **Winters-Davis**)
284.04-2A to 284.04-3A, 46th AB Squadron, Hamilton AAB (Admin. **Winters-Davis**)

U. S. Army Corps of Engineers Records

RG 77, Acc # A-51-59, Box 472, Windham - Winterport (**Winters-Davis F.S.**)

Sacramento History Center
Sacramento, CA 95814
(916) 447-2958

The Sacramento History Center had moved from its old location. The Curator was contacted by telephone, and the Curator informed the archival search team that there was not any information regarding **Yolo County Airport** or the former **Winters-Davis Flight Strip**.

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

The team then reviewed the following applicable documents:

F 869 W55.W5 "Winters, CA Centennial Supplement to Winters Express Newspaper, May 22, 1975.

C 979.451.W5 "History of Eastern Yolo Co., CA" by Broderick W. Sacto-Bryte, ca. 1945.

F 869 D3.L3 "History of Davis, CA" by Joanne Leach Larkey, published by the Davis Historical and Landmarks Commission, 1968.

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

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

University of California, Berkeley
Main Library
Berkeley, CA 94704

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

University of California, Berkeley
Bancroft Library
Berkeley, CA 94704

The following pertinent documents were reviewed:

Pamphlets on Yolo Co., CA, Decimal # F868.Y5.P18;
"Yolo Co., Land of Changing Patterns" by Joanne Larkey, Decimal # F868.Y5.L371 1987

Sacramento Public Library
Sacramento, CA 95809

The team found no information at this facility on the site.

University of California, Sacramento
Main Library
Sacramento, CA 95809

The following document was found:

TL 725.3P5 S2 c.2 "Regional Plan, Aviation Plan + Program of the Sacramento Regional Airports" by the Sacramento Regional Area Planning Commission, July 1974.

No applicable maps were found in the map library.

Woodland Public Library
Woodland, CA 95695

There was no useful information at this facility on the site.

University of California, Davis
Main Library
Davis, CA 95616

The following document was reviewed:

DOC - CA H990.Y66 1988 "Hazardous Waste Sites in Yolo Co. CA" by Tracie L. Billington, 1988

There were not applicable maps in the map library on the site.

Yolo County Public Library
Davis, CA 95616

There was no useful information found on the site.

Yolo County Archives
Woodland, CA 95695

The archivist for this facility did not find any information on the site.

Yolo County Planning Department
Woodland, CA 95695

The department head found and furnished two maps of the airport, and the report.

"1976 Yolo County Airport Master Plan, Yolo County, CA" by the Yolo County Planning Board, 1976.

6.3 Summary of Interviews.

Interviews have been held with a number of individuals who are familiar with past operations at the **Yolo County Airport**. Appendix E contains all conversation records of interviews. The following individuals furnished remarks pertinent to potential OEW.

Austin Wiswell
Yolo County Airport Manager
Winters, CA
Office: 625 Court Street, Room 203
Woodland, CA 95695
(916) 666-8129

Mr. Wiswell has held the airport manager position for the past 3+ years. He stated the airport was mainly vacant until sometime during the 1960's. Since then the airport has been used by private small aircraft and local cropdusters. To his knowledge there have not been any incidents reported involving munitions at the airport. The County does not have original mapping of the field. He suggested that Mr. Duane Chamberlain, who has farmed the unimproved property on the airport, including the former bomb storage area, since the early 1980's, should be a good contact. His phone number is (916) 662-2620. Mr. Wiswell stated the best site map is available from the Sacramento District, Corps of Engineers office. He was aware of past investigations by the Corps.

His perception of the ordnance history from the perspective of a fighter pilot of 23 years is as follows: The field was established in mid-to-late 1942 in response to the threat of a Japanese attack. Many airfields up and down the coast came into existence at the same time. These were "Dispersal Bases" in the early WW II period; and thus, the flight strip had a very irregular pattern of hard stand, making the facility very hard to hit if under attack. Shortly after it was built (some 3 -6 months later), because of the U. S. success in the Pacific, the threat of attack ceased and Yolo became a base training for B25 Marshall Bombers. Useful live ordnance stored was transferred to areas where it would be put to good use, according to Mr. Wiswell. He speculated that practice bombs with spotting charges were loaded at **Winters-Davis Flight Strip**, and were then dropped on nearby ranges. He, however, had no records of the range locations. Live HE ordnance was, in his belief, "No longer Present" at the airfield.

Mr. Ron Marley
Caretaker
Yolo County Airport
(916) 756-0120

Ron Marley had previously been contacted by personnel from the Sacramento District and the Environmental Department of McClellan AFB. He had discussed Environmental Hazards at Yolo Airport with these agencies and the conversation(s) can be found in backup information to the INPR filed at Sacramento District.

One item related to potential OEW contamination, mentioned in records of conversations, various data bases, and other information is that a smoke device (OEW) was found on a farm south of the field and subsequently destroyed by the county. Present discussions centered on this past incident; and his specific experience on the airport proper as caretaker.

Ron served in the EOD and, thus, is a good source of knowledge of munitions for his employer. He has stated there are a lot of "rumors about the bomb storage area". <u>However, there has never been any dangerous ordnance found in the area.</u> The field has been dry farmed, and there is a possibility that ordnance could have been dumped there. (In the past he has suggested to environmental officials that perhaps infrared remote sensing or some other technique(s) could be used to verify no OEW remains.

Relative to the incident of a smoke bomb being found in the field south of the airport, he related that a rancher located the practice bomb that surfaced in his field after a 3 to 4 month period of rain, similar to what has been happening lately in California. The device had a

white phosphorous content. He was fairly specific that the practice munition probably accidently detached from a WW II airplane. He mentioned about a 25 lb. spotting charge was associated with the device and that; because of his past EOD experience, he assisted the county with cleaning up the munition. Pilots flying from **Winters-Davis Flight Strip** dropped practice bombs with spotting charges, but he had no idea where the practice ranges were located.

Other items mentioned by Mr. Marley: During the mid-1980s some concrete debris was busted up. The sheriffs office had practiced with Smoke and Tear Gas on the airport property, but this is unrelated to DOD use of the land during WW II.

Mr. Duane Chamberlain
Residence and Business Office
34530 County Road 29
Yolo County, CA
(916) 662-2620

Mr. Chamberlain was contacted at his home and business office located at 34530 County Road 29, which is about 1 mile west of the N/W corner of airport property. The following are the recollections of the conversation with Mr. Duane Chamberlain. Mr. Chamberlain indicated a long time in the past (20+ years), while farming, he tilled-up what he thought were blue practice bombs. He described these items as being about 5 to 6 inches long, with fins, and about 2-1/2 inches in diameter. He briefly searched around his office for a souvenir, but was unable to find one. Based on his description, Mr. Scott Barton and Mr. William K. James, QASAS personnel with the St. Louis Distict, U.S. Army Corps of Engineers, decided that Mr. Chamberlain might be describing a miniature practice bomb such as one of the bombs identified in the Miniature 3-pound Mk 3, Mk 4, AN-Mk 5, and AN-Mk 23; or 4.5 pound AN-Mk 43 series (Figure 3). He stated not much evidence remains of the facilities that were once part of the old **Winters-Davis Flight Strip**. During farming operations his employees still occasionally turn up concrete chucks and they have been instructed to bury them deeper beneath the surface. There was also some debris and junk piled into a number of concrete pits adjacent to taxiways. He speculated that there might be something left in these pits. At the Southeast corner (old bomb storage area) he mentioned there was once an oil road, but his employees broke up the road materials and spread them around with not much being left. He also mentioned that near the Fire Department facility, some concrete chunks remain piled up, and tunnels run beneath the taxiways and runway.

6.4 Site Inspection

The following individuals participated in the site investigations on the above referenced sites.

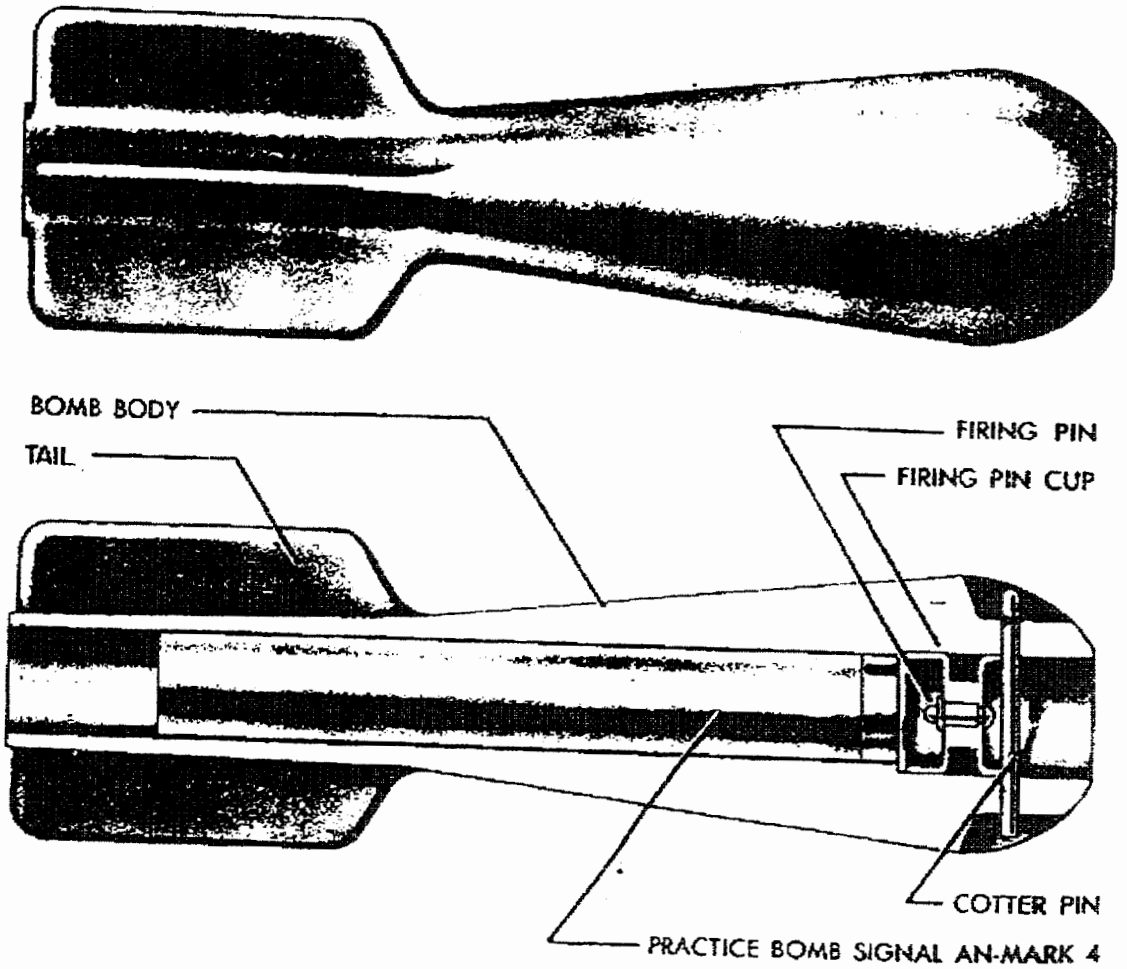
Mr. Scott A. Barton
Mr. William K. James
Mr. Gerald V. Schwalbe

On Monday 13 February 1995, Messrs. Barton and James flew from St. Louis, MO to Sacramento, CA., arriving at approximately 1245 hours Pacific Standard time. Mr. Schwalbe, who had been on leave, picked them up at the airport. The team then drove through Woodland and then past the **Yolo County Airport**, where they briefly viewed the facility prior to the site visit scheduled for the following day. They also spent a brief period attempting to reach Mr. Duane Chamberlain, who farms the available land on the airport ground, but were unsuccessful. They next proceeded to Davis California, where they registered at the Ramada Inn motel and remained overnight.

An appointment had been made for early the following day, Tuesday 14 February, to meet with Mr. Wiswell, Manager, **Yolo County Airport**, who would escort the survey team about the airport grounds. After introductions of Messrs. Barton and James, the team conducted the site survey. Mr Wiswell first escorted the team to the far south side of the airport where they surveyed the former bomb/ammunition storage area. This location was found to be partially in crops and partially unimproved ground. The crop area was extremely muddy, but the unimproved ground was surveyed and photographs were taken of the site. Although no evidence was found of OEW scrap in the area, Kirk James did find hollow-filled tile, the material commonly used in ammunition storage structure construction. The survey team was escorted to the north side of the airport and observed and photographed the property used by the gun club. By 0930 hours the team had covered the areas of interest. Mr. Wiswell then left for another meeting. He provided directions to Mr. Chamberlain's residence, and it was understood that after contacting Mr. Chamberlain, the team might return again for further inspections. Mr. Chamberlain has farmed the unimproved airport property for many years.

The team drove to Mr. Chamberlain's home and business office located at 34530 County Road 29, which is about 1 mile west of the N/W corner of the airport property. The recollections of the conversation with Duane Chamberlain are furnished in paragraph 6.3 above. After interviewing Mr. Chamberlain, the site survey team accompanied him to view the various features described at Yolo Airport. At various places, the team examined structures and took additional photographs. The pits held connection points for former water supply lines used in fire control. Entrapped surface water, junk, and other debris were evident in these reinforced concrete pits. However, nothing of an OEW nature was observed by the survey team. The tunnels beneath the pavement structures were found to be old drainage structures and concrete wing walls. Mr. Chamberlain drove to the area of the old bunkers that earlier had been viewed with Mr. Wiswell. Map M-4, Site Plan, shows the locations visited and positions of current condition photographs can be found in Appendix G of the ASR report.

No evidence of ordnance and explosive waste (OEW) was found in the former ammunition storage area or anywhere elsewhere on the FUDS property. Around noon on Tuesday, 14 February 1995, after finishing the investigations at the Yolo County Airport, the survey team drove to Fresno, California to prepare for the investigations to be held at the Mt. Campbell Rifle Range FUDS.



4.5–pound Miniature Practice Bomb AN–Mk 43

Miniature 3-pound Mk 3, Mk 4, AN–Mk5, and AN–Mk 23; and 4.5-pound AN–Mk 43

Over-all length, inches.....8.25
Diameter, inches 2.18
Color .....Unpainted

These small, cast-alloy bombs have a tube along their longitudinal axis which houses the Signal Cartridge AM–Mk 4 or Mk 5, a pyrotechnic charge for spotting purposes. The differences between these bombs are matters of size. The Miniature Practice Bomb AN–Mk 43 weighs 4.5 pounds; the others of this series weigh 3.0 pounds.

FIGURE-3

YOLO COUNTY AIRPORT (WINTER-DAVIS FLIGHT STRIP) YOLO COUNTY, CALIFORNIA DERP-FUDS* J09CA009402 PRACTICE BOMB

PROJECT DATE: MARCH 1995	DATE OF MAP: 1994
21-MAR-1995 08:21	/n/oew95ab/sh47/map/minibomb.dgn & .clt

7.0 Site Evaluation

7.1 CWM Contamination Evaluation

With reference to paragraph 6.1.2, CWM training was not shown to have been conducted on the **Winters-Davis Flight Strip**. No documentation exists of the presence of CWM training facilities or materials present at this FUDS. All CWM training of personnel is assumed to have occurred at the air base which the flight strip was assigned to by the Army Air Corps.

7.2 OEW Contamination Evaluation

With reference to paragraph 6.1.1, archival research verified that small arms ammunition, miniature practice bombs, and perhaps other HE munitions were stored at the **Yolo County Airport**, formerly **Winters-Davis Flight Strip**, DERP-FUDS Site No. J09CA009400 (OEW Project No. J09CA009402). Thirteen (13) Bomb Storage Revetments and five (5) Bomb Fuze Storage Magazines were constructed near the south flight strip boundary. None of the HE ordnance that may have been stored was shown to have been fired at, or dropped nearby, the field (although one smoke device was recovered from a farm south of the field).

Reliable reports indicate small/miniature practice bombs have been recovered during ground tilling operations in/near the area of the Bomb Storage Revetments. None have been uncovered in the last 15+/- years.

Based upon the evidence presented in this ASR, the potential for OEW contamination on **Yolo County Airport**, is judged "negligible" and a RAC score of "4" is assigned to the FUDS. Appendix I furnishes the Risk Assessment Code Procedure Form, indicating a rating of "marginal" in the Severity Category and "Occasional" assessed as the Probability Level.

Despite extensive archive searches and other activities undertaken in the preparation of this report, it can not be guaranteed that DOD generated Ordnance and Explosive Waste contamination does not exist at **Yolo County Airport**. Based on the analysis of the records reviewed in this ASR; the previous documentation outlined in the records of the Sacramento District, U.S. Army Corps of Engineers; interviews with airport and public and emergency officials, historians, and others with site knowledge; and the actual visual site survey, there is little reason to suspect contamination.

In summary, there is little reason to suspect contamination remains on this FUDS. One or two other action(s) may be appropriate at this site before finalizing any future course of action. These suggestions are furnished within a separate report, the Archive Search **CONCLUSIONS and RECOMMENDATIONS**.

MAPS/DRAWINGS

M-1 Location Map
M-2 Vicinity Map
M-3 Airport Vicinity
M-4 Site Plan
M-5 Current Airport Layout
M-6 Aerial Photo Interpretation
M-7 Historic Airport Layout--1975
M-8 Historic Real Estate

YOLO COUNTY AIRPORT
(WINTERS-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA
DERP-FUDS# J09CA009402
PROJECT LOCATION MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: 1994
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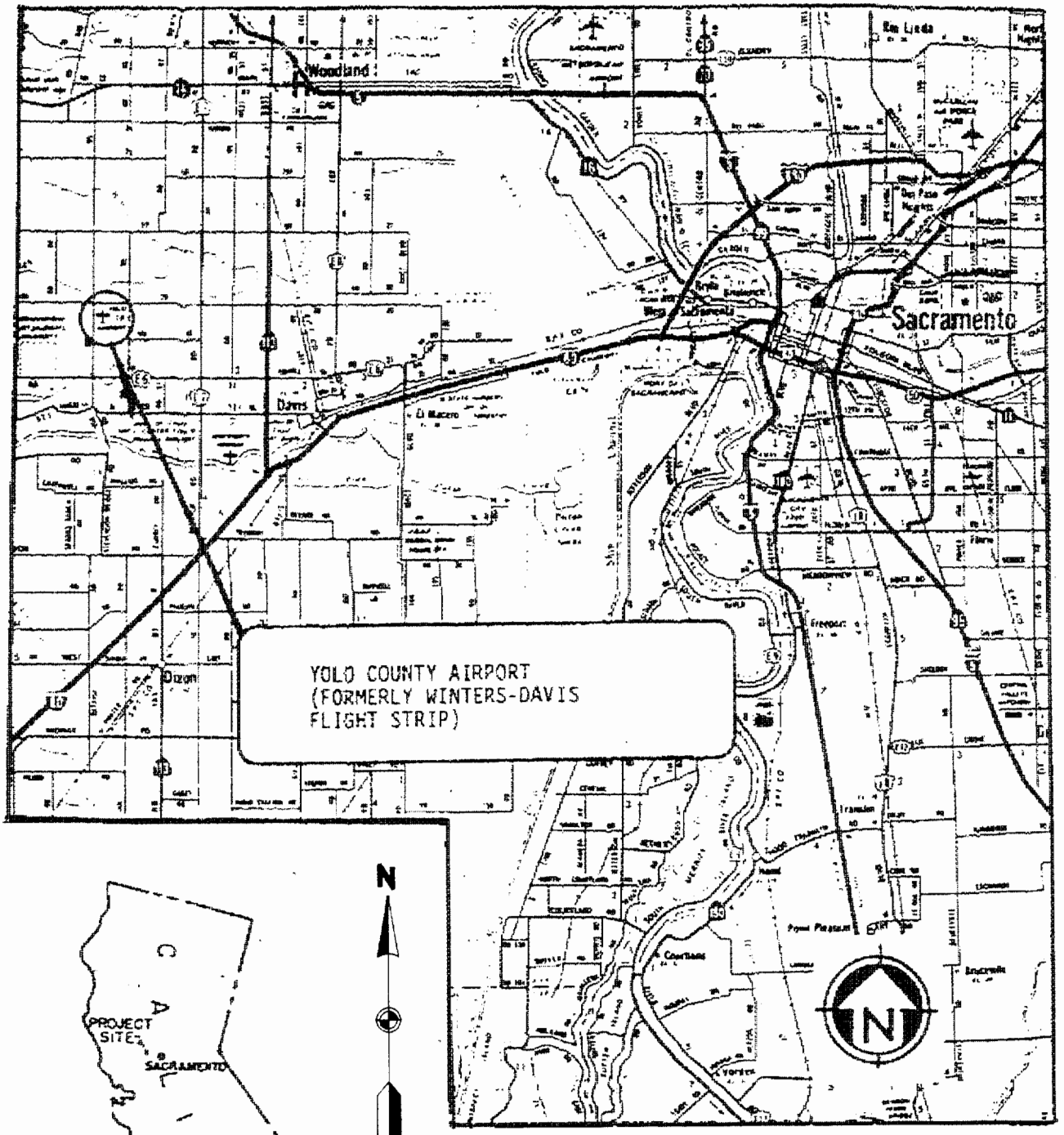
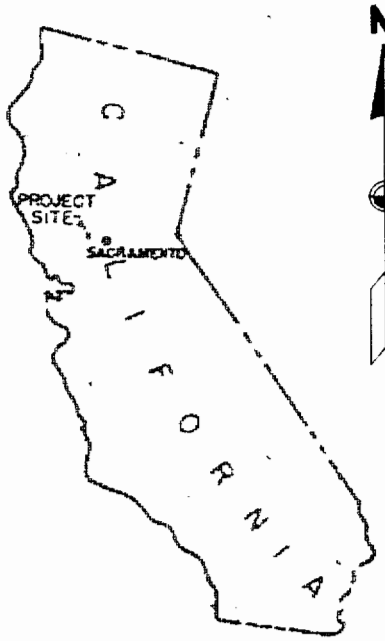




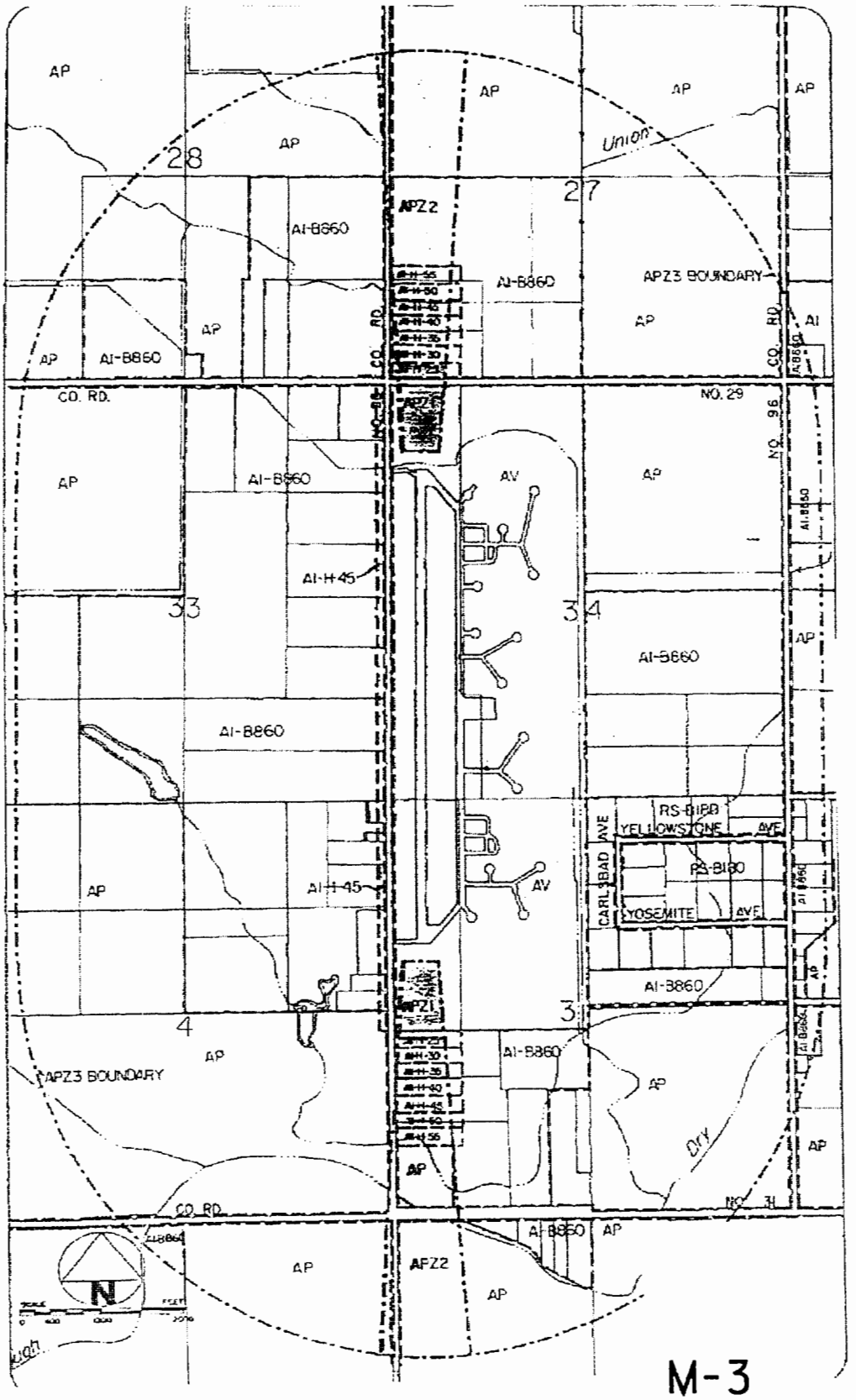
STATE INDEX

NOT TO SCALE

M-2

YOLO COUNTY AIRPORT (WINTERS-DAVIS FLIGHT STRIP) YOLO COUNTY, CALIFORNIA DERP-FUDS* J09CA009402 VICINITY MAP

PROJECT DATE: MARCH 1995	DATE OF MAP: X
13-MAR-1995 07:33	n:\oew95ab\sh4\map\yolotvic.dgn & .cit

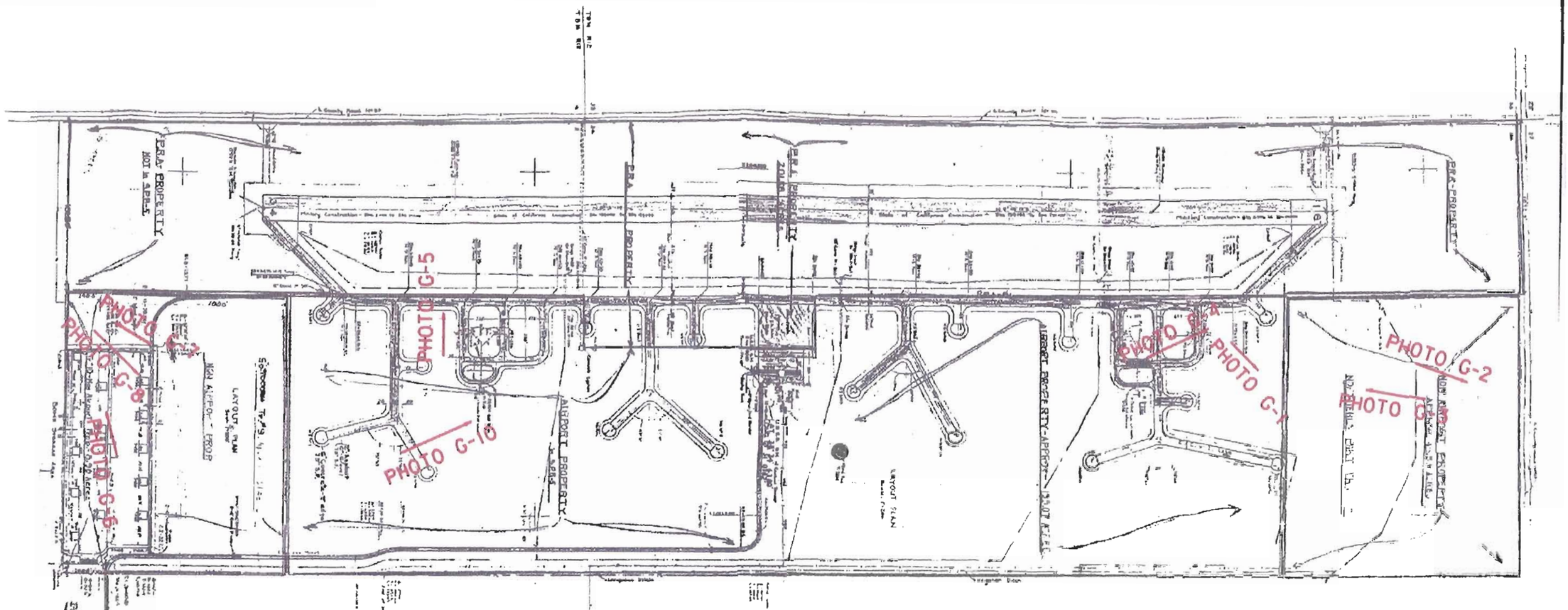


M-3

YOLO COUNTY AIRPORT
(WINTERS-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA
DERP-FUDS# J09CA009402
AIRPORT VICINITY MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995	DATE OF MAP: JULY 17, 1993
13-MAR-1995 07:46	n:\toew95ab\sh4\map\yolosite.dgn & .clt



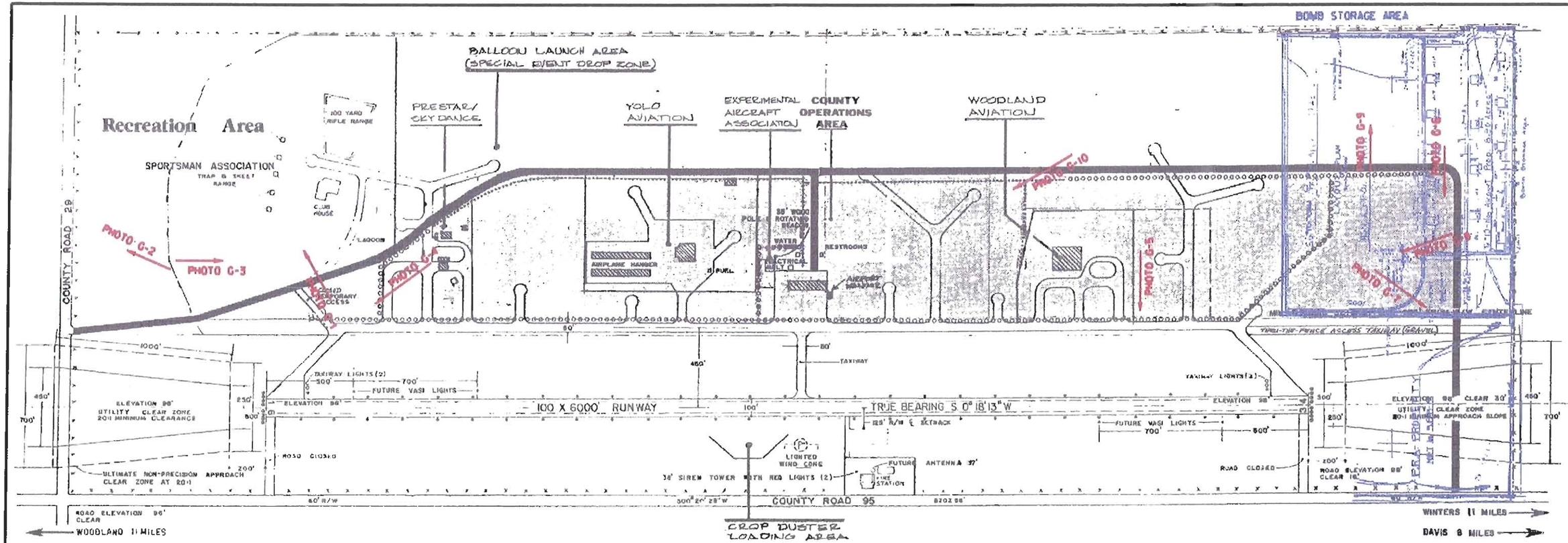
M-4

YOLO COUNTY AIRPORT
(WINTERS-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA
DERP-FUDS# J09CA009402
SITE MAP

NOT TO SCALE

PROJECT DATE: MARCH 1995
21-MAR-1995 08:54

DATE OF MAP: 1943
yolo43.dgn & .clt



RUNWAY DATA	RUNWAY 16-34	
	EXISTING	ULTIMATE
EFFECTIVE GRADIENT	0.03%	0.03%
% WIND COVERAGE 15MPH	97.7	97.7
INSTRUMENT RUNWAY	NONE	NON-PRECIS.
PAVEMENT STRENGTH *	30,000 #	30,000 #
PAVEMENT SECTION	3"AC-9" BASE	5"AC-9" BASE
APPROACH SLOPES	CLEAR	20:1 MIN.
LIGHTING	M.I.R.L.	M.I.R.L.
RUNWAY MARKING	BASIC	BASIC
NAVIGATIONAL AIDS	NONE	V.A.S.I.
RUNWAY LENGTH	6,000'	6,000'
RUNWAY WIDTH	100'	100'

*FOR SINGLE WHEEL GEAR AIRCRAFT

AIRPORT DATA	EXISTING	ULTIMATE
AIRPORT CLASS	BASIC UTILITY	GEN. UTILITY
AIRPORT ELEVATION	98' MSL	98' MSL
NORMAL MAXIMUM TEMP	97°F	97°F
AIRPORT LOCATION	LAT. 38°34'43"	SAME
ARP COORDINATES	LONG. 121°5'20"	

LEGEND		
EXISTING	ULTIMATE	
		EXISTING PAVEMENT
		ULTIMATE DEVELOPMENT
		INITIAL DEVELOPMENT
		PROPERTY LINE
		POWER LINE
		FENCE LINE
		DRAINAGE DITCH
		RUNWAY LIGHTS
		TAXIWAY LIGHTS
		THRESHOLD LIGHTS
		VASI ULTIMATE
		EXIST. WATER MAIN
		FUTURE WATER MAIN

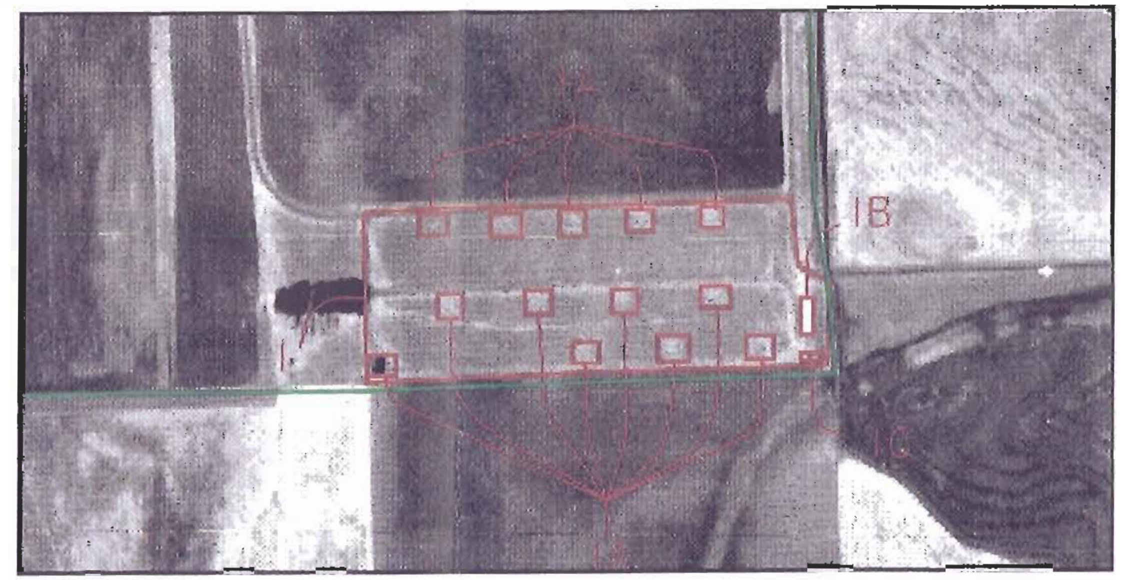
NOT TO SCALE

M-5

YOLO COUNTY AIRPORT
(WINTERS-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA
DERP-FUDS* J09CA009402
CURRENT AIRPORT LAYOUT

PROJECT DATE: MARCH 1995 | DATE OF MAP: 12/29/92

21-MAR-1995 09:00 | n:\oaw95ab\ah47tmap\yolo92.dgn & .clt add schwjunk.cl



FEATURE NUMBER	FEATURE DESCRIPTION
1.	BOMB STORAGE AREA.
1A.	THIRTEEN SQUARE REVETMENTS.
1B.	RECTANGULAR BUILDING FOUNDATION.
1C.	SMALL SQUARE STRUCTURE.
2.	LARGE GRADED AREA. MAY BE FILLED. POSSIBLE FORMER DISPOSAL AREA.
2A.	DEPRESSION/WEATHERED TRENCH (?)
3.	ROUGH SCARRED AREA WITH TWO BUILDINGS AND A TOWER. SCATTERED OBJECTS/DEBRIS. SCARRING AND DEBRIS LOOK AS IF THERE MAY HAVE BEEN A FIRE AT AND VICINITY OF THE BUILDINGS.
4.	LARGE ROUGH, SCARRED AREA. POSSIBLE FORMER DISPOSAL AREA.
4A.	POSSIBLE TRENCH SCARS.

LEGEND

SITE BOUNDARY

FEATURE LOCATION

N

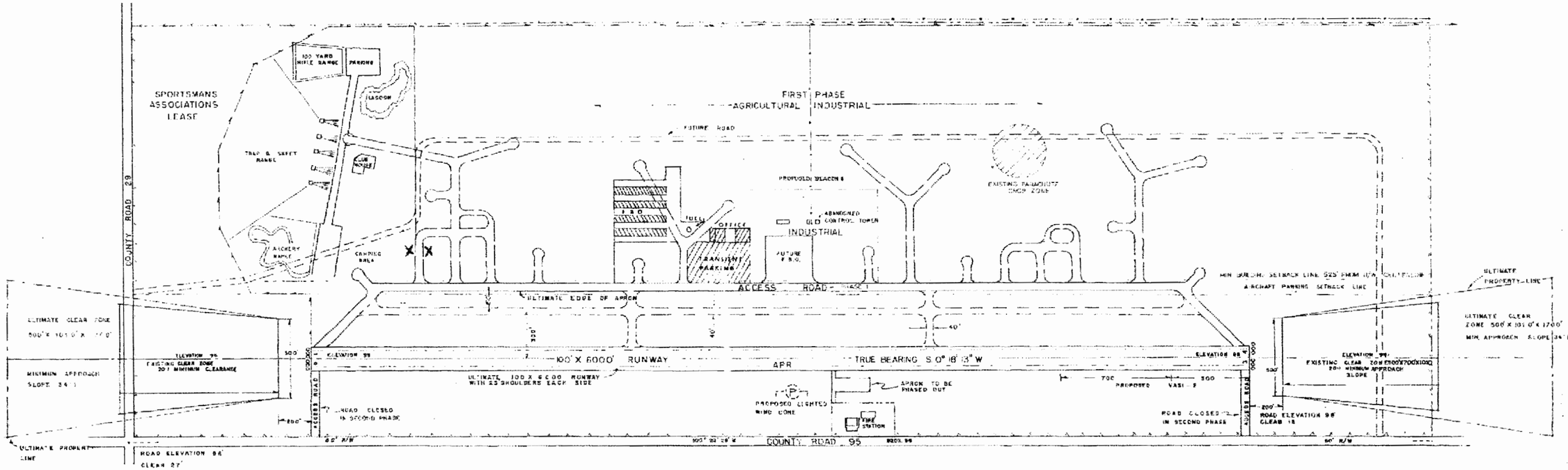
NOT TO SCALE

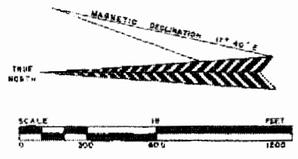
M-6

YOLO COUNTY AIRPORT
YOLO COUNTY, CALIFORNIA
DERPFUDS #J09CA009402
AERIAL PHOTO INTERPRETATION
1952 PHOTOGRAPHY

PROJ. DATE: MARCH 1995 | DATE OF PHOTO: 9-17-52

21-MAR-1995 09:11 | /n/09.95.ab/sh47/photo/yolo5201.dgn & yolo52a & b.ext





NOTE: ULTIMATE CLEAR ZONE BASED ON FUTURE NON-PRECISION INSTRUMENT APPROACHES WITH GREATER THAN ¾ MILE VISIBILITY 15MPH WIND COVERAGE 98.4% SAME AS SACRAMENTO METRO AIRPORT

Adopted by the Board of Supervisors of the County of Yolo on March 3rd 1975

CHAIRMAN

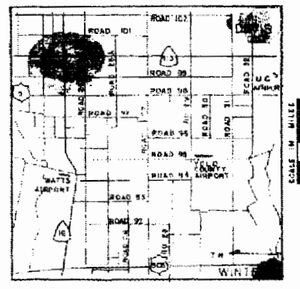
CLERK OF THE BOARD

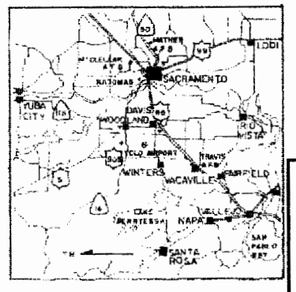
RUNWAY DATA	RUNWAY 16-34	
	EXISTING	ULTIMATE
EFFECTIVE GRADIENT	0.03%	0.03%
% WIND COVERAGE	98.4	98.4
INSTRUMENT RUNWAY	NONE	NON PRECIS.
PAVEMENT STRENGTH	20,000 # PLUS	20,000 # PLUS
PAVEMENT SECTION	3"AC - 9" BASE	5" AC - 9" BASE
APPROACH SLOPES	50:1	34:1 MIN.
LIGHTING	NONE	MIRL
RUNWAY MARKING	NONE	BASIC
NAVIGATIONAL AIDS	NONE	VASI
RUNWAY LENGTH	6,000'	6,000'
RUNWAY WIDTH	150'	100'
** GROSS ALLOWABLE WEIGHT SINGLE GEAR AIRCRAFT		
* PREVAILING WINDS -- SE, STRONG WINDS -- NW		

AIRPORT DATA	EXISTING	ULTIMATE
AIRPORT CLASS	BASIC TRANS	BASIC TRANS
AIRPORT ELEVATION	98' MSL	98' MSL
NORMAL MAXIMUM TEMP HOTTEST MONTH	97° F	97° F
AIRPORT LOCATION ARP COORDINATES	LAT 38° 34' 46" LONG. 121° 51' 20"	SAME
CRITICAL AIRCRAFT	BUSINESS JET	BUSINESS JET

NOTE: THE AIRPORT IS ESSENTIALLY FLAT

LEGEND	
EXISTING	ULTIMATE
	EXISTING PAVEMENT
	ULTIMATE DEVELOPMENT
	INITIAL DEVELOPMENT
	PROPERTY LINE
	POWER LINE
	FENCE LINE
	DRAINAGE DITCH
GND GND	THRESHOLD LIGHTS
	U.S. HIGHWAY
	STATE HIGHWAY





NOT TO SCALE

M-7

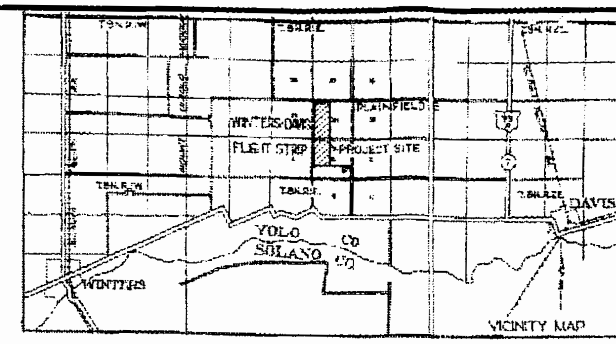
YOLO COUNTY AIRPORT (WINTERS-DAVIS FLIGHT STRIP) YOLO COUNTY, CALIFORNIA DERP-FUDS* J09CA009402 HISTORIC AIRPORT LAYOUT 1975

PROJECT DATE: MARCH 1995	DATE OF MAP: MARCH 3, 1975
13-MAR-1995 13:16	n:\oew95ab\sh4\map\yolo75.dgn & .clt

TRACT NO.	LAND OWNER	ACREAGE		REMARKS
		FEE	TRANSFER	
1	U. S. OF AMERICA (PUBLIC ROADS ADMINISTRATION)		201.58	Use Permit Dated 3rd Nov. 1943
2	FRANK R. STODDARD, et al	96.56		Declaration of Taking
3	GUS D. REIMERS, et al.	49.2		Declaration of Taking
4	GEORGE A. UPTON, et al	10.00		Declaration of Taking.
5	HALLY WARDE, et al	5.00		Declaration of Taking.
6	DELLA L. DAYTON, et al	10.00		Declaration of Taking.
7	MINKA FRANKOWSKY	5.00		Declaration of Taking.
8	JANNA M. STENDAHL	10.00		Declaration of Taking.
9	KATE DALTON, et al	97.30		Declaration of Taking.
10	CAROLINE WRIGHT, et al	8.90		Declaration of Taking.
11	THOMAS E. REARDON and MARY ELIZABETH REARDON BEOSHANZ	14.17		Declaration of Taking.

ACQUISITION TRACT REGISTER

NOTE: Tracts 2 thru 11 except all mineral, oil, hydrocarbon substances; reservation for 5 year period from Date of filing of D/T from exploring or exploiting for same.



STATE INDEX

FINAL

PROJECT OWNERSHIP MAP

STATE CALIFORNIA

COUNTY YOLO

DIVISION SOUTH PACIFIC

DISTRICT SAN FRANCISCO

SIXTH ARMY AREA

6 MILES WEST OF DAVIS

18 MILES WEST OF SACRAMENTO

TRANSPORTATION FACILITIES

S.P. RAILROAD

7 STATE ROAD

99 W FEDERAL ROAD

AIRLINE

ACQUISITION

TOTAL ACRES ACQUIRED 510.15

ACRES OWNED BY W.D. 308.57

ACRES LEASED BY W.D.

ACRES LEASED FROM W.D.

ACRES TRANSFERRED TO W.D. 201.58±

ACRES DONATED TO W.D.

DISPOSALS

TOTAL ACRES DISPOSED OF 510.15

ACRES RETRANSFERRED 201.58±

ACRES EXCHANGED

ACRES OTHERWISE

ACRES TO W.A.A. 308.57

LEGEND

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

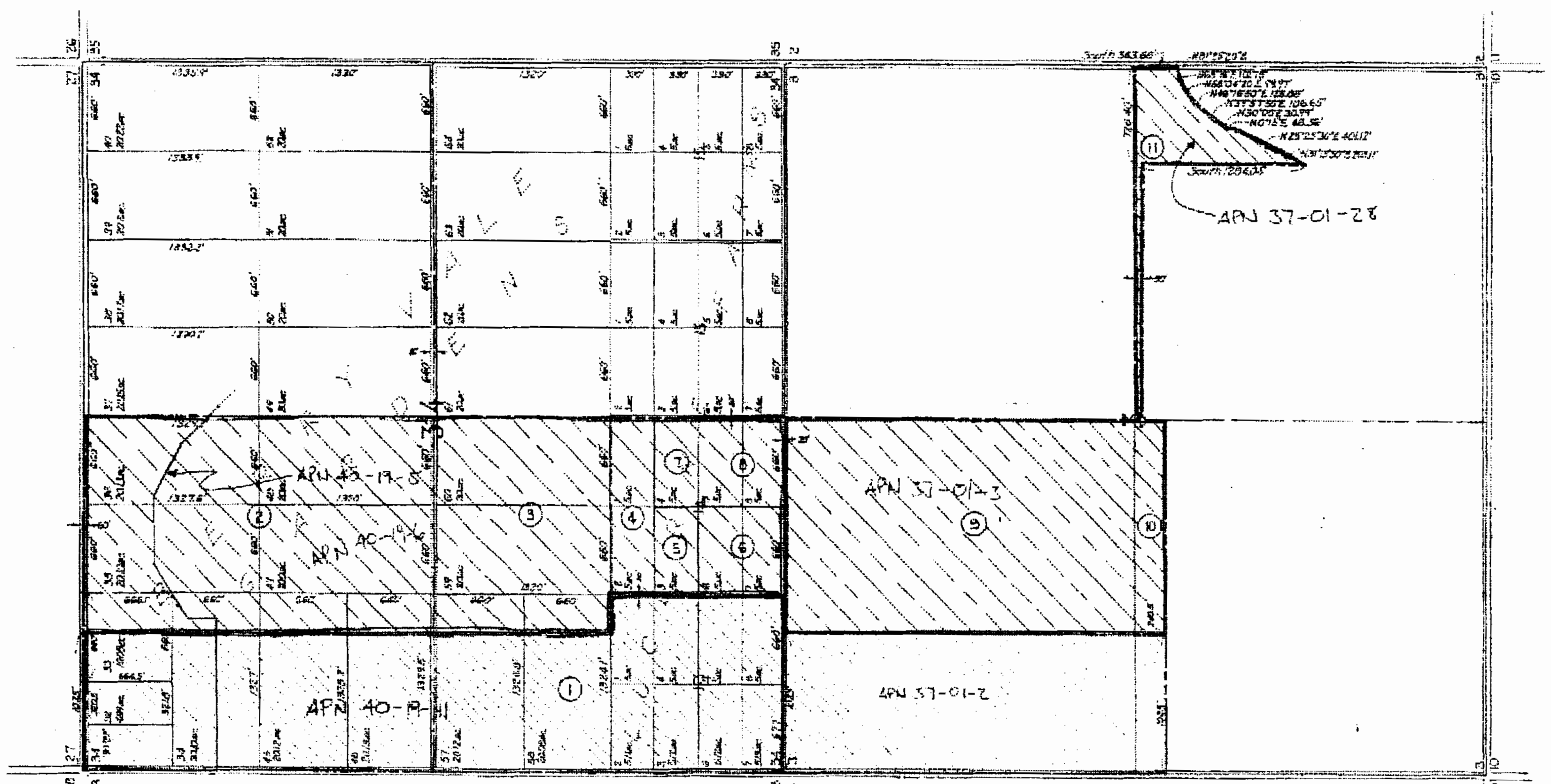
LAND GRANT LINE

CITY, VILLAGE, OR BOROUGH

CEMETERY, SMALL PARK, ETC.

TOWNSHIP LINE

SECTION LINE



T9N R1E MDB&M

T8N R1E MDB&M

YOLO COUNTY

USE PERMIT FOR 201.58± ACRES RELINQUISHED TO THE PUBLIC ROADS ADMINISTRATION, 12 APR 1946.

ACCOUNTABILITY ASSUMED BY W.A.A. ON 308.57 ACRES 21st SEPTEMBER 1946

ACQUISITION ATHORIZATION

RE-D-2272 Dated 22nd April 1943

2307

AUDITED

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

REAL ESTATE

WINTERS-DAVIS LANDING STRIP

(AUXILIARY NO. 7 TO STOCKTON FIELD)

RECOMMENDED: [signature] DATE Aug 28 1943

APPROVED: [signature] DATE Aug 28 1943

COMPILED: TRACED: CHECKED:

DATE	BY	REVISION	APPROVED
3.19.48	J.D.K.	D.E. TO FINAL AUDIT	

SHEETS: OF DRAWING NO. FB-121

NOT TO SCALE

M-8

YOLO COUNTY AIRPORT (WINTERS-DAVIS FLIGHT STRIP) YOLO COUNTY, CALIFORNIA DERP-FUDS# J09CA009402 HISTORIC REAL ESTATE

PROJECT DATE: MARCH 1995	DATE OF MAP: AUG 1943
13-MAR-1995 14:34	n:\oew95ob\sh4\map\yolo1943.dgn & .cit

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

APPENDICES

A. REFERENCES

B. ACRONYMS

C. REPORTS/STUDIES/LETTERS/MEMORANDUMS

D. HISTORICAL PHOTOGRAPHS - NOT USED

E. INTERVIEWS

F. NEWSPAPERS/JOURNALS - NOT USED

G. PRESENT SITE PHOTOGRAPHS

H. HISTORICAL MAPS/DRAWINGS - NOT USED

I. RISK ASSESSMENT CODE PROCEDURE FORMS

J. REPORT DISTRIBUTION LIST

K. ARCHIVE ADDRESSES

APPENDIX A

REFERENCES

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

APPENDIX A -- REFERENCES

A1. INPR REFERENCES

U.S. Army Corps of Engineers, Sacramento District

1991 Defense Environmental Restoration Program, Formerly Used Defense Sites, Findings and Determination of Eligibility, Garden City Army Air Field, Kansas Site No. J09CA009400 (INPR).

A2. REFERENCES

Backes, Charles, Colonel U. S. Army Air Corps

1944 Letter to Commanding General, Army Air Forces, Washington D. C., dated December 13, Accession # 342-54D-6075, Box 1 of 1, Folder 686, National Personnel Records Center, St. Louis, MO.

Hedger, H. E., Major, U. S. Army Corps of Engineers

1943 Telegram to Division Engineer, Salt Lake City, Utah, dated April 20, RG 77, Accession # A51-59, Box 472 Windham - Winterport, Folder 633, USAF Historical Research Center, Maxwell AFB, AL.

Mueller, Robert

1989 *Air Force Bases As of 17 September, 1982*, published 1989, by the Office of Air Force History, Washington D.C., pages 375, 378, 397 and 400.

Pyle, C. W., Colonel U. S. Army Air Corps

1944 Letter to Commanding General, Western Flying Training Command, Santa Ana, California, dated September 13, Accession # 342-54D-6075, Box 1 of 1, Folder 686, National Personnel Records Center, St. Louis, MO.

U. S. Army Air Corps

1944 History of the Hamilton Field Air Base Area, California, dated February 1929 - 31 March 1944, Box 283.81-10 to 284.04-2, Volume 284.04-1, USAF Historical Research Center, Maxwell AFB, AL.

U. S. Army Air Corps

1944 History of the Hamilton Field Air Base Area, California, dated April - July 1944, Box 284.04-2A to 284.04-3A, Volume 284.04-3, USAF Historical Research Center, Maxwell AFB, AL.

War Assets Administration

194? Preliminary Report 300.04, Winters-Davis Flight Strip, Yolo County, California, n.d., RG 270, Real Property Disposal Files, Box 147, Folder W-Calif-183, Winters-Davis Flight Strip, National Archives and Records Administration, San Bruno, CA.

Yolo County Planning Board

1976 Yolo County Airport Master Plan, Yolo County, CA, Yolo County Planning Department General Files, Yolo County Planning Departmen, Woodland, CA.

A3. REFERENCES FOR GEOLOGY AND SOILS

Bates, Leland A.

1977 *Soil Survey of Solano County, California.* US Department of Agriculture in cooperation with University of California Agricultural Experiment Station.

Page, R.W.

1986 *Regional Aquifer-System Analysis; Geology of the Fresh Ground-Water Basin of the Central Valley, California, with Texture Maps and Sections.* US Geological Survey Professional Paper 1401-C.

Thornbury, William D.

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

APPENDIX B

ACRONYMS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

APPENDIX B -- ACRONYMS

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

APPENDIX C

REPORTS, STUDIES, LETTERS, MEMORANDUMS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

APPENDIX C

REPORTS/STUDIES/LETTERS/MEMORANDUMS

C1. Inventory Project Report (INPR), 1995, Yolo County Airport, Winters, CA, Site No. *JO9CA009402.*

C2. Backes, Charles, Colonel U. S. Army Air Corps, Letter to Commanding General, Army Air Forces, Washington D. C., 1944.

C3. Hedger, H. E., Major, U. S. Army Corps of Engineers, Telegram to Division Engineer, Salt Lake City, 1943.

C4. Mueller, Robert, *Air Force Bases As of 17 September, 1982*, published 1989, by the Office of Air Force History, Washington D.C., pages 375, 378, 397 and 400, 1989.

C5. Pyle, C. W., Colonel U. S. Army Air Corps, Letter to Commanding General, Western Flying Training Command, Santa Ana, California, 1944.

C6. U. S. Army Air Corps, History of the Hamilton Field Air Base Area, California, dated February 1929 - 31 March 1944.

C7. U. S. Army Air Corps, History of the Hamilton Field Air Base Area, California, 1944.

C8. War Assets Administration, Preliminary Report 300.04, Winters-Davis Flight Strip, Yolo County, California, n.d.

C9. Yolo County Planning Board, Yolo County Airport Master Plan, Yolo County, CA, 1976.

C10. SAFETY PLAN

C11. SITE VISIT

C12. File Documents References List

APPENDIX C-1

Inventory Project Report (INPR), 1995,
Yolo County Airport, Winters, CA,
Site No. JO9CA009400

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

mil trap
ATTN

REPLY TO
ATTENTION OF:

CEMP-RF (200-1a)

15 JAN 92

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

SUBJECT: Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP-FUDS) - Yolo County Airport, Formerly Winters-Davis Flight Strip and Yolo County International Airport, Site No. J09CA009400, Project Nos. J09CA009401 and J09CA009402

1. This memorandum authorizes the remedial design and remedial action (RD/RA) for proposed containerized hazardous and toxic waste (CON/HTW) project as recommended in the Inventory Project Report, SAB. Because this project involves fuel supply lines, it is necessary that you follow the policy guidance in CEMP-RF Memorandum, 31 July 1990, Subject: Policy Guidance for Underground Storage Tanks (USTs) in Formerly Used Defense Site (FUDS). We concur with CESPD that this project should be executed by CESPK. Pending CEHND recommendation, a decision on project J09CA009402 will follow at a later date.

2. We request:

a. CESPD, within sixty days of the date of this memorandum, ensure the landowners are notified of the decision and provide copies of the notification letter to CEMP-RF and CEHND-ED-PM.

b. CESPD ensure that the project is included in both the FY-92 workplan and the DERP-FUDS database for a five-year workplan development. All contracts should be awarded before the fourth quarter of any fiscal year.

c. CEHND ensure that the project is included in the inventory database within thirty days of the date of this memorandum.

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

FOR THE DIRECTOR OF MILITARY PROGRAMS:

LTC(EN)

MICHAEL H. FELLOWS
Colonel, Corps of Engineers
Chief, Environmental Restoration Division
Directorate of Military Programs

CF:
CESPK-ED-M
CEHND-ED-PM

DEC 11 1991

CESPD-ED-GH (200-1c)

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 Yolo County Airport, Site No. J09CA009400.

1. I am forwarding the INPR for Yolo County Airport for appropriate action. The site is eligible for DERP-FUDS. The proposed CON/HTW project is also eligible.

2. I recommend that:

a. CEMP-R approve the proposed CON/HTW project and assign it through this headquarters to CESPK for RD/RA.

b. CEHND determine if further study and remedial action are needed at the bomb storage revetment and fuse storage magazine locations.

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

CF:
CESPK-ED-M(HTW)

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

REPLY TO
ATTENTION OF

CESPK-ED-M

26 August 1991

MEMORANDUM FOR Commander, South Pacific Division

SUBJECT: DERP-FUDS Final Inventory Project Report (INPR) for Site No. J09CA009400, Yolo County Airport, California

1. This INPR reports on the DERP-FUDS preliminary assessment of the Yolo County Airport. A site visit was conducted on dates listed in the report.

2. We have determined that the site was formerly used by the Army. A recommended Findings and Determination of Eligibility is included.

3. We have also determined there is hazardous waste at the site eligible for cleanup under DERP-FUDS. The categories of waste at the site are CON/HTW and OEW. Project summary sheets for each proposed project are included.

4. I recommend that you:

a. Approve and sign the Findings and Determination of Eligibility;

b. Forward a copy of this INPR to CEMP requesting approval and funds for this District to accomplish the CON/HTW project. If funds are provided by first quarter FY92, we can proceed to the next step of design and remediation in FY92; and,

c. Forward a copy of this INPR to HND for the PA file and for a determination of the need for further study of the bomb storage area.

Encl

LAURENCE R. SADOFF
COL, EN
Commanding

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM

INVENTORY PROJECT REPORT

YOLO COUNTY AIRPORT
(WINTERS-DAVIS FLIGHT STRIP)
SITE NO. J09CA009400

PREPARED BY
DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT, CORPS OF ENGINEERS
SACRAMENTO, CALIFORNIA

AUGUST 1991

SITE SURVEY SUMMARY SHEET
FOR
DERP-FUDS SITE NO. J09CA009400
YOLO COUNTY AIRPORT

SITE NAME: Yolo County Airport. The site was formally known as the Winters-Davis Flight Strip and the Yolo County International Air Port.

LOCATION: The site is located in Yolo County, CA approximately 8 miles northwest of downtown Davis, California. More specifically it is located between county roads 95 and 96 running north south and roads 29 and 31 running east west. See location and vicinity maps at attachments 1 and 2.

SITE HISTORY: Between 1942 and 1943 the U.S. Government acquired by declaration of taking 308.57 acres and by transfer 201.58 acres, for a total of 510.15 acres, for use as a flight strip to provide alternate basing for B25 aircraft normally located at McClellan Air Force Base. Site improvements included a runway, taxiways, two aircraft fueling areas, an operations area, control tower, bomb storage area, and housing area.

In 1946, the use permit for 201.58 acres was relinquished to the Public Roads Administration (PRA) and the remaining 308.57 acres transferred to the War Assets Administration (WAA). In 1948 the WAA transferred 294.40 acres, along with the 201.58 acres from the PRA, to the County of Yolo for use as an airport. The remaining 14.17 acres from the WAA reverted to the original owners.

SITE VISIT:

a. On 26 Jan 87, Mr. Kent R Westover from the Sacramento District visited the site to assess the current conditions and met with the following persons:

Mr. Earl Balch	Director of Parks, Museum and Grounds County of Yolo 625 Court St., Room B-03 Woodland, CA 95695 (916) 666-8115
Mr. Ron Marley	Caretaker, Yolo County Airport, CA (916) 756-0120

b. On 27 Mar 87, Mr. Westover and Mr. Marley met with on site with Mr. Larry Curtis, of Curits & Associates, concerning the disposition of underground storage tanks.

Mr. Larry Curits	Curtis & Associates P.O. Box 924 Woodland, CA 95695 (916) 753-4950

c. On 23 May 91, Ms. Sharon Bruno met on site with Messrs. Earl Balch, Ron Marley and Frank Hildebrand, Managing Partner, Yolo Aviation.

The site has experienced considerable development since the initial site visits in 1987. Messrs. Marley and Hildebrand reported both of that the two original 25,000 gal underground storage tanks,along with a new 10,000 gal tank, have been removed from the airport. Further, one smoke device (OEW) was found on a farm south of the airport and was destroyed by the County. The bomb storage area at the south end of the field is essentially under cultivation, except for a strip of ground covered by trees. Among the trees is a ridge of earth, approximately 5 feet high, strewn with concrete rubble. No intact structures were visible.

CATEGORY OF HAZARDS: CON/HTW, OEW

PROJECT DESCRIPTION:

-CON/HTW: Removal of underground piping and connected fill stands and fueling pit boxes at 4 locations. Test sites where tanks have been previously removed.

--OEW: There are 16 known locations for either Bomb Storage Revetments or Fuse Storage Magazines.

AVAILABLE STUDIES AND REPORTS: None

PA POC: Larry M. Bergmooser, CESPK-ED-M, 916/557-7671

PROJECT SUMMARY SHEET
FOR
DERP-FUDS OEW PROJECT NO. J09CA009402
YOLO COUNTY AIRPORT
SITE NO. J09CA009400

PROJECT DESCRIPTION: Records indicate that there were 16 structures on site for the storage of bombs or bomb fuses. A smoke device was found on a farm south of site and destroyed by the county. There is no evidence of ordnance within the bomb storage area, nor of the open storage earthen revetments or wood frame earthen floor magazines.

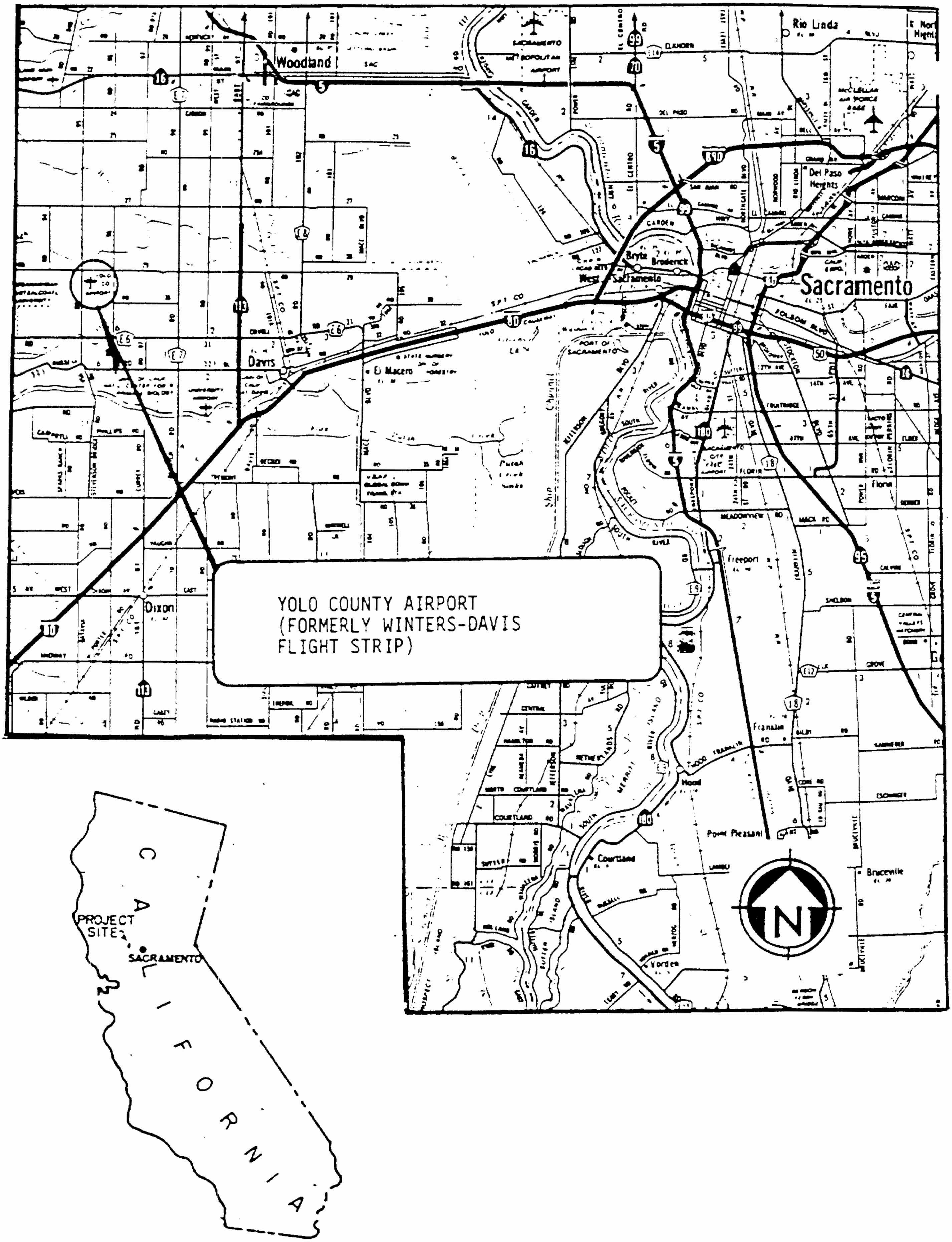
PROJECT ELIGIBILITY: Records indicate that this facility was built and used by the U.S. Army. This project has been evaluated IAW Appendix A to the CEMP-RT Policy and Criteria Memorandum dtd 5 Apr 90.

POLICY CONSIDERATIONS: There is no policy applicable to this project. There are no records available absolving the government from site restoration. Records do not indicate any ordnance related activities occurring on site since disposal, and no deed restrictions are noted. No clearance certificates for OEW were located for this site.

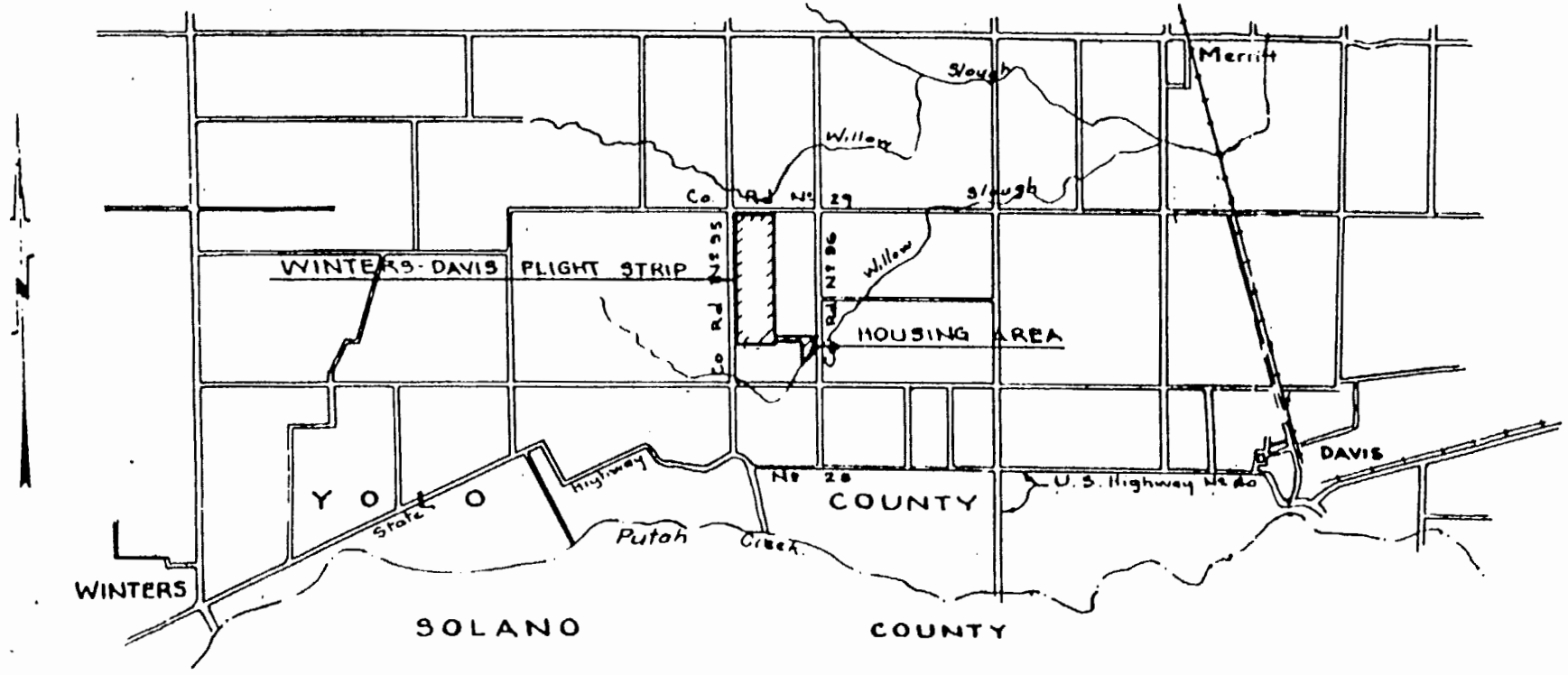
PROPOSED PROJECT: Recommend a confirmation study within the bomb storage area IAW the RAC4 determination to identify the presence of any remaining OEW.

RISK ASSESSMENT CODE: Attached.

DISTRICT POC: Larry M. Bergmooser, CESPK-ED-M, 916/557-7671


YOLO COUNTY AIRPORT
(FORMERLY WINTERS-DAVIS
FLIGHT STRIP)
Woodland
Rio Linda
Del Paso
Heights
Bryte
Broderick
West Sacramento
Sacramento
Davis
El Macero
Dixon
Freeport
Florin
Franklin
Hood
Point Pleasant
Courtland
Bruceville
Vorden
N
PROJECT
SITE
SACRAMENTO
C A L I F O R N I A

STATE INDEX



VICINITY MAP

SCALE IN MILES

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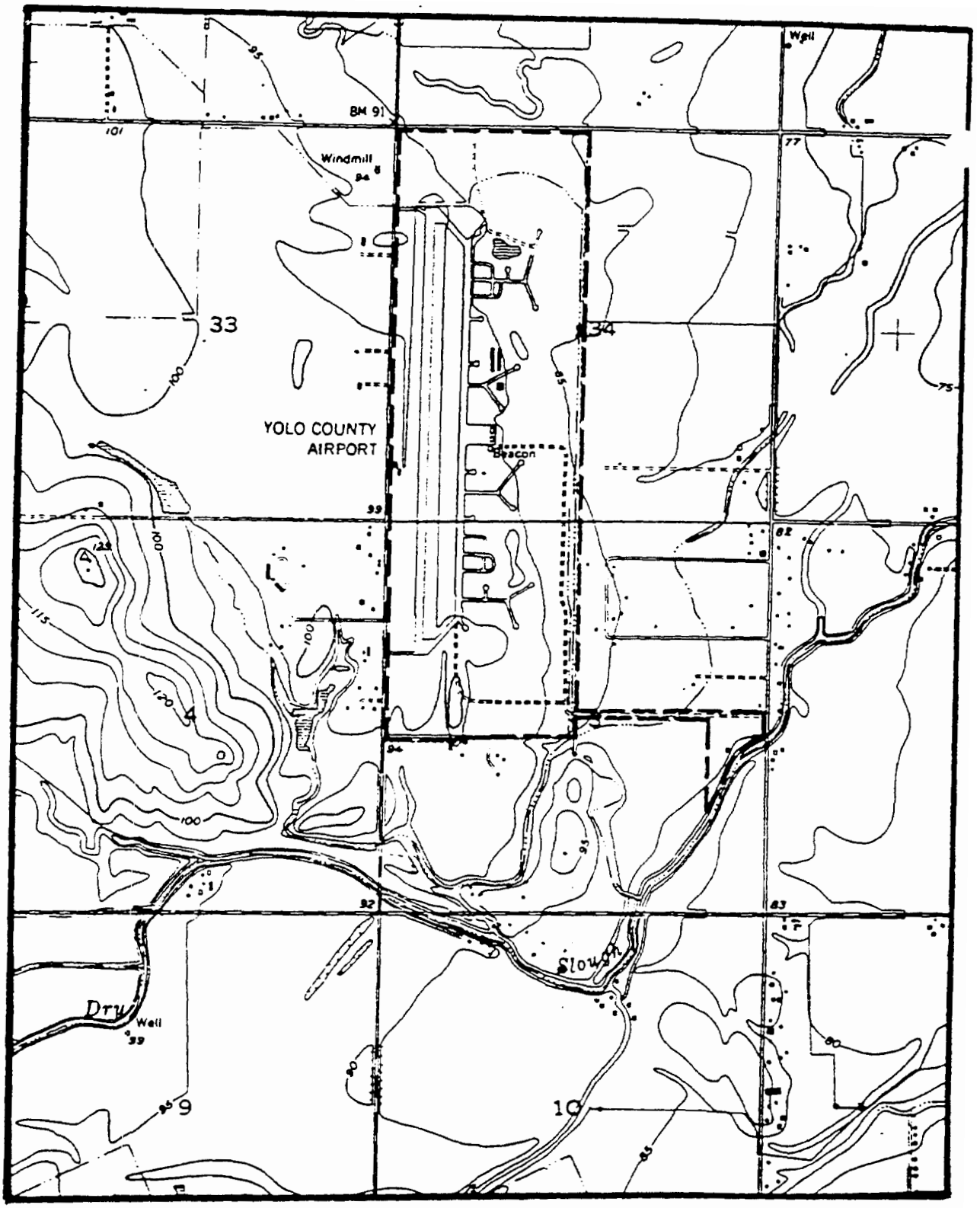


SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 5 FEET

FINDINGS AND DETERMINATION OF ELIGIBILITY
YOLO COUNTY AIRPORT
YOLO, CALIFORNIA
SITE NO. J09CA009400

FINDINGS OF FACT

1. By use permit from the U.S. Public Roads Administration, dated 3 November 1943, 201.58 acres were transferred to the War Department. An additional 308.57 acres in total were acquired by the War Department by Declaration of Taking between 1942 and 1943, for a total 510.15 acres.

2. The site was used as a flight strip to provide alternate basing for B25 aircraft normally located at McClellan Air Force Base. Site improvements included a runway, taxiways, two aircraft fueling areas, an operations area, control tower, bomb storage area, and housing area.

3. The use permit for 201.58 acres was relinquished to the Public Roads Administration (PRA) on 12 April 1946. The remaining 308.57 acres transferred to the War Assets Administration (WAA) on 21 September 1946. A total of 294.40 acres were transferred by quitclaim deed from the WAA on 14 June 1948, along with the 201.58 acres from the PRA, to the County of Yolo for use as an airport. The remaining 14.17 acres from the WAA reverted to the original owners, Mr. and Mrs. Thomas E. Reardon. The quitclaim deed includes a recapture clause. The 495.98 acre site is currently owned by the County of Yolo and utilized as the Yolo County Airport. The 14.17 acre portion of the site is owned by St. Mary's College and used for agriculture.

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.

9 Dec 91
Date

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

PROJECT SUMMARY SHEET
FOR
DERP-FUDS CON/HTW PROJECT NO. J09CA009402
YOLO COUNTY AIRPORT
SITE NO. J09CA009400

PROJECT DESCRIPTION: Records indicate that there were two (2) underground storage tanks and two (2) above ground storage tanks each with associated pipelines, fueling stations and pit boxes (UST only) on the site. Available records indicate that the tanks were removed however the associated piping, fueling stations and pits remain.

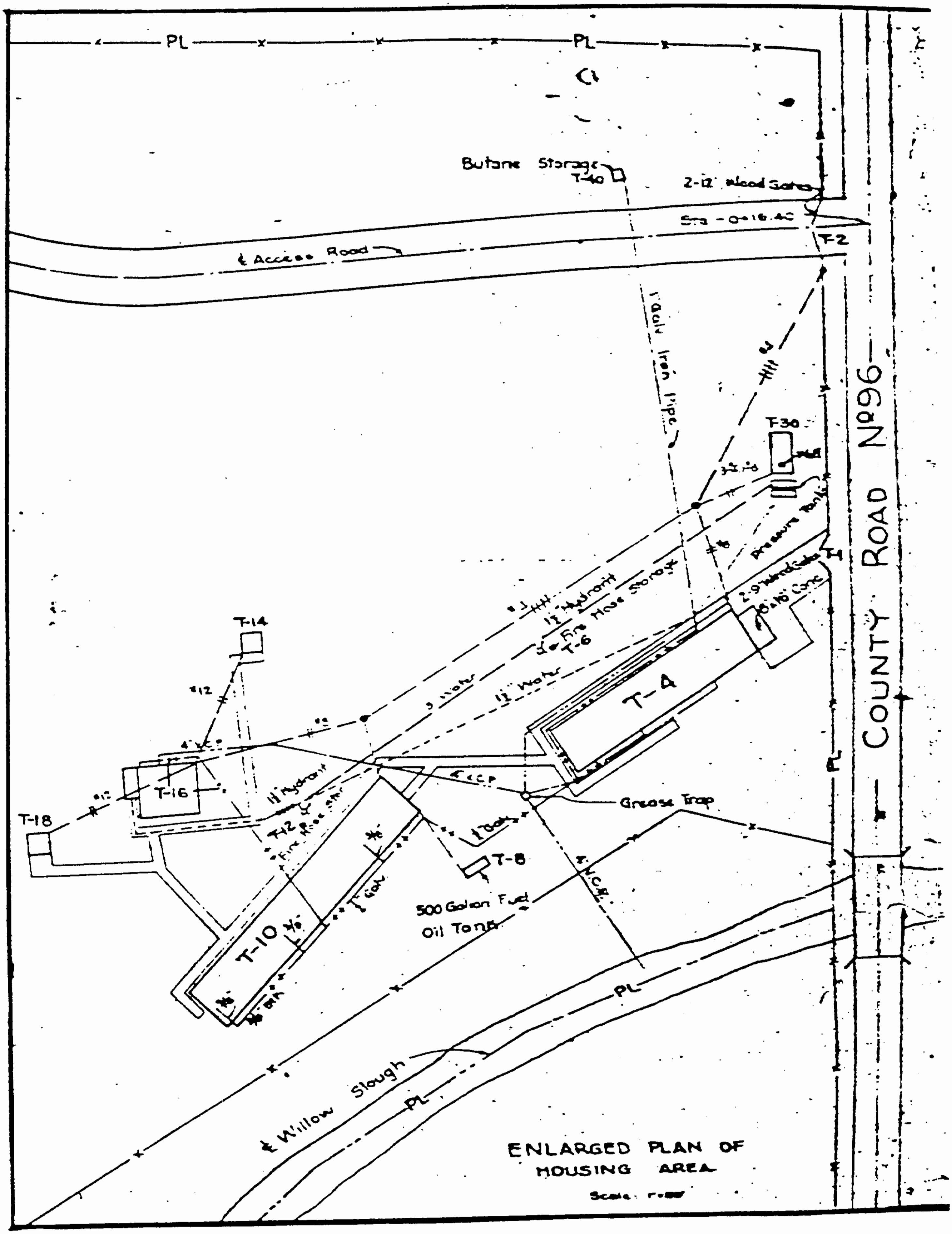
PROJECT ELIGIBILITY: Records indicate that this facility was built and used by the U.S. Army.

POLICY CONSIDERATIONS: Records and interviews indicate that the two underground storage tanks were beneficially used, then removed from the site. As such; associated piping, fueling stations and pits are not proposed for this project. There is no indication that the two above ground tanks were used after transfer.

PROPOSED PROJECT: Removal of associated piping for the two above ground storage tanks and soil testing at the former tank sites.

DD FORM 1391: Attached

DISTRICT POC: Larry M. Bergmooser, CESPK-ED-M, 916/557-7671


PL
PL
Butane Storage
T-40
2-12' Wood Gates
Sta - 0+16.40
T-2
℄ Access Road
1" Galv. Iron Pipe
T-30
Pressure Tanks
2-9' Wood Gates
10x10 Conc.
1½" Hydrant
1½" Fire Hose Storage
T-6
1½" Water
3" Water
T-4
T-14
T-16
T-18
Grease Trap
1½" Hydrant
T-12
Fire Hose Str.
T-10
T-8
500 Gallon Fuel Oil Tank
PL
℄ Willow Slough
PL
COUNTY ROAD №96
ENLARGED PLAN OF HOUSING AREA

1 COMPONENT	FY 19 91 MILITARY CONSTRUCTION PROJECT DATA	2 DATE
ARMY		21 Aug 91

3 INSTALLATION AND LOCATION	4 PROJECT TITLE
Yolo County Airport, CA	DERP/FUDS : Locate Underground Pipes

5 PROGRAM ELEMENT	6 CATEGORY CODE	7 PROJECT NUMBER	8 PROJECT COST ($000)
	CON/HTW	J09CA009401	26.93

9 COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
Locate abandoned fuel supply lines and test soil.				
a. Equipment cost	day	3	$800	2.4
b. Field Work	mh	80	$50	4.
c. Office Work	mh	40	$50	2.
d. Soil Sampling and Testing	ea	12	$1,000	12.
DIRECT COST				20.4
OVERHEAD AND PROFIT		20%		4.08
SUBTOTAL				24.48
CONTINGENCIES DURING CONSTRUCTION		10%		2.45
CONSTRUCTION COST				26.93

10 DESCRIPTION OF PROPOSED CONSTRUCTION

Locate abandoned fuel supply lines and test soil. Fuel tanks have been removed from site by others.

CONTAMINATION SUMMARY
FOR
DERP PROJECT NO. J09CA009400

The known potential hazards at the Yolo County Airport consist primarily of above and underground fuel storage tanks, associated piping, fueling pit boxes, and the possibility of ordnance at the previous Bomb Storage Area. A table follows which outlines the potential hazards and their observed or known status.

INVENTORY OF POTENTIAL HAZARD

Location:	Description:	Capacity	Comments:
Bldg. T-8 (Housing Area)	Fuel Oil Storage Unit, elevated steel tank with concrete foundation	500 gal	NO LONGER AT THE SITE
Bldg. T-40 (Housing Area)	Butene Storage Unit, elevated steel tank with concrete foundation	1000 gal	NO LONGER AT THE SITE
Bldgs.T-100, through T-140 (ordnance Area)	Bomb Storage Area, storage revetments and magazines (See Schedule of Buildings for details)	NA	NO VISUAL EVIDENCE OF ANY BUILDINGS, ORDNANCE, OR DEBRIS AT THE SITE
Bldg. T-210 (near south end of flight strip)	Gasoline Storage Unit, underground steel tank with concrete foundation	25,000 gal	Tank was removed in 1979 by Curtis and Associates. Relocated to Curtis facility and removed from the site.
Bldg. T-212 (adjacent to Bldg. T-210)	Truck Fill Stand, steel pipe with concrete foundation	NA	STILL ON SITE
Bldgs. T-214, T-216, T-218, T-220	Fueling Pit Boxes and associated steel piping (piping was connected to the fuel tank, T-210)	4 boxes 800 LF of piping	BOXES STILL ON SITE - PIPING ASSUMED TO STILL IN PLACE
Bldg. T-280 (near north end of flight strip)	Gasoline Storage Unit, underground steel tank with concrete foundation	25,000 gal	Tank was removed in 1974. Relocated to Curtis facility and removed from the site.

Location:	Description:	Capacity	Comments:
Bldg. T-282 (adjacent to Bldg. T-280)	Truck Fill Stand, steel pipe with concrete foundation	NA	STILL ON SITE
Bldgs. T-284, T-286, T-288, T-290	Fueling Pit Boxes and associated steel piping (piping connected to the fuel tank, T-280)	4 boxes 1200 LF of piping	BOXES STILL ON SITE - PIPING ASSUMED TO STILL IN PLACE

Site Name Winters Davis Site Area
Site Location Yolo County, CA
DERP Project # J09CA0694
RAC 4

File Name: RISK #2
Rater's Name Bercmoose

File Name: RISK #2
Revised: 31 May 89

APPENDIX A
RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVE WASTE (OEW)

OEW RISK ASSESSMENT:

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

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

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

TYPE OF UNEXPLODED ORDNANCE

A. Conventional Ordnance and Ammunition

	YES VALUE	NO VALUE	VALUE
Small Arms (.22 cal - 20mm)	4	0	4
Medium/Large Caliber (over 20mm)	10	0	0
Ammunition, Inert (Contains No Explosives	0	0	0
Ammunition, Blank or Practice	4	0	4
Bombs, Explosive	10	0	0 0
Bombs, Practice, Fused	6	0	6
Grenades, Mines	10	0	0
Grenades, Mines, Practice, Fused	6	0	0

or

Barrier	Assigned Value
An artificial or natural barrier (e.g., a fence combined with a cliff), which completely surrounds the facility; and a means to control entry, at all times, through the gates or other entrances to the facility (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the facility).	0
Security guard, but no barrier	1
A barrier, (any kind of fence) but no separate means to control entry	2
Barriers do not completely surround the facility	3
No barrier or security system	5
Accessibility Value (Maximum Value of 5).	2

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

	VALUE
None Anticipated	0
Expected	5
(Maximum Value of 5)	4

Total value for hazard probability.
Sum of Values A through G.
(Not to exceed 35). Apply this value
to Hazard Probability Table 2 to determine
Hazard Level.

11

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

AREA, EXTENT, ACCESSIBILITY OF CONTAMINATION

A. Locations of Contamination

	YES VALUE	NO VALUE	VALUE
Within Tanks, Pipes, Vessels or Other confined locations.	5	0	
On the surface or within 3 feet.	5	0	1
Inside walls, ceilings, or other parts of Buildings or Structures.	4	0	1
Subsurface, greater than 3 feet in depth.	3	0	
Value for location of UXO. (Maximum Value of 5).			2

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

Distance to Nearest Target	VALUE
Less than 1250 feet	5
1250 feet to 0.5 miles	4
0.5 miles to 1.0 mile	3
1.0 mile to 2.0 miles	2
2.0 miles to 5.0 miles	1
Over 5.0 miles	0
Distance to Persons Value (Maximum Value of 5).	3

TABLE 2

HAZARD PROBABILITY

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

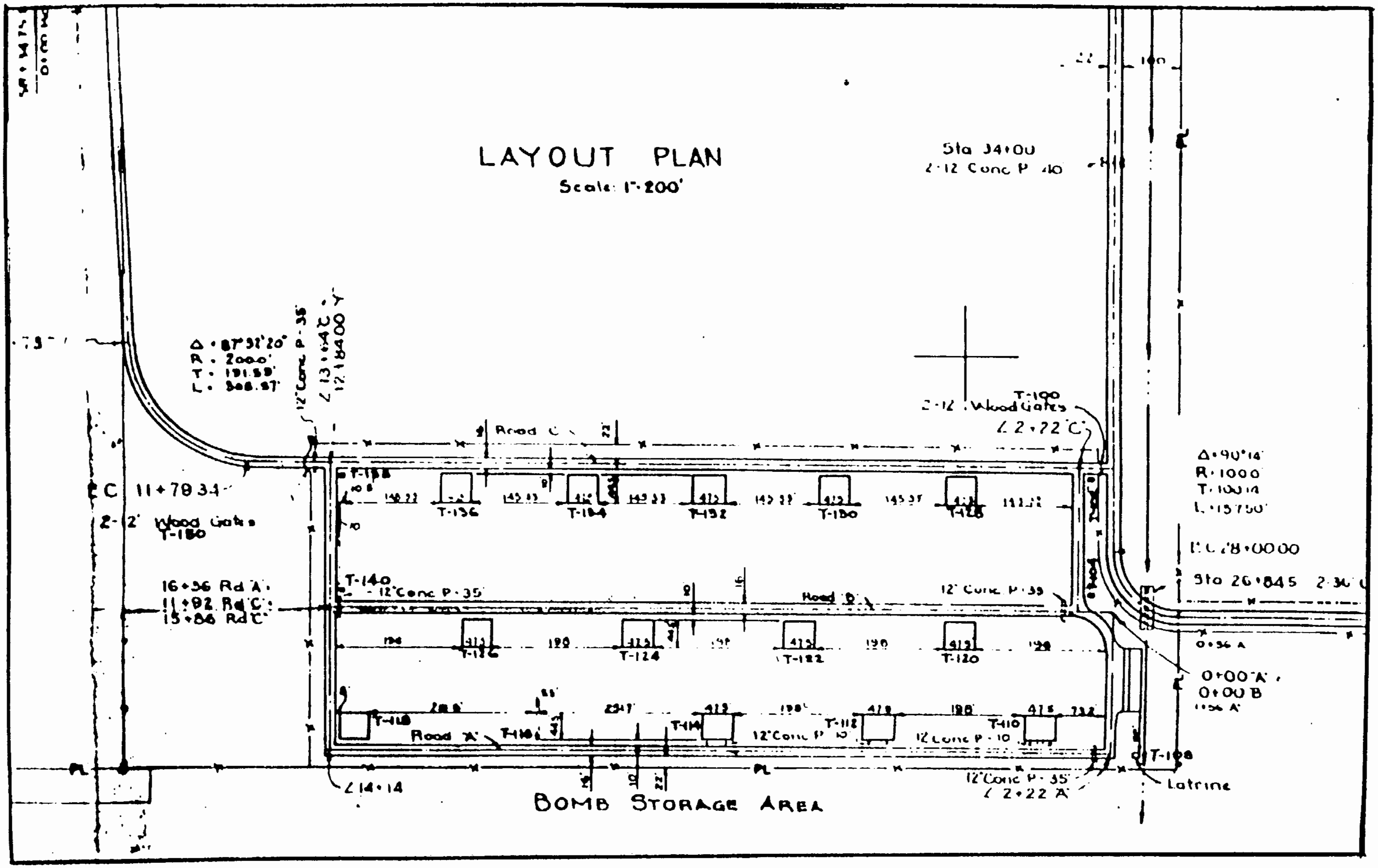
* Apply Hazard Probability to Table 3.

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.

TABLES 1 AND 2

HAZARD SEVERITY - III
(from Table 1)

HAZARD PROBABILITY - D
(from Table 2)



LAYOUT PLAN
Scale: 1"=200'
Sta 34+00
Road 'C'
Road 'D'
Road 'A'
T-100
T-108
T-110
T-112
T-114
T-116
T-118
T-120
T-122
T-124
T-126
T-128
T-130
T-132
T-134
T-136
T-138
T-140
T-150
12" Conc P-35
Latrine
0+00 'A'
0+00 B
Sta 26+84.5
BOMB STORAGE AREA

SCHEDULE OF BUILDINGS

BLDG. NO	DESCRIPTION	TYPE	CAPACITY	KEY PLAN	CONSTRUCTION	JOB
			TROOP HOUSING AREA			
T-1	MAIN ENTRANCE GATE	FEN-D-M	16 FT OPENING	700-3125	WD FR; 4 STRAND BRB WIRE	PB-A-2
T-2	ENTRANCE GATE	FEN-D-M	24 FT. OPENING	700-3125	WD FR., 4 STRAND BRB WIRE	PB-A-2
T-4	MESS HALL	M-B-T	76 MEN	TO 700-6400	WD FR, PR S, CONC FL	PB-A-2
T-6	FIRE HOSE STORAGE UNIT	T O	150 FT HOSE	150-25-316	WD FR, PR S, ELEV WD FL	PB-A-2
T-8	FUEL OIL STORAGE UNIT	STD.	500 GALS	NONE	ELEV STEEL TANK; CONC FD	PB-A-2
T-10	OFFICERS B E M BARRACKS	B-A-T (WOOD)	39 MEN	T O 700-8500	WD FR; PR S, WD FL	PB-A-2
T-12	FIRE HOSE STORAGE UNIT	T O	150 FT HOSE	150-25-316	WD FR, PR S, ELEV WD FL	PB-A-2
T-14	E M LATRINE	L-B	50 MEN	T O S 25-31	WD FR, PR S, EARTH FL	PB-A-2
T-16	OFFICERS & E M BATH HOUSE	L-B-T (WOOD)	83 MEN	138-25-A MOD	WD FR, PR S, CONC FL	PB-A-2
T-18	OFFICERS LATRINE	L-1	25 MEN	T O S 25-31	WD FR, PR S, EARTH FL	PB-A-2
T-30	PUMP HOUSE	T O	128 SQ FT	150-25-848	WD FR, PR S, CONC FL	PB-A-2
T-40	BUTANE STORAGE UNIT	STD.	4000 GALS	NONE	ELEV STEEL TANK; CONC FD	PB-A-2
T-75	BRIDGE	SPECIAL	22 FT CLEARANCE	158-5-25	TIMBER ON CONC. POUND	PB-A-2
			ORDNANCE AREA			
T-100	ENTRANCE GATE	FEN-D-M	24 FT OPENING	700-3125	WD FR, 4 STRAND BRB WIRE	A-2
T-102	FUSE STORAGE MAGAZINE	MAG-L-O	50 SQ FT	652-950	WD FR; ASB S & SHG, WD FL	A-2
T-104	-	-	-	-	-	-
T-106	WAREHOUSE, INERT STORAGE	SH-A-T	1600 SQ FT	T O 700-6005 138-25-B	WD FR, PR S, CONC FL	A-2
T-108	LATRINE	LT-D-T (P T)	250 MEN	700-6625	WD FR, PR S, EARTH FL	A-2
T-110	BOMB STORAGE REVETMENT	OPEN STORAGE	888 SQ FT	150-25-247	EARTH WD RACKS	A-2
T-112	-	-	-	-	-	-
T-114	-	-	-	-	-	-
T-116	FUSE STORAGE MAGAZINE	MAG-L-O	50 SQ FT	652-950	WD FR, ASB S & SHG, WD FL	A-2
T-118	BOMB STORAGE REVETMENT	OPEN STORAGE	899 SQ FT.	150-25-247	EARTH WD RACKS	A-2
T-120	-	-	-	-	-	-
T-122	-	-	-	-	-	-
T-124	-	-	-	-	-	-
T-126	-	-	-	-	-	-
T-128	-	-	-	-	-	-
T-130	-	-	-	-	-	-
T-132	-	-	-	-	-	-
T-134	-	-	-	-	-	-
T-136	-	-	-	-	-	-
T-138	FUSE STORAGE MAGAZINE	MAG-L-O	50 SQ FT	652-950	WD FR, ASB S & SHG, WD FL	A-2
T-140	-	-	-	-	-	-
T-190	ENTRANCE GATE	FEN-D-M	24 FT OPENING	700-3125	WD FR, 4 STRAND BRB WIRE	A-2
			FIELD OPERATIONS AREA			
T-200	ENTRANCE GATE	FEN-D-M	24 FT OPENING	700-3125	WD FR, 4 STRAND BRB WIRE	A-2
T-210	GASOLINE STORAGE UNIT	CYL STEEL TK.	25000 GALS	138-13-0	U S STEEL TANK, CONC FD	A-2
T-212	TRUCK FILL STAND	STAN-D-A	SINGLE TRUCK (75 G P M)	1000-620	STEEL PIPE, CONC FD	A-2
T-214	FUELING PIT BOX	SPECIAL	1 HOSE OUTLET (50 G P M)	150-25-678	PLAIN CONC. BOX; U.S.	A-2
T-216	-	-	-	-	-	-
T-218	-	-	-	-	-	-
T-220	-	-	-	-	-	-
T-240	FIRE HOSE UNIT	T O	250 FT HOSE	150-25-316	WD FR, PR S, ELEV WD FL	A-2
T-250	OPERATIONS TOWER	SPEC PREFAB	196 SQ FT	138-25-14	STEEL TOWER, SHEET IR CAB	A-2
T-252	OPERATIONS BUILDING	OB-A-T	2000 SQ FT	T O 700-5201	WD FR; PR S, CONC FL	A-2
T-254	ALL PURPOSE SHOP	MRS-A-T	2816 SQ FT	T O 700-6012	WD FR, PR S, CONC FL	A-2
T-260	FIRE HOSE UNIT	T O	150 FT HOSE	150-25-316	WD FR, PR S, ELEV WD FL	A-2
T-264	-	-	-	-	-	-
T-270	PUMP HOUSE	T O	64 SQ FT	150-25-312	WD FR, PR S, CONC FL	A-2
T-275	WIND TEE	FLEISE ILLUMINATED		NONE	STEEL FR, SHEET IR, CONCRETE	A-2
T-280	GASOLINE STORAGE UNIT	CYL STEEL TK.	25000 GALS	138-13-0	U S STEEL TANK, CONC FD	A-2
T-282	TRUCK FILL STAND	STAN-D-A	SINGLE TRUCK (75 G P M)	1000-620	STEEL PIPE CONC. FD.	A-2
T-284	FUELING PIT BOX	SPECIAL	1 HOSE OUTLET (50 G P M)	150-25-678	PLAIN CONC BOX; U.S.	A-2
T-288	-	-	-	-	-	-
T-288	-	-	-	-	-	-
T-290	-	-	-	-	-	-
T-296	ENTRANCE GATE	FEN-D-M	24 FT OPENING	700-3125	WD FR, 4 STRAND BRB WIRE	A-2

APPENDIX C-2

**Backes, Charles, Colonel U. S. Army Air Corps,
Letter to Commanding General,
Army Air Forces, Washington D. C., 1944**

HEADQUARTERS
STOCKTON FIELD
STOCKTON, CALIFORNIA

7C/RSC

13 December 44

SUBJECT: Report of Surplus Installation.

TO: Commanding General, Army Air Forces, Washington 25, D. C., (THRU) Commanding General, Army Air Forces Western Flying Training Command, 1104 West Eighth Street, Santa Ana, California.

1. Flying operations at this station do not require the use of the Winters-Davis Flight Strip which was assigned to this station under General Orders No. 95, Headquarters Army Air Forces Western Flying Training Command, 20 November 1944, and no necessity is anticipated for its future use. As no flying operations are conducted it appears unnecessary to utilize manpower to guard Government property at the Winters-Davis Flight Strip if such arrangements can be eliminated.

2. Under the circumstances outlined in paragraph 1, above, it is reported that the installation is considered to be surplus, and under provisions of Paragraph 12, WD Circular 306, 18 July 1944, the following recommendation is submitted in relation thereto:

a. Property is located twenty-two (22) miles west of Sacramento, California, and is known as the Winters-Davis Flight Strip.

b. The installation consists of 509.51 acres of Government-owned land acquired in fee, improved with eleven (11) Theatre of Operations type buildings, one runway 5998 feet long by 150 feet wide, appurtenant taxiways, hardstandings and parking apron, 30,000 gallon gasoline storage with two truck fill stands and two mechanical gasoline pumps, one operations tower, five fuse storage magazines, thirteen bomb storage revetments, two wells with pumps, access roads, and miscellaneous appurtenances. Equipment installed in buildings consist primarily of certain oil space heaters, one gas burning range, one oil burning hot water heater, and one mechanical refrigerator. Condition of buildings, grounds, pavements and equipment is good.

c. At present the installation is not used for any purpose, although eight (8) men are stationed at the facility to guard and maintain the property.

d. It is recommended that the property be declared surplus, or, if this is not considered desirable, that authority be granted to place the

installation on an inactive status and remove all movable or readily removable equipment.

e. Degree of readiness required is that which will allow for emergency landings only.

f. All portions of the property may be used by other Army or Federal Agencies provided satisfactory arrangements are made for maintenance.

g. Property is at present available for inactive or surplus status.

h. So far as is known there are no contractual commitments effected other than utilities contracts. Copies of the utilities contracts have not as yet been received at this station, but it is assumed that they are of the usual form authorizing termination by the Government.

i. No auxiliary facilities are involved.

j. So far as is known at this station there are no commitments to other Army or Federal Agencies.

k. So far as is known there is no necessity for servicing detachment for transient aircraft, although the field has occasionally been used by transient aircraft.

CHARLES BACKUS,
Colonel, Air Corps,
Commanding.

APPENDIX C-3

Hedger, H. E., Major, U. S. Army Corps of Engineers,
Telegram to Division Engineer,
Salt Lake City, 1943

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OFFICE OF THE CHIEF OF ENGINEERS
BUREAU WASHINGTON D C

CHG. APPROPRIATION

H E HEDGER MAJOR CE
ASSISTANT MILITARY CONSTR BRANCH
CONSTRUCTION DIVISION

633 (Winters Davis Airfield)

APRIL 20 1943

DIVISION ENGINEER
PACIFIC DIVISION
SALT LAKE CITY UTAH

HEADQUARTERS AAF HAVE REQUESTED CONSTRUCTION OF BOMB STORAGE UNIT AT WINTERS DAVIS FLIGHT STRIP CALIFORNIA PERIOD REFERENCE DIR CONS NO A ONE NAUGHT FIVE FIVE ONE JOB NO WINTERS DAVIS A PAREN TWO DASH THREE PAREN AND DIR CONS NO A ONE NAUGHT EIGHT SIX TWO JOB NO WINTERS DAVIS A PAREN TWO DASH FOUR PAREN WHEREIN AUTHORITY FOR CONSTRUCTION AUTHORIZED BY DIR CONS NO A NINE FIVE SEVEN NAUGHT JOB NO WINTERS DAVIS A PAREN TWO DASH ONE PAREN AND DIR CONS NO A ONE NAUGHT NAUGHT FOUR THREE JOB NO WINTERS DAVIS A PAREN TWO DASH TWO PAREN RESPECTIVELY COMMA WAS REVOKED AND AUTHORITY GRANTED FOR ADVANCE PLANNING PERIOD TELETYPE REPLY REQUESTED AS TO WHEN ACTUAL CONSTRUCTION CAN BE INITIATED IN ORDER THAT NECESSARY DIRECTIVES MAY BE ISSUED SPECT 3046

CC: 1 Dist Engr Sacto, California
1 Reading
1 Unit

KEYBOLD

/pps

PFD

APR 21 2 53 AM '43

Airfields

USAF-HR, MAXWELL AFB
RG 77 ACE 45-53
BOX: 632 WINTERS-AAF-WINTERPORT
FOLDER: 633

C3

RECORD: Work authorized for a Bomberx Squadron at Winters-Davis Flight Strip, California was deferred pending better weather conditions. AAF now request additional construction for Bomb[illegible] Storage at this flight strip. This teletype requests report from Dist. Engr. as to when construction for the Bombardment Squadron can be initiated, in order that construction directive for same and construction directive for Bomb Storage can be issued.

APPENDIX C-4

Mueller, Robert, *Air Force Bases As of 17 September, 1982*, published 1989, by the Office of Air Force History, Washington D.C., pages 375, 378, 397 and 400, 1989

Mather Air Force Base

Location: Located 12 mi SE of Sacramento, CA.

Name: Named in honor of 2d Lt Carl Spencer Mather (1894–1918). Lieutenant Mather learned to fly in 1915 and was killed on 30 Jan 1918 while on a training flight near Ellington Field, TX, when his JN-4D collided with another aircraft.

Date of Current Name: 13 Jan 1948.

Previous Names: Mather Field, 2 May 1918.

Date of Establishment: 21 Feb 1918.

Date Construction Began: 15 Mar 1918.

Date of Beneficial Occupancy: 30 Apr 1918.

Base Operating Units: 283d Aero Sq, 30 Apr 1918 (rdsgd Sq C, Mather Fld, Jul 1918)–c. 8 Jan 1919; unk, 9 Jan–2 Nov 1919; Det, 91st Aero Sq, 3 Nov 1919–May 1922 (During Apr-Nov 1922, the 91st Sq was stationed at Crissy Fld and maintained only a small detachment at Mather Fld.); AS Det, Crissy Fld, Jun–Nov 1922. 20th Pursuit Gp, 15 Nov 1930–29 Feb 1932. 77th Air Base Gp, HQ and HQ Sq, 13 May 1941 (rdsgd 77th HQ and HQ Sq, 77th Air Service Gp, 13 Jun 1942; 67th Base HQ and Air Base Sq, 1 Aug 1942); 3031st AAF Base Unit, 1 May 1944; 1505th AAF Base Unit, 15 Sep 1944; 2622d AAF Base Unit, 20 Dec 1945; 3535th Air Base Gp, 26 Aug 1948; 323d Air Base Gp, 1 Apr 1973–.

Base Commanders: 1st Lt Sam P. Burman, 15 Mar 1918; Capt Albert D. Penney, 26 Apr 1918; Lt Col Delos C. Emmons, 15 Jun–30 Nov 1918; unk, 1–16 Dec 1918; Maj Walter J. Wynne, 17 Dec 1918–8 Jan 1919; unk, 9 Jan–3 Aug 1919; Maj Dana H. Crissey, 4 Aug 1919–unk; Maj Carl Spaatz, 19 Jul–7 Aug 1920; 1st Lt Eugene B. Bailey, Feb–Dec 1923; 1st Lt Paul L Williams, 11 Jan–28 Feb 1924. Maj Clarence L. Tinker, 15 Oct 1930–c. 15 Oct 1932. Maj Harvey F. Dyer, 25 Apr 1941; Lt Col (later, Col; Brig Gen)

C4

AFB), Las Vegas, NV, Apr 1946 (asgnd)–31 Mar 1948 (tsfrd to Williams AFB, AZ); Lincoln Aux Fld A-2 (also Mather Aux Fld A-2), 3.3 mi WNW of Lincoln, CA, 1 Feb 1943 (asgnd)–1 Apr 1943 (tsfrd to Stockton Fld, CA); Mather Homing Bcn Anx (rdsgd Mather Rad Bcn Anx #1), 2 mi SSE of White Rock, CA, 28 Dec 1955 (asgnd)–24 Sep 1962 (dspd); Minter Fld, 14 mi NW of Bakersfield, CA, 11 Jan 1946 (asgnd)–20 Dec 1946 (tsfrd to Army Div Engrs); Stead AFB, Reno, NV, 15 Jun 1966 (asgnd*)–6 Nov 1969 (dspd); Stead Water Sys Anx, 1 mi SE of Reno, NV, 15 Jun 1966–7 Nov 1969 (dspd); Winters-Davis Flt Strip, 7 mi ENE of Winters, CA, 7 Jul 1943 (asgnd)–unk, 15 Jul 1944 (asgnd)–24 Nov 1944 (tsfrd to Stockton Fld, CA).

Major Changes in Operational Capability: Original construction completed 15 Jun 1918; training activities ceased 8 Jan 1919; field subsequently used by aerial forestry patrol; field area increased from 872 to 4,418 acres Jun 1941; navigation school started Aug 1941; major facility construction project completed 16 Mar 1942; B-25 transition 1943; Port of Embarkation for Pacific 1944–1945; USAF Bombardment and Flight Engineer Schools opened Mar 1946; 750-unit Wherry housing project completed fall 1951; expansion project to accommodate—in a tenant status—SAC B-52 operations 1956–1957; additional construction, chiefly housing and concrete operational areas, completed 1961 and 1962; GAM-77A missiles arrived 1962; electronic warfare officer training transferred from Keesler AFB, MS, 1962–1963; composite medical facility completed late 1970; SRAM weapons system operational 1 Oct 1975; weapons system security upgrade project completed Feb 1980.

Major Commands to Which Assigned: Army Air Service, Mar 1918–22 Jun 1922. Army Air Corps, 2 Jul 1926–Nov 1932. GHQAF, 1 Mar 1935 (rdsgd AF Combat Comd, 20 Jun 1941); Air Corps Flying Training Comd, 23 Jan 1942 (rdsgd AAF Flying Training Comd, 15 Mar 1942; AAF Training Comd, 31 Jul 1943); Air Transport Comd, 1 Oct 1944; AAF Training Comd, 20 Dec 1945 (rdsgd Air Training Comd, 1 Jul 1946)–.

Major Changes in Status: Base served only for aerial forest patrol, beginning 8 Jan 1919; inactive status, 22 Jun 1922; field closed, 12 May 1923; active status, 1 Apr 1930; inactive status, 1 Nov 1932; a subpost of Presidio U.S. Army post, San Francisco, unk–13 May 1935; designated a subpost of Hamilton Fld, 13 May 1935; designated a subpost of Stockton Fld, 21 Feb 1941; established as a separate post and activated, 13 May 1941.

Units Assigned:

	1918		1919
283 Aero Sq (Sq C, Mather Fld)	30 Apr 18–c. 8 Jan 19	91 Aero Sq	3 Nov 19–24 Jan 20
			1920
		9 Aero Sq	27 Apr 20–29 Jun 22

* All Stead AFB installations were assigned to Mather AFB in inactive status in 1966.

McClellan Air Force Base

Location: Located 7 mi NE of Sacramento, CA.

Name: Named in honor of Maj Hezekiah ("Hez") McClellan (1894–1936). Posthumous recipient of the DFC, Major McClellan prepared early charts and records while pioneering Alaskan air routes. He died on 25 May 1936 when his Consolidated PB-2A, which he was flight-testing, crashed near Centerville, OH.

Date of Current Name: 13 Jan 1948.

Previous Names: Pacific Air Depot (unofficial), 1935; Sacramento Air Depot, 1 Feb 1937; McClellan Field, 1 Dec 1939.

Date of Establishment: Jul 1936.

Date Construction Began: 7 Apr 1937.

Date of Beneficial Occupancy: 15 Nov 1938.

Base Operating Units: Sacramento Air Depot (SAD), Nov 1938; 10th Station Complement, SAD, jointly with 18th Station Complement, SAD, c. 1 Jun 1942; 495th Base HQ and Air Base Sq, 1 Feb 1943; 4127th AAF Base Unit, 1 Apr 1944; HQ and HQ Sq, Sacramento Air Materiel Air Depot, 28 Aug 1948; 3083d Air Base Gp, 5 Oct 1949; HQ and HQ Sq, Sacramento Air Materiel Air Depot, 21 May 1950; HQ Sacramento Air Materiel Air Depot, 21 May 1951; 2852d Air Base Wg, 1 Aug 1953 (rdsgd 2852d Air Base Gp, 16 Oct 1964)–.

Base Commanders: Capt John A. Austin, 24 Aug 1938; 1st Lt Christian F. Dreyer, 28 Oct 1938; Maj Charles M. Savage, 31 Oct 1938; Lt Col Stephen J. Idzorek, 16 Dec 1938; Col Harold A. Strauss, 5 Feb 1939; Maj Fred C. Nelson, 25 Sep 1939; Col Frank M. Kennedy, 22 Oct 1939; Lt Col Frank C. Nelson, 28 May 1940; Col John M. Clark, 10 Jun 1941; Col Burton F. Lewis, 26 May 1942; Col George W. Polk Jr, 5 Sep 1942; Brig Gen Edwin S. Perrin, 1 Feb 1943; Col James W. Brown Jr, 15 May 1943; Col

Sep 1945 (tsfrd to Army Div Engrs); Redding AAFld, 7½ mi SE of Redding, CA, 15 Nov 1944 (asgnd)–9 Jan 1946 (tsfrd to Army Div Engrs); Reno AAB, 12 mi N of Reno, NV, 12 Feb 1943–12 Aug 1943; San Francisco Port Air Materiel Ofc, Ft Mason, CA, 1 Jul 1947–1 Aug 1954; Santa Rosa AF Recovery Cen #2 (rdsgd McClellan Admn Anx), 3 mi W of Chico, CA, 1 Apr 1965 (asgnd, detchd instl)–25 Jan 1966 (dspd); Seattle Port Air Materiel Area, Seattle, WA, 1 Jul 1947–1 Apr 1954; Stockton Fld (rdsgd Stockton AAB), 4.6 mi SSE of Stockton, CA, 8 Mar 1946 (asgnd)–30 Nov 1946 (tsfrd to Army Div Engrs); Taft-Kern County Aprt, 1 mi ESE of Taft, CA, 17 Sep 1945 (tsfrd fr Gardner Fld, CA)–27 Sep 1945 (tsfrd to Army Div Engrs); Taft-Kern County Aprt #2, 1 mi ESE of Taft, CA, 17 Sep 1945 (tsfrd fr Gardner Fld, CA)–27 Sep 1945 (tsfrd to Army Div Engrs); USAF Petroleum Stor Dep (rdsgd Mukilteo Fuel Stor Stn; Mukilteo AF POL Retail Distrn Stn), 5 mi SW of Everett, WA, 6 Mar 1952 (estbd)–1 Jan 1976 (tsfrd to MAC as a detchd instl); Winters-Davis Landing Strip, Winters, CA, 15 May 1945–30 Dec 1945 (tsfrd to Army Div Engrs).

Major Changes in Operational Capability: Main structures including administration building, barracks, and hospital completed 18 Apr 1938; at time of dedication, 29 Apr 1939, depot and airfield facilities provided capability of repairing and overhauling 1,200 aircraft per year; P–38 and P–39 assembly lines supplemented by a P–40 line Jan 1940; base and depot used for storing aircraft, chiefly B–29s, following World War II; stored F–80s and F–86s during early fifties; Globecom building completed and occupied Jun 1951; 105-unit Wherry housing project completed mid-1952, when base population increased from 2,300 to 6,000; vehicle, special equipment repair, and communications repair buildings completed Dec 1952; major building project to accommodate McClellan's chief tenant organization, 8th Air Division (later replaced by 552d Airborne Early Warning and Control Wg), completed 1954–1956; 200-man dormitories and dining hall completed mid-1956; additional housing project completed 6 May 1960; runway improvement project completed mid-1961; depot became USAF's specialist for logistic support of space systems and expanded maintenance and support of ground electronics in early 1960s; aprons and nose docks completed Jun 1964; mission support responsibility for BMEWS, SAGE, and interceptor backup systems gained during 1965; seven airman dormitories completed Aug 1972; aircraft overhaul facilities completed in four stages between mid-1971 and Mar 1977; depot radar systems overhaul and testing facility completed Sep 1977; logistics material processing facility completed Feb 1978; weapons system component plating shop completed late 1980; waste water reclamation plant completed early 1981.

Major Commands to Which Assigned: Materiel Division, Air Corps, 24 Aug 1938; Air Service Comd, 11 Dec 1941; AAF Materiel and Services, 17 Jul 1944 (rdsgd AAF Technical Service Comd, 31 Aug 1944; Air Techni-

APPENDIX C-5

Pyle, C. W., Colonel U. S. Army Air Corps,
Letter to Commanding General,
Western Flying Training Command,
Santa Ana, California, 1944

HEADQUARTERS
Mather Field
SACRAMENTO, CALIFORNIA CWP:MVM:jp

29 September 1944

SUBJECT: Declaring Auxiliary Fields Excess Real Estate.

TO : Commanding General, Western Flying Training Command, Santa Ana, California.

1. The following information is submitted in compliance with Paragraph 12, War Department Circular No. 306.

1. Seven miles West-Northwest of Davis, California.

2. Davis-Winters Flight Strip is a single strip landing field augmented by fuel service pits, control tower and barracks.

3. Flight strip is used for transition training, take-offs and landings.

4. It is recommended that the Davis-Winters Flight Strip be placed on an inactive status due to the transfer of training activities from this station.

5. This station will have no furhter use or ready date for this field.

6. The entire field is available for use of any agency which assumes jurisdiction over it.

7. Date of availability, 1 October 1944.

8. Contractual Commitments, none.

9. It is recommended that this air field be transferred to the Civil Air Patrol.

10. None.

11. Unknown.

/s/ C. W. PYLE,
Colonel, Air Corps,
Commanding.

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APPENDIX C-6

**U. S. Army Air Corps,
History of the Hamilton Field Air Base Area,
California, dated February 1929 - 31 March 1944**

~~SECRET~~

HAMILTON - HI

MARCH 1953

284.04-1

HISTORY
OF

HAMILTON FIELD AIR BASE AREA
CALIFORNIA

CLASSIFICATION CHANGED TO
UNCLASSIFIED
BY AUTHORITY OF AU —
BY Donald L. Smith
DATE 23 Mar 53

Maj. Gen. A. A. Kessler Jr.
CG, Fourth AF

Per Ltr. Hq. Fourth AF
Hamilton AFB, Calif.
dtd 16 Mar 53.

2581-1

USAFHRC, MAXWELL AFB, AL
BOX: 283, 284-01 to 284.04-2
VOLUME: 284.04-1
HIST HAMILTON FIELD CA

C6

~~SECRET~~

[redacted]

UNCLASSIFIED

HISTORY OF

HAMILTON FIELD AIR BASE AREA

VOLUME I

FEBRUARY 1929 - 31 MARCH 1944
Narrative and Appendix 'A'

UNCLASSIFIED

[redacted]

CHRONOLOGY

UNCL[redacted]

DATE	DESCRIPTION OF EVENT	PAGES IN NARRATIVE
[redacted]mber 1939	The Seventh Bombardment Group demonstrates its ability with B-17's in aerial ceremony honoring Lieutenant Colonel David M. Meyers, retiring.	15-16
[redacted]ary 1940	Five hundred (500) men transported by air to scene of West Coast war maneuvers from Hamilton Field to March Field.	16
[redacted]March 1940	The Big Flood at Hamilton Field.	20
[redacted]July 1940	Hamilton Field becomes a Recruit Training Center.	58-59
[redacted]ugust 1940	The 45th Air Base Group is activated.	27
[redacted]ember 1940	The Seventh Bombardment Group, 88th Reconnaissance Squadron, and the Fifth Air Base Squadron depart Hamilton Field for Salt Lake City, Utah.	17
[redacted]ember 1940	The 20th Pursuit Group and the 35th Pursuit Group arrive from Moffett Field to make the Tenth Pursuit Wing at Hamilton Field.	18
[redacted]ber 1940	Hamilton Field is officially changed from a bomber into a fighter base.	17, 18, 22
[redacted]ber 1940	"Splinter City" is completed and assigned to the personnel of the Tenth Pursuit Wing.	20
[redacted]ber 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
[redacted]ber 1940	The 18th Pursuit Squadron departs for Anchorage, Alaska; is replaced by the 70th Pursuit Squadron.	22
[redacted]ember 1940	Brigadier General Millard F. Harmon assumes command of Hamilton Field. (Now Lieutenant General)	Append. "A"
[redacted]943	The following sub-bases acquired: Oakland Municipal Air Port; Mills Field, South San Francisco; Concord, Napa, Oroville, Redding, [redacted]Sacramento, Santa Rosa, Willows, Winters-Davis, [redacted], Hayward, Marysville, and Montague.	24

UNCLASSIFIED

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

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

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

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

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

Chapter VII: Major Activities: Defense, Training, and Processing.

The defense preparations of Hamilton Field before the war were construct- comply with all the existing army regulations upon that subject. Since tensive study on the subject of the defense plans of Hamilton Field for the 1941 has recently been prepared, this study will merely summarize the de- ments for that year and concentrate upon events subsequent to 1941.

In brief, the Hamilton Field defense plans for 1941 may be divided in- three main periods: (1) An interior guard furnished by the Air Base dron; (2) The augmented interior guard, composed of a rotation guard sec- , comprising men of all units based permanently on the Base; and (3) the anization of base defense immediately after the declaration of war.

In January of 1941 a new set of Base Guard Regulations was published, ting up the guard system of the rotating guard section (45th Air Base oup, 54 enlisted men; 20th Pursuit Group, 24 enlisted men; 35th Pursuit oup, 24 enlisted men; 82nd Observation Squadron, 4 enlisted men: total, 06 enlisted men). Also in January of 1941 the 20th Pursuit Group published ts Defense Plan "A", which provided for dispersal of aircraft to outlying irdromes in case of an emergency warning.

Under this system, the Group would be dispersed in the following man- er:

Hq and Hq Squadron - Sacramento Air Depot
55th Pursuit Group - Sacramento Main Airport 1
77th Pursuit Group - Stockton Municipal Airport 2
79th Pursuit Group - Modesto Municipal Airport 3

1. Appendix "C", Document XVIII, ltr 55th Pur Sq to CO, 20th Pur Gp, dtd 1 Nov 39, Subject: "Squadron History".
2. Appendix "C", Document XIX, ltr, 77th Pur Sq. to CO, 20th Pur Gp, dtd as above.
3. Appendix "C", Document XX, ltr 79th Pur Sq. to CO, 20th Pur Gp, dtd as above.

On 1 July 1941, in Air Base Headquarters Training Program Directive No. 1, a function training procedure was set for all the units on the Base.[1] On 18 July 1941, all Base plans were remodeled to comply with WD Training Circular No. 47, which directed the perfection of a defense plan embodying the following methods, in brief:

PASSIVE DEFENSE MEASURES

Damage Control	Obstructions
Deceptive Measures	Mines
Shelter	Alarm System

ACTIVE DEFENSE MEASURES

Emplacement weapons and searchlights.
Manning of weapons
Local counterattack.

During most of the year, the Provost Marshal was occupied in preparing elaborate plans for defense, embodying the "White Plan", which was to be submitted early in 1942. Active drills were held during the training program; the 35th Pursuit Group conducted practice in airdrome defense during September and October of 1941. Mobile gun crews were organized; personnel dispersal crews assigned; control centers designated. So effective was the plan that it was placed in immediate effect on 7 December 1941 with little disruption of normal functions of the Base.

After 7 December 1941 all previous defense plans were tremendously expanded. The Hamilton Field interior guard system was not adequate, of course, to provide for the external defense of the Base; therefore, various units of the Ground Forces were rushed to the Base under the control of the Western Defense Command to the FourthArmy. Company "C", 575th GHQ Tank Battalion, Light Reserve, with a complement of seventeen (17) light tanks arrived before 15

1. Appendix "C", Document XXI, HF AB Hq Training Program No. 1.

A letter of 21 March 1942 outlines the protection of Hamilton Field and its Sub-bases from the four main types of expected attack: (1) Sabotage from within; (2) sabotage raid from without; (3) attacks by parachute and/or airborne troops; and (4) anti-aircraft protection.

This plan outlines the complete details embodying all the passive and active details of defense mentioned in the discourse above, and, utilizing (1) Air Base Squadron interior guards; (2) Pursuit Interceptor Squadrons; and (3) Ground Forces assigned to the Base; it remained the active defense plan for Hamilton Field during the period of danger from enemy attack.

By 1943 the danger was so lessened that the colored Guard Squadrons outlined in Chapter V were activated and assigned to internal guard duties. Late in 1943 the various Ground Forces units began to be moved away from the area, and as of 1 January 1944 the 46th Air Base Squadron (and later the 460th AAF Base Unit) prepared to take over the entire function of internal and external local defense of the Base.

Training

In 1941 Hamilton Field became a base for the fighter units operating under the 10th Pursuit Wing. The main units under the control of the Wing were the 20th Pursuit Group and the 35th Pursuit Group. While strictly tactical units on paper, these pursuit groups also served as training agencies for pilots, and as a constant source of trained personnel in the formation of new units. During 1941 the 14th, 51st, 54th, and 55th Pursuit Groups were activated with personnel drawn largely from the 20th and 35th Pursuit Groups; these new units were ultimately assigned to other bases before the end of 1941.

In February 1942 the 78th Pursuit Group came to Hamilton Field from Baer Field, Indiana. Its pilots were the first here to tackle the drastical-

ly new P-38s, and they frequently crashed the Lightenings into the bay and hills before they mastered them. The plane was still considered the black sheep of pursuit ships when the group was assigned to Adrian, where it redeemed the reputation of the P-38 and made an outstanding record in the invasion battles. Later, the group was sent to England, and in 1943 was escorting Fortresses and Liberators over enemy-occupied Europe.

In 1942 the P-39s came to Hamilton Field, flown by the 328th Fighter Group, which was activated at Hamilton Field on 10 July 1942, with four squadrons. On paper the group was considered a tactical unit, but unofficially it was an Organizational Training Unit and men back from air war over European and Pacific Theaters joined the group to instruct new pilots. This unit was originally formed from the 78th Fighter Group and from Headquarters of the 30th and 41st Bombardment Groups, each of which furnished one hundred (100) men. Major Frederick C. Grumbo was the commanding officer of the group from its activation until January 1943, when he was replaced by Lieutenant Colonel Harry E. Renshaw, college instructor, lawyer, pilot, and national rifle champion. In July 1943 he went overseas on secret orders and Lieutenant Colonel Milton B. Adams became commander of the group.

The operation of the Organizational Training Unit at Hamilton Field, according to the instructions of the War Department,[1] was composed of the parent group and one or more satellite groups. The function of the parent group was: (1) To maintain a pool of personnel, organized and in continuing training as a combat organization; (2) To provide experienced personnel for cadres of the new groups; (3) To directly assist and supervise its satellite groups during their transitional training phase by the provision of additional supervisory and instruction personnel to aid in initial transition and

1. Appendix "C", Document XXIV, ltr, WD to CG, 4th AF, dtd 25 Nov 42, subject: "Training Procedure."

APPENDIX C-7

U. S. Army Air Corps,
History of the Hamilton Field Air Base Area,
California, 1944

[redacted] UNCLASSIFIED

HISTORY OF THE

HAMILTON FIELD AIR BASE AREA

1 April to 30 April 1944

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

FORMER DESIGNATIONS
None

PRESENT ASSIGNMENT

Fourth Air Force, San Francisco, Calif.

UNITS ASSIGNED OR ATTACHED

Mills Field Army Air Field
Hayward Army Air Field
Winter-Davis Flight Strip
Napa Flight Strip
Marysville Army Air Field
Santa Rosa Army Air Field
Oroville Army Air Field
Redding Army Air Field

COMPILED BY:

GAIL D. RATHBUN,
CWO, USA,
Historical Officer

APPROVED:

CHARLES R. MELIN,
Colonel, Air Corps,
Commanding.

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of the above mentioned troops and their impedimenta was accomplished without further difficulties.

There was considerable change in April in regard to Sub-Bases assigned to Hamilton Field. Since the primary mission of this command area pivoted away from strictly training operations to processing out, there was no visible or practical reason for retaining administrative control over a variety of Sub-Bases upon which were based a number of fighter training units. A number of difficulties arose concerned with accountability and supply jurisdictional problems, most of which activities were finally transferred to the control of Chico Army Air Field. Finally, on 25 April 1944, the following Sub-Bases were transferred from the jurisdiction of Hamilton Field to the Chico Army Air Field Command area[1]:

Marysville Army Air Field, Marysville, California
Santa Rosa Army Air Field, Santa Rosa, California
Oroville Army Air Field, Oroville, California
Redding Army Air Field, Redding, California.

Thus, at the end of April, the Hamilton Field Command Area retained under its command only those Sub-Bases located at Mills Field, Hayward, Concord, the Winter-Davis Flight Strip, and the Napa Flight Strip, all of these bases being located in California. Activities on these bases were routine in general and mainly concerned with housekeeping functions.

In connection with the transfer of all Fourth Air Force units of this station under the control of the Commanding Officer, a specific training program involving all enlisted and officer personnel was inaugurated.

1. Fourth AF GO #64, 25 April 1944 (Appen C, Doc. III)

[redacted]

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ERAL ORDERS)

BER 48)

HEADQUARTERS FOURTH AIR FORCE,
San Francisco 6, California,
28 March 1944.

	Section
DISBANDMENT AND INACTIVATION OF CERTAIN AAF UNITS	I
DISBANDMENT OF CERTAIN PROVISIONAL UNITS	II
ORGANIZATION OF AAF BASE UNITS	III
REASSIGNMENT OF SUB-BASES AND AUXILIARY FIELDS	IV

I. DISBANDMENT AND INACTIVATION OF CERTAIN AAF UNITS. - 1. Announcement is made of the disbandment, inactivation and discontinuance of certain AAF Units listed below effective 2400, 31 March 1944.

Auth: Letter AG 322 (14 Mar 44) OB-I-AFRPG-M (Restricted), WD, AGO, 18 March 1944, subject: "Reassignment and Disbandment of Certain AAF Units in the Fourth Air Force," TWX AFMMP 6452, dated 23 March 1944 and TWX AFMMP 7342, dated 27 March 1944.

a. AAF Units Disbanded:

Hq Sq, Fourth Air Force
Hq & Hq Sq, IV Bomber Command
Hq & Hq Sq, IV Fighter Command
Fourth Statistical Control Unit
Hq Sq, Los Angeles Fighter Wing
Hq Sq, San Diego Fighter Wing
Hq Sq, San Francisco Fighter Wing
Hq Sq, Seattle Fighter Wing
Hq & Hq Sq, Portland Air Region
Hq & Hq Sq, Fourth Air Force Replacement Depot (including all Detachments)
Engineer Camouflage School, Aviation #1
Fourth Radar Calibration Detachment
1912th Engineer Aviation Battalion
8th AAF Photo Intelligence Detachment
14th Fighter Control Squadron
24th Fighter Control Squadron
37th Fighter Control Squadron
55th Fighter Control Squadron
95th Fighter Control Squadron
98th Fighter Control Squadron
303rd Fighter Control Squadron
Hq, 329th Fighter Group (TE)
Hq, 360th Fighter Group (TE)
Hq, 473rd Fighter Group (TE)
Hq, 478th Fighter Group (TE)

UNCLASSIFIED

[redacted]

Document I

G.O. No. 48, Hq 4th AF, 28 March 1944, Cont'd.

6. Records of disbanded organizations will be disposed of as outlined in Paragraph 6, AR 345-10, dated 5 December 1941.

7. AAF Base Unit commanders will comply with the provisions of Fourth Air Force Memorandum 20-5, dated 28 March 1944, subject: "Organization and Manning of Fourth Air Force Zone of Interior Installations."

8. Obligate the appropriate allotments published in Section VI, Circular 129, War Department, dated 1 June 1943, to the extent necessary.

IV. REASSIGNMENT OF CERTAIN SUB-BASES AND AUXILIARIES. - Effective 0001, 1 April 1944 all previous assignments of bases, sub-bases and auxiliaries are rescinded and the following substituted therefor:

GEIGER FIELD - (463rd AAF Base Unit)

Sub-Base

Seven Mile Gunnery Range

AAB HAMILTON FIELD - (460th AAF Base Unit)

Sub-Bases

Concord Army Air Field
Hayward Army Air Field
*Marysville Army Air Field
Oakland Municipal Airport
*Oroville Army Air Field
*Redding Army Air Field
Sacramento Municipal Airport
Napa Airfield
San Francisco Municipal Airport
*Santa Rosa Army Air Field - (434th AAF Base Unit)

Auxiliary Fields

Montague Municipal Airport
Willows Airfield
Winters-Davis Flight Strip

*Temporary

G.O. 48, Hq 4th AF, 28 March 1944 Cont'd.

AAB, HAMMER FIELD - (450th AAF Base Unit)

Sub Bases

Salinas Army Air Base - (451st AAF Base Unit)
Bakersfield Municipal Airport
Delano Army Air Field
Porterville Army Air Field
Visalia Army Air Field
Half Moon Bay Flight Strip

AAB, MARCH FIELD - (420th AAF Base Unit)

Sub Bases

San Nicholas Army Air Field
Orange County Army Air Field

Auxiliary Fields

Needles Municipal Airport

VAN NUYS METROPOLITAN AIRPORT - (441st AAF Base Unit)

Sub Bases

Grand Central Air Terminal
Oxnard Flight Strip
Lomita Flight Strip
Otay Mesa (Naval) - (442nd AAF Base Unit)

Auxiliary Fields

San Diego Municipal Airport

AAB, McCHORD FIELD - (464th AAF Base Unit)

Sub Bases

Paine Field - (465th AAF Base Unit)
Gray Field
Olympia Army Air Field

Auxiliary Fields

Wenatchee Army Air Field
South Bend Municipal Airport
Yakima Municipal Airport

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[redacted]

HISTORY OF THE
HAMILTON FIELD AIR BASE AREA

1 May to 30 June, 1944.

Prepared in July 1944 in compliance with AR 345-105,
AAF Regulation 20-8, and directives of the IV Air Force.

FORMER DESIGNATIONS:
NONE

PRESENT ASSIGNMENT:

Fourth Air Force, San Francisco, Calif.

UNITS ASSIGNED OR ATTACHED:

Mills Field Army Air Field
Hayward Army Air Field
Willows Army Air Field
Winter-Davis Flight Strip
Napa Flight Strip

COMPILED BY:

GAIL D. RATHBUN,
CWO, U.S.A.,
HISTORICAL OFFICER

APPROVED:

CHARLES R. MELIN,
Colonel, Air Corps,
Commanding.

[redacted]

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HISTORY OF THE
HAMILTON FIELD AIR BASE AREA

1 July to 31 July, 1944.

Prepared in August, 1944, in compliance with AR 345-105, AAF Regulation 20-8, and directives of the IV Air Force.

FORMER DESIGNATIONS:

None.

PRESENT ASSIGNMENT:

Fourth Air Force, San Francisco, California.

UNITS ASSIGNED OR ATTACHED:

Hayward Army Air Field, Hayward, California,
Concord Army Air Field, Concord, California,
Winters-Davis Flight Strip, Winters, California,
Napa Flight Strip, Napa, California.

COMPILED BY:

Lail D. Rathbun

LAIL D. RATHBUN,
CWO, U.S.A.,
HISTORICAL OFFICER.

APPROVED:

CHARLES R. MELIN,
Colonel, Air Corps,
Commanding.

[redacted]

UNCLASSIFIED

CHRONOLOGY

DATE	DESCRIPTION OF EVENT	REFERENCE IN NARRATIVE
1 July	Budget and Fiscal Office takes over auditing of non-appropriated funds.	Page 19
	Presentation of Awards ceremonies for Lt. William F. Kahn, Sergeant Joseph Flory, Corporal Kenneth E. Nelson, and Captain James Lambuth.	Page 25
3 July	Information received that the Processing Station would be moved to McChord Field, Washington.	Page 6
8 July	Concord Army Air Field, Concord, California, transferred from jurisdiction of Hamilton Field.	Page 3
	Winters-Davis Flight Strip, Winters, California, transferred from jurisdiction of Hamilton Field.	Page 3
	Advance party departed for McChord Field, Washington, to set up processing out at that station.	Page 6
	Air Medal presented to the widow of Staff Sergeant James F. Svotjeck	Page 26
9 July	Jack Benny, Carole Landis and company put on show in Amphitheatre.	Page 22
11 July	Information received from Fourth Air Force that the Processing Station would not be removed from this station.	Page 6
15 July	Statement of Brig. Gen. James E. Parker, concerning the Wing setup.	Pages 4, 8
17 July	Week's survey inspection begun on Base by Headquarters, Army Air Forces Field Air Inspectors, Washington, D. C.	Page 9

History of the Hamilton Field Air Base Area, 1 July to 31 July, 1944.

On 1 July the following sub-bases were attached to the Hamilton Field Air Base Area for caretaking and partial operation:

Hayward Army Air Field, Hayward, California,
Concord Army Air Field, Concord, California,
Winters-Davis Flight Strip, Winters, California,
Napa Flight Strip, Napa, California.

On 8 July, command jurisdiction of Concord Army Air Field was transferred from Hamilton Field to the Army Air Forces Western Flying Training Command.[1] Also on 8 July, the Winters-Davis Flight Strip was transferred from the jurisdiction of Hamilton Field to the Army Air Forces Western Flying Training Command, effective 15 July, 1944.[2] Thus, at the end of July there remained as sub-bases of Hamilton Field only Hayward Army Air Field and the Napa Flight Strip, which is entirely uninhabited.

Personnel changes and transfers were slight throughout the month. On 18 July, the personnel of the Rescue Boat Detachment were transferred to the 411th Army Air Force Base Unit, with control group at Berkeley, California; no change of station was involved.

On 19 July, Battery B., 747th Anti-Aircraft Automatic Weapons Battalion was transferred by verbal orders from Hamilton Field to San Francisco.[3] On 26 July, the administration of all colored personnel of Sec. E., Station 11, Air Transport Command, was transferred from the 460th Army Air Force Base Unit to the Air Transport Command.

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1. Appendix C., Fourth Air Force General Order #117, 8 July 1944.
2. Ibid.
3. Adjutant's Daily Diary, 19 July 1944, on file in Historical Office.

APPENDIX C-8

War Assets Administration,
Preliminary Report 300.04,
Winters-Davis Flight Strip,
Yolo County, California, n.d.

PRELIMINARY REPORT - 800.04

WINTERS-DAVIS FLIGHT STRIP
YOLO COUNTY, CALIFORNIA

WAA Case No. W-Calif-183

PART II

a. Name: Winters-Davis Flight Strip

b. Location: Yolo County, California

c. Owning Agency: Corps of Engineers, U. S. Army

d. Sponser: Corps of Engineers, U. S. Army

e. Lessee: Corps of Engineers, U. S. Army

f. This flight strip was used as an auxiliary landing field in the event of the main field being bombed out during an attack. It is located approximately 6 miles west of Davis, Yolo County, and 18 miles west of Sacramento, California.

g. The Government-owned property consists of 307.93 acres of land improved with administration buildings, shops, runways, roads and utilities.

Designation	Construction			Size
Mess Hall	Wood	Frame	- Conc. Floor	20' x 88'
Officers' & E.M. Barracks	"	"	Wood Floor	20' x 116'
E.M. Latrine	"	"	Earth Floor	8' x 11'-9"
Officers' & E.M. Bath House	"	"	Conc. Floor	20' x 24'
Officers' Latrine	"	"	Earth Floor	8' x 11'-9"
Pump House	"	"	Conc. Floor	8' x 16'
S-Fuse Storage Magazine	"	"	Wood Floor	5' x 10'
Warehouse, Inert Storage	"	"	Conc. Floor	20' x 100'
Latrine	"	"	Earth Floor	10' x 16'
Operations Building	"	"	Conc. Floor	20' x 100'
All Purpose Shop	"	"	Conc. Floor	31' x 88'
Pump House	"	"	Conc. Floor	8' x 8'

h. No major alterations or removal of structures from the facility have been made.

i. There are no adjacent buildings to this plant that are owned or leased by the lessee. Two farm buildings are on the property, which have never been dismantled or maintained on the property records. These may be assumed to be the property of the original owner.

C 8

j. Utilities:

Electricity is commercially supplied by P. G.& E. The telephone service is provided by the Pacific Telephone & Telegraph Company (signal corps contract)

Butane Gas is used for cooking and heating, the pipe system being laid underground.

Water Pumping System consists of a Johnson turbine pump driven by a 15 HP electric motor, with a pressure operated hypochlorinator. Directly connected to the electric pump is an International engine used as an auxiliary. The piping system is underground and consists of one 1½" main and two lines of 3" mains in the housing area. There are hot water systems in the mess hall and bath house.

k. Fire Protection: In the building area, there are two hydrants (standpipe type), 100 feet apart with 1½ inch unlined cotton hose, approximately 150 feet of hose with each standpipe. Each building has two 5-gallon water pump type fire extinguishers both inside and out.

l. Transportation:

Railroads - Nearest rail transportation is the Southern Pacific Railroad which runs into Davis, California, 6 miles west of the base.

Highways - A spur road connects with U. S. Highway 99, which runs through Davis, California.

m. There are no known unusual problems in a program contemplating early assumption of custody, maintenance and accountability of the real property.

Prepared by: L. T. Hoppe
L. T. Hoppe
Administrative Assistant

Approved by: _____
G. J. Halseth, Asst. Chief
Maintenance Br., Management Div.
Office of Real Property Disposal

WINTERS-DAVIS FLIGHT STRIP

YOLO COUNTY, CALIFORNIA

S.P.B.-5 Report

USE OF PROPERTY WHEN ACQUIRED

The Winters-Davis Flight Strip was used for the production of grain and livestock when it was acquired. Barley and rice were the principal grain crops, averaging 1200 lbs. and 3500 lbs., respectively.

Tract No. 11 (Block 6, Schedule D) was used for a farmstead and pasture when acquired. It was a portion of a 160 acre parcel of land reserved by the owner for a farmstead. The remaining portion of the 160 acre parcel was leased for agricultural purposes,

BLOCK 4, SCHEDULE

LEGAL DESCRIPTION OF PROPERTY

Tract 10(Continued)

8 North, Range 1 East, M. D. B. & M., EXCEPTING THEREFROM the West 1025 feet.

The dimensions of the Southwest Quarter of Section 3 are computed to the center of abutting roads.

Tract 11

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

PARCEL A: All that certain real property situate in Yolo County, State of California, being a portion of the Southeast Quarter of Section 3, Township 8 North, Range 1 East, M. D. B. & M., more particularly described as follows:

BEGINNING at the quarter corner common to Section 2 and 3; thence Westerly along the East and West center line of said Section 3, 726.40 feet; thence South 1284.05 feet, more or less, to a point on the center line of Willow Slough; thence along the center line of said Willow Slough the following courses:

North 31° 13' 30" East 203.11 feet; North 25° 25' 30" East 401.12 feet; thence North 0° 15' East 48.36 feet; thence North 30° 00' East 30.99 feet; thence North 37° 57' 50" East 186.65 feet; thence North 46° 16' 50" East 125.88 feet; thence North 58° 04' 20" East 99.97 feet; thence North 68° 16' East 101.75 feet; thence North 81° 25' 20" East to the point of intersection of the center line of said Willow Slough with the Easterly line of said Section 3, said point bears South 343.68 feet from the East Quarter corner of said Section 3; thence leaving the center line of Willow Creek along the said Section 3 North 343.68 feet, more or less, to the point of beginning.

PARCEL B: Beginning at a point on the East and West center line of said Section 3, said point being distant West 726.40 feet from the East quarter corner of said Section 3; thence Westerly along said East and West center line to the Northwest corner of the Southeast Quarter; thence Southerly along the North and South center line of said Section 3, a distance of 50 feet; thence Easterly parallel to and distant 50 feet at right angles from the East and West center line of said Section 3 to a point which is distant South 50 feet from the point of beginning; thence North 50 feet to the point of beginning.

WINTERS-DAVIS FLIGHT STRIP

YOLO COUNTY, CALIFORNIA

S.P.B.-5 Report

LEGAL DESCRIPTION OF PROPERTY

Tract 6(Continued)

being the S½ of Section 34, T. 9 N., R. 1 E., M. D. M., filed for record in the office of the County Recorder of the County of Yolo on March 9th, 1909 in Book 2 of Maps, at page 13.

Tract 7

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

Lot 4 in Block 14 as shown on the Map of Lucerne Farms, being the S½ of Section 34, T. 9 N., R. 1 E., M. D. B. & M., filed for record in the office of the County Recorder of the County of Yolo on March 9th, 1909, in Book 2 of Maps, at page 13.

Tract 8

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

Lots 5 and 8 in Block 14 as shown on the Map of Lucerne Farms, being the S½ of Section 34, T. 9 N., R. 1 E., M. D. B. & M., filed for record in the office of the County Recorder of the County of Yolo on March 9th, 1909 in Book 2 of Maps, at page 13.

Tract 9

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

The Northwest Quarter of Section 3, Township 8 North, Range 1 East, M. D. B. & M., EXCEPTING THEREFROM, the West 1025 feet of said Northwest Quarter.

The acreage and dimensions of the Northwest Quarter of Section 3, are computed to the center of abutting roads.

Tract 10

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

The North 240.5 feet of the Southwest quarter of Section 3, Township

WINTERS-DAVIS FLIGHT STRIP

YOLO COUNTY, CALIFORNIA

S.F.B.-5 Report

LEGAL DESCRIPTION OF PROPERTY

Tract 2

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

The Northwest Quarter of Section 34, Township 9 North, Range 1 East, M. D. B. & M., EXCEPTING THEREFROM, the West 1025 feet of said Northwest Quarter of Section 34.

The above described property being all of Lots 35, 36, 47, and 48 and the Easterly portion of Lots 33, 34, 45 and 46 of Berry Vale Gardens, according to the map of said Subdivision filed for record in the office of the County Recorder of the County of Yolo on July 19th, 1910 in Book 2 of Maps, at page 27.

The acreage and dimensions of the above described property are computed to the center of abutting roads.

Tract 4

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

Lots 1 and 2 in Block 14 as shown on the Map of Lucerne Farms, being the South one-half of Section 34, T. 9 N., R. 1 E., M. D. B. & M., filed for record in the office of the County Recorder of Yolo County, March 9th, 1909 in Book 2 of Maps, at page 13.

The dimensions of above property are computed to the center of a 20 foot avenue on the East and a 20 foot avenue on the West.

Tract 5

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

Lot 3 in Block 14 as shown on the Map of Lucerne Farms, being the S½ of Section 34, T. 9 N., R. 1 E., M. D. B. & M., filed for record in the office of the County Recorder of the County of Yolo on March 9th, 1909, in Book 2 of Maps, at page 13.

Tract 6

The following described tract of land situate in the County of Yolo, State of California, described as follows, to-wit:

Lots 6 and 7 in Block 14 as shown on the Map of Lucerne Farms,

LEGAL DESCRIPTION OF PROPERTY

line of said Section 3, said point bears South 343.68 ft., from the East quarter corner of said Section 3, thence leaving said centerline of Willow Slough along the East line of said Section 3 North 343.6 ft. to the East quarter corner said Section 3, running thence Westerly along the North line of Southeast quarter said Section 3 a distance of 2640 ft. more or less to the Northwest corner thereof, running thence northerly along the easterly line of the Northwest quarter of said Section 3 and the easterly line of the West half Section 34, Township 9 North, Range 1 East, Mount Diablo Base & Meridian a distance of 7920.0 ft. more or less to the northeast corner of said West half Section 34, running thence westerly along the northerly line of said West half Section 34 a distance of 2640.0 ft. more or less to the point of beginning.

Excepting therefrom all Mineral, Oil and other Hydrocarbon substances.

Containing 307.93 acres more or less in fee.

WINTERS-DAVIS FLIGHT STRIP

YOLO COUNTY, CALIFORNIA

S.P.B.-5 Report

LEGAL DESCRIPTION OF PROPERTY

That real property situate in the County of Yolo, State of California, being a portion of Berry Vale Gardens and Lucerne Farms lying within the West half Section 34, Township 9 North, Range 1 East, Mount Diablo Base & Meridian, according to the maps of said subdivisions as filed for record in the office of the County Recorder of the County of Yolo on 19 July 1910 in Book 2 of Maps, at page 27 and that portion of Section 3, Township 8 North, Range 1 East, Mount Diablo Base & Meridian more particularly described as follows:

Beginning at a point on the northerly line of Section 34, Township 9 North, Range 1 East, Mount Diablo Base & Meridian, distant easterly along said northerly line 1025 ft. from the northwest corner, running thence southerly distant 1025 ft. easterly at right angles to the westerly line of Section 34 a distance of 3965 ft. more or less to a point on the north line of lot 1 block 13 Lucerne Farms Subdivision, thence Easterly along the north line of said lot 1 block 13 to the northeast corner thereof, thence Southerly along the Easterly line of lots 1, 4, 5 and 8 block 13 a distance of 1320 ft. more or less to a point on the northerly line of Section 3, Township 8 North, Range 1 East, Mount Diablo Base & Meridian, thence westerly along the northerly line of said Section 3 to a point distant easterly 1025 ft. from the northwest corner said Section 3, thence southerly distant 1025 ft. easterly at right angles from the westerly line of said Section 3 a distance of 2880.5 ft. more or less to a point 240.5 ft. southerly from the north line of the Southwest quarter said Section 3, thence Easterly parallel and distant southerly 240.5 ft. at right angles from the northerly line of the southwest quarter of said Section 3, 1615 ft. more or less to a point on the easterly line of said southwest quarter of Section 3, running thence northerly along the easterly line of said southwest quarter at distance of 190.5 ft. more or less to a point 50 ft. southerly from the northeast corner of said southwest quarter, running thence easterly parallel and distant southerly 50 ft. at right angles from the northerly line of the southeast quarter said Section 3, a distance of 1913.60 ft. more or less to a point 50 ft. southerly and 726.40 ft. from the east quarter corner said Section 3, running thence from said point South 1234.05 ft. to a point on the centerline of Willow Slough thence along the center of said Willow Slough the following courses: North 31° 13' 30" East 203.11 ft., thence North 25° 25' 30" East 401.12 ft., thence North 0° 15' East 48.36 ft., thence North 30° 00' East 30.99 ft., thence North 37° 57' 50" East 186.65 ft., thence North 46° 16' 50" East 125.88 ft., thence North 58° 04' 20" East 99.97 ft., thence North 68° 16' East 101.75 ft., thence North 81° 25' 20" East to the point of intersection of the centerline of said Willow Slough, with the Easterly

43-200M

CIVIL AIR PATROL

AN AUXILIARY OF THE ARMY AIR FORCES

C Flight, Sacramento Squadron
801 Main Street
Woodland, California

12 September 1944

SUBJECT: Use of Winters-Davis Flight Strip

TO : Colonel Karl C. Pyle, Commanding Officer, Mather Field, Sacramento, California

THRU : Captain Rupert E. Ferguson, Adjutant, Mather Field, Sacramento, California

1. The Woodland Flight of the Civil Air Patrol request permission to use the Winters-Davis Flight Strip to carry on Cadet activities similar to the Sundays of 30 July and 6 August.

2. It is desired to use the strip the Sundays of 24 September 1944 and 1 October 1944.

3. At the end of our operations the afternoon of 6 August, approximately eighteen (18) gallons of 73 octane fuel and ten (10) quarts of oil remained unused. Upon checking at the strip the other day, it was found the fuel was still there. If additional 73 octane fuel cannot be supplied arrangements will be made to purchase it from a local Oil Company.

4. It is my understanding, because of a change in operations, the Winters-Davis Flight Strip is to be closed in the near future. Do you think it would be possible to have the strip assigned to the local C. A. P. Flight to oversee, guard and use in its activities. It would give it a base from which to operate, create still more interest in the program and stimulate the Cadet activities. The local unit could keep the strip in operating condition so if the A. A. F. found they needed it again it would be ready for immediate use.

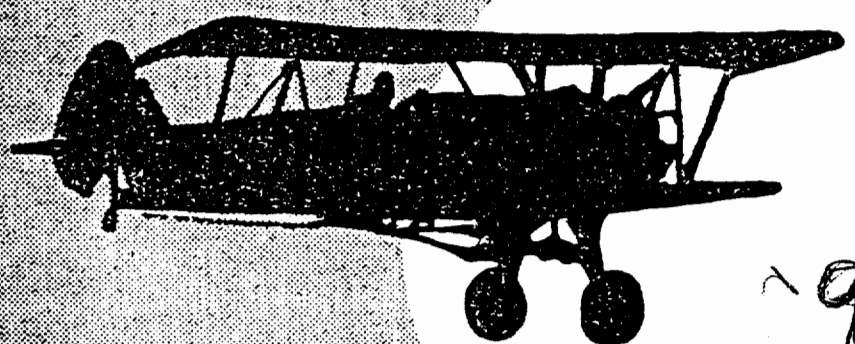
Morris A. Pritchard
2nd Lt. Civil Air Patrol
Flight Leader

Incl. #1

APPENDIX C-9

Yolo County Planning Board,
Yolo County Airport Master Plan,
Yolo County, CA, 1976

1976
Yolo County
Airport
Master Plan
Yolo County, Ca.



SOURCE: YOLO CO. PLANNING DEPT. WOODLAND, CA; GENERAL FILES

5. Environmental study.

6. Airport Layout Plan.

7. Land Use Plan.

8. Schedules of proposed development.

9. Estimates of development cost.

10. Financing and economic feasibility.

1. Inventory

I. GENERAL DESCRIPTION

The Yolo County Airport is a publicly owned general aviation airport, but until recently has remained essentially undeveloped, and its 6,000 foot paved runway has been used casually by crop dusters or for training operations initiated at other airports. Since the construction of fuel and aircraft hanger and tie-down facilities in 1975, the airport has begun to accept based aircraft and has developed as an operational airport. According to the 1974 Regional General Plan Aviation Plan and Program prepared by the Sacramento Regional Area Planning Commission: "It is expected that this airport will continue to develop and experience increased demand for its facilities."

"In the long term, this airport could accept excess demand from University and Woodland if anything were to restrict demand at these facilities. Because of its available capacity, this airport will continue to serve training flights originating at other airports within the region."

II. HISTORICAL REVIEW

The U.S. Government initiated the construction of the Davis-Winters airstrip, now called the Yolo County Airport, in 1942 to provide alternate basing for B25's normally located at McClellan Air Force Base. The initial construction was begun on July 20, 1942 and completed on October 29, 1942. Financing was entirely from Federal funds established for the construction of flight strips. The initial construction consisted of grading a flight strip 300 feet wide by 8,000 feet long and surfacing the 150 foot central portion for a length of 4,000 feet.

Subsequent construction in 1943 by the U.S. Army Corps of Engineers included the construction of 1,000 feet at each end and the surfacing of the runway plus the building of the 10 revetments. During the winter end of 1942-43 the basement soil was of poor quality and the runway submerged which subsequently had to be replaced with a more stable base material.

In 1949 the flight strip was placed under the administrative control of Yolo County. At this time the Davis-Winters Airstrip was named

the Yolo County International Airport.

Under the County's jurisdiction in 1958, public restrooms were constructed. In 1971, with about $30,000 of State Aviation gas tax and County money, a portion of the runway, 86 feet wide and 6,000 feet long, was resurfaced. The original runway did not drain properly, so the runway had to be mounded slightly and repaved. On February 25, 1974, the name of the airport was changed from Yolo County International Airport to the Yolo County Airport.

In August 1974, Yolo Aviation, Inc., known as the Fixed Base Operator, leased 14.9 acres of the Airport and constructed an office and pilot lounge, 20 "T" hangars, a large maintenance hangar, and fueling facilities. Presently, services such as repairing and fueling the aircraft are offered at the airport.

Presently, the Director of the Yolo County Parks and Recreation Department, has applied for Federal Airport Development Aid funds amounting to $120,000, to extend the resurfacing of the runway to a 100 foot width, construction of stub taxiways, provision of a lighting system and a few miscellaneous items to increase the safety of the airport.

III. EXISTING AIRPORT FACILITIES

A. Description of structures and facilities

1. Physical features

a. The Airport contains approx. 430 acres

b. 20 "T" hangars

c. A large maintenance hangar (100' X 100')

d. Two refueling pits (a 10,000 gal. tank and a 20,000 gal. tank)

e. Tie-down area for 8 aircraft

f. Automobile parking area

g. Pilots' lounge and office

h. Public restrooms

i. One 6,000' by 86' runway, the ends being connected directly by 75' wide taxiways

j. Twelve dispersal taxiways

k. The West Plainfield Fire House and Lillard Hall

l. Abandoned control tower

m. Sportsman's Area (See Page 9)

n. Parachute Drop Zone

2. Operations

a. Present use: In 1973 the County conducted a survey which determined the Airport had approximately 60 operations per day on weekdays.

cation of Owners who have planes based at Airport:

Total Planes	29 (March, 1976)
Woodland	11
Winters	5
Vallejo	3
Dixon	2
Unknown	8
	29

9. Uses

a. The largest percentage of operations at the Airport consist of touch-and-go operations for instructional purposes.

b. Parachute jumping

c. Leisure or private travel

d. Crop dusting

e. Sportsmans range

f. Farming

10. Users

a. Aircraft schools

1) Japan Airlines

2) From Sacramento, Executive Airport
a) Capitol Sky Park
b) Patterson Aircraft Company

3) Beechcraft Flying School
a) Altair Aviation Inc., Executive Airport
b) Woodland Aviation, Inc. Woodland

4) Cal Aggie Flying Farmers

b. Parachute jumping school:

1) Classes are taught on Fridays and Saturdays from 12:00 noon to sunset on Fridays, at 10:00 A.M. to sunset on Saturdays during the winter months and dawn to sunset during the summer months.

2) Average class size is 15 people; class size varies from one person to 30 people per class.

3) On a good day, a class of 15 people can jump 3 or 4 times

4) Advanced parachuting can occur on any Friday, Saturday or Sunday.

5) Approximately 300 different people utilize the Airport for parachuting.

6) Approximately 200 to 250 jumps per weekend.

7) Recorded jumps per month from 1975 to Feb. 1976.

DATE	NUMBER OF PARACHUTE JUMPS
1/75 & 2/75	193
3/75	399
4/75	962
5/75	736
6/75	919
7/75	586
8/75	836
9/75	1.083
10/75	466
11/75	549
12/75	277
1/76	360
2/76	323

According to the Parks Department records for 1975: Average number of jumps were: 585/month and 146/weekend

c. Crop Dusting Companies who use Airport:

1) Medlock Dusters
2) Watts Agricultural Aviation
3) Onstott Dusters
4) Agricultural Airplane Services (Dixon).
5) Craig Aero (Button Willow)
6) J. & D. Dusters (Woodland, Anco Farms)
7) Aero Day (Robbins)
8) Farm Air, Inc. (Sacramento)
9) Moe's Crop Dusting Service (Williams)

(All the crop dusters use the conventional crop dusters except for the Craig Aero Company who occassionally fly a TMB, a larger airplane)

d. Yolo Sportsman Association

1) Physical features (approx. 40 acres)
   a) Trap shoot
   b) 50 yd. pistol range
   c) 100 yd. rifle range
   d) Archery range
   e) Duck pond
   f) Pheasant cages
   g) A trailer used for clubhouse
   h) Storage areas
   i) Watchman resides in a trailer on premises
   j) Restroom facilities are in the process of being constructed
   k) A track for moving targets

2) Membership varies between 600 to 900 people, the average number of members is 800 people. (Many people use the shooting ranges who are not members, but pay the $1.00 day use fee)

3) Approximately one tournament per month with approximately 300 people attendance depending on the weather

4) An annual turkey shoot including the following activities for competition:

a) Pistol-running boar
b) Pistol-running deer
c) Rifle-running bear
d) Rifle-running deer
e) Archery-running boar
f) Archery-running deer
g) Trap shooting
h) Target shooting

5) Hunter Safety Classes

a) Offered monthly or until enough people sign up for the class

b) Learn how to trap and shoot and how to handle and shoot a gun.

6) Trap Shooting

a) Presently offered on Sunday
b) Starting in May and continuing in the summer, it is offered on Wednesday nights.

11. Air Spaces in Service Area:

The Yolo County Airport flight paths and airspace are free of obstructions. (See map a)

12. Other Airport Facilities in Yolo County

Borges/Clarksburg, South River Road south of Freeport Bridge, public, general aviation;El Macero Country Club, 1 mile south of I-80 in Davis, private, limited to private planes; University, 1 mile south of Russell Boulevard, UCD, public, general aviation;Watts/Woodland NW corner of Road 94B and Route 16, public, crop dusting;Medlock Dusters, South of Road 27 at Road 101, Davis, crop dusting;Dan Best Airstrip, N. of Road 14, between Road 113 & Road 102, private, farm/personal;G. Threo Ranch, W. side Route 16 between Roads 68 & 69, Capay, private, farm/personal;Martin Bros. E. of Road 104, ½ mile S. of Road 32A, Davis, private, farm/personal;Hollman, E. of Road 101, 1 mile S. of Road 24, Woodland, private.(See map b)

13. Other airport facilities which are located in the Service Area:

a. Vaca Dixon, 4½ miles southwest of Dixon, private, farm/personal

b. Maine Prairie, 4 miles south of Dixon, private, farm

c. Nut Tree, 2 miles east of Vacaville, public, general aviation

d. Sacramento Metropolitan, 15 miles east of Woodland, public, General Transport

IV. TOPOGRAPHY OF AREA

The field is in the center of the Sacramento Valley, a gently sloping plain with drainage to the southwest. The average elevation of the area is 95 feet above mean sea level. Forty miles to the northeast, the elevation is about 1,300 feet while 30 miles further it is about 3,400 feet. At a distance of 55 miles to the west, Mount Helena rises to an elevation of 4,340 feet, while 85 miles to the east, peaks of the Sierra Nevada rise to 10,400.

Atmospheric Conditions:

The Yolo County Airport is located in the deciduous climate type of the interior area climate, yet is strongly influenced by the maritime area climate. Rainfall average is about 17 inches per year, which generally falls in a period between November and March. Snow seldom occurs. During the winter months, there are occassional periods when a layer of fog will form for two or three days to as long as two or three weeks. There is a growing season of 262 days, during which time temperatures are above 32°. Maximum temperatures reach 114°, lows have been down to 14°.

Climate Features:

Prevailing winds - southwesterly
Winds - average speed - 10 MPH (speeds of 50 MPH occur about once in 10 years)
Cloud Cover - 196 clear days per year; 65 partly cloudy days per year; 104 cloudy days per year
Fog - 36 heavy fog days per year

Wind Conditions: (Source - The Climate of Yolo County, "Wind Patterns of the Sacramento Valley", prepared by H.B. Schultz, W.E. Yates, G.E. Miller, and M.D. Fitzwalter in 1971.)

"The winds in Yolo County are greatly influenced by the north coastal mountain range on the west and the proximity to the Pacific Ocean. Westerly winds which prevail most of the year are modified into southerly directions by the mechanical barrier of these mountain ranges. Even northwesterly winds off the coast are often turned into southerly winds in Yolo County. This phenomenon of prevailing southerly winds, often called sea breezes, exists in many parts of the Sacramento Valley. For example, the 5-year average of wind directions for Davis shows a majority of southerly winds for most of the year. The only other winds occurring to a great extent are northerlies which are even more frequent in October, November, and December. On the other hand, in midsummer, the north directions are by far dominant. This is especially striking during the night, when the northerly directions practically disappear. In the daytime there is still a considerable number of northerly winds. The build-up of these during the day can be noticed in all other months also. This suggested the existence of a diurnal wind pattern which was investigated for various locations in the Valley through the support of the U.S. Public Health Service, Grant No. AP 292. Data was taken at Winters, Dunnigan, Davis, Sacramento, Executive Airport, and Grimes. The study shows that in the Sacramento Valley the southerly winds strongly dominate during the summer months, and usually continue

through the whole night. In Yolo County, however, a large portion of them cease during the morning hours when a considerable number of northerly winds occur.

The percentage of the northerly winds is not high at the Sacramento Executive Airport near the eastern border of Yolo County, but it increases rapidly between this point and the western part of Yolo County. At Davis, the temporary change to northerly directions occurs on more than half of the days at about 9:00 AM PST. It is still more pronounced at the stations west of Davis, so that the switch to southerly winds in the afternoon becomes more striking. Similar developments also are observed in spring and fall, unless suppressed by major storm activity or different barometric patterns from those prevailing in summer.

The explanantion for the "reversed" flow in the morning hours in Yolo County was found by streamline analysis using all Sacramento Valley stations that were available, and those especially installed for this study. In the first of the four examples midnight to 1 AM, of July 29, 1966, all valley stations, which can be recognized by wind arrows, show the influx of the oceanic air. This air movement from south to north continues through night, with the velocity at these ground stations gradually decreasing from the delta area toward the Sutter Buttes, as can be seen by the isotachs--lines of equal velocities, which usually cross the streamlines. By dawn the penetration of the marine air flow appears weaker as the streamlines show southerly directions only on the east side of the valley. Just south of the Sutter Buttes this east-side air crosses the valley toward the west side where it continues down the valley as a northerly wind. This eddy-like air movement is best developed between 9:00 and 10:00 A.M. The isotachs for this time also show that it is very light, which makes spraying operations with agricultural chemicals possible all morning, until a new surge of the marine air takes place (1:00 to 2:00 PM). However, a spraying plan according to the direction regime appears necessary. "

V. FUNDING

A. 1969 - 1975 Yolo County Airport Expenditures

7/70	Resurface Airport Runway	$33,422.96
10/1/71	Patch South Driveway	150.00
11/9/72	Penetrate & Seal Transit Parking Area	1,500.00
3/12/73	Sweep North Half of Runway	80.00
3/29/73	Center Line Stripe & Number Runway Ends	400.00
8/16/73	Penetrate & Seal Runway & Taxiway	8,820.39
3/14/75	Patch Taxiway	95.00
3/31/75	Make and Install Sign	35.00
4/11/75	Paint White Line Down Edges of Runway	150.00
	TOTAL	$44,653.35
	Average Yearly Expenditure	8,930.67
	Miscellaneous Expenses	50.00
	Total Average Yearly Expensitures	$ 8,980.67

2. Yolo County Service Area

DEFINITION OF SERVICE AREA FOR YOLO COUNTY AIRPORT

The potential service area of an airport is normally referred to in terms of a certain maximum travel time between the airport and trip origins. Two figures are used, 30 minutes and 40 minutes. The experience in California has shown 30 minutes to be a more realistic service area limit for general aviation airports. (See map c

Within the defined service area, many factors influence the actual aviation demand for a particular airport, such as: population, average income of the population, the number of other airports drawing on the same service area, the relative competitiveness of each of the airports, and the capacity of the airport.

Yolo County Airport has been estimated to have a capacity of 155,000 annual operations , with certain improvements such as lighting, approach slope indicators, and additional runway exits. The typical experience in California has been that an average of 100,000-150,000 annual operations is necessary to have user revenues cover operating costs.

Projected increased demand indicates Yolo County Airport could attract 100 based aircraft by 2,000 A.D., accompanied by no expansion of University Airport or Woodland-Watts. This indicates nearly 80,000 annual operations which is nearing the break even point for revenues and expenses. The projection of this demand also assumes that other airports (i.e., Natomas, Rio Linda, Franklin, and Lincoln) will attract much of the Sacramento Metropolitan Area demand.

As we mentioned earlier, a major factor influencing the demand for a particular airport is the competitiveness of that airport for the particular market segment lying within the defined geographic service area. Three types of aircraft demand (personal, instructional. and aerial application) are expected to create the majority of aircraft demand for Yolo County Airport. Personal and aerial application aircraft demand are shown to be very sensitive (fixed cost elasticity of 3.578) to parking costs. Effective use of this variable could allow Yolo County Airport to increase its based aircraft by competing with the previously mentioned airports for the overall increase in general aviation demand within Yolo County Airport's geographically defined service area.

There are about 14 airports ranging from a large secondary national airport to simple airstrips as listed in the inventory. Borges-Clarksburg, University, Watts-Woodland, Sacramento-Metro, Nut Tree, Vaca-Dixon and Maine Prairie have the most influence on the Yolo County Airport Service Area. Borges-Clarksburg Airport, a privately owned and operated facility, is located in the southern most portion of Yolo County. It is not contemplated that this facility will grow at an accelerated rate. It is well located to serve as possible relief for Sacramento Executive Airport.

(1974 SRAPC Report)

Table #1

Department of Finance

Population Projections for the County of Yolo

Baseline Alternate Projections

Year	Series D-100	Series E-0	Series D-150	Series C-150
1975	104,900	104,500	104,900	105,100
1980	118,800	114,500	119,800	120,600
1985	133,000	121,600	136,600	138,400
1990	147,300	128,000	153,000	156,000
1995	161,100	133,700	170,100	174,600
2000	174,500	138,500	186,200	192,400
2005	187,600	142,500	202,000	210,700

The population projection used for the forecasting purposes for the Master Plan is the baseline figure, Series D-100, because it is the medium figure of the Department of Finance's four baseline projections. According to the 1975 Special Census, the population of Yolo County is 100,783 which differs from the projection by 4,000 people. The population of Yolo County in 1975 increased by 14,494 persons from the 1969 census figure of 86,289 people. The discrepancy between the 1975 census figures and the projection was most likely caused by the continued decrease in the average family size in Yolo County between 1969 and 1975.

The forecasting method utilized in the Master Plan is similar to the method used in the Nut Tree Airport Master Plan and the Delano Municipal Airport Master Plan.

Aviation Aircraft Projections

A. Projection of Based Aircraft at Yolo County Airport

County Residents in 1976 owned 134 airplanes. That figure represents an increase of only eleven planes in seven years. The number of aircraft listed in the Assessor's records (primary source of data) fluctuates a lot because people sometimes base their aircraft in other counties during a single year.

Table #2

Based Aircraft Owned by County Residents

In Yolo County (Yolo County Assessor's Office Records)

Year	No. of Planes
1969	123
1970	120
1971	117
1972	125
1973	157
1974	136
1975	142
1976	134

The Yolo County Assessor's Records, indicating the number of aircraft based in Yolo County, owned by County residents and non-residents, will be used for the aviation forecast projections for the Master Plan. According to the 1975 Assessor's Aircraft List, there were 152 planes based in Yolo County. That showed only 8 additional planes in the County since the 1972 Aircraft List and both figures exclude crop duster planes.

One method to derive a ratio for projecting the number of based aircraft in the County is to use the number of based planes in the County divided by the total county population. Thus in 1975, 152 airplanes divided by 100,783 persons, derives a ratio of .00151 planes per person. Using .00151 planes per person times the Department of Finance Population projections, the number of based aircraft which can be expected in Yolo County is projected.

Table #3

Projection of General Aviation Aircraft

Yolo County 1980-2005

Year	Aircraft
1980	179
1985	200
1990	222
1995	243
2000	263
2005	283

Types and Ownership of Aircraft

The single engine plane dominates general and commercial aviation in Yolo County. The majority of the planes located in the county have a maximum take-off weight of less than 3,600 lbs. and have a four seat capacity.

According to Milton Watts, in March of 1976 there were only a few planes in Yolo County of 10,000 pounds or more. Three such planes were located at Yolo County Airport, had a gross weight of 10,000lbs., 20,000 lbs. and 30,000 lbs. (a C45 G Beechcraft, a TBM and a DC-3, in that order).

In July 1976, at the Yolo County Airport, the majority of the planes listed by the County Assessor are four place, single engine planes. Only two of the seventeen planes are 1-3 place single engine planes and one is a twin engine aircraft.

The projected changes in the type of aircraft anticipate that the proportion of single engine 4T place and multi engine aircraft will increase, while the number of 1-3 place single engine aircraft will decrease. Presently in Yolo County, there are approximately 50 single engine 1-3 place aircraft making about 30% of the total based aircraft in Yolo County.

Based Aircraft Forecasts at Yolo County Airport

Alternative #1

There are two alternative methods in forecasting the number of based aircraft at the Yolo County Airport. Alternative I assumes that the proportion of the number of planes based at the Yolo County Airport to the total number of planes located in the County will remain stable. This ratio of 29/152 or 0.190 (Yolo County Airport based aircraft per total number of planes in Yolo County) times the projected number of aircraft for the total county predicts the number of based aircraft anticipated at Yolo County Airport.

Table #4

Alternative I - Projection
of Based Aircraft at Yolo County Airport

Year	Based Aircraft
1975	29
1980	34
1985	38
1990	42
1995	46
2000	50

The historical record at the Yolo County Airport does not provide an accurate base for projecting the potential number of aircraft because the airport has only been developed since 1974. There are currently 23 planes based at the airport, but there are facilities for thirty-one planes. The March 1976 figures and plane types will be used for forecasting purposes.

Alternative #2

The assumptions for alternate #2 are the following:

1) Watts-Woodland and University Airport will not expand.

2) Sacramento Metro Airport will continue to be a Air Carrier Airport and will not reach its fullest capacity by 2005.

3) All new planes locating in Yolo County will most likely base at the Yolo County Airport.

Projections for Based Aircraft
at Yolo County Airport

Year	Aircraft
1980	56
1985	77
1990	97
1995	120
2000	140
2005	160

The following figures could also be predicted depending on the forecasting method and the variables used:

1. A 1974 SRAPC report predicted that there would be 100 based aircraft located at the Yolo County Airport by the year 2000 (Please see page 14 of the text).

2. A more recent SRAPC report completed in 1976 estimated that 39 planes would be based at the airport in 1995 (Please see page 70).

3. If method Alternative #1 is utilized with different Department of Finance figures for 2000 A.D., the following estimation could also be predicted:

   a. Using Series E-0, which is the lowest population projection, approximately 39 planes would be based at the airport.

   b. Using Series D-150, 53 based aircraft would be located at the County facilities.

   c. Series C-150, which is the highest baseline figure, 55 based aircraft would be located at the airport.

4. Using forecasting method Alternative #2, but varying the Finance figuring, the following number of planes would be predicted for the year 2000:

   a. Series E-0 - 86 based aircraft

   b. Series D-150 - 158 based aircraft

   c. Series C-150 - 168 based aircraft

Projections of operations at the Yolo County Airport

It has been anticipated that the future growth of air operations at the Yolo County Airport will be related to the number of aircraft based at the field for local activity.

In 1973, approximately 60 operations per week day were the recorded figure by the County at the Airport or approximately 21,300 operations for the year.

In accordance with FAA Advisory Circular 150/5070-5 the value of 690 operations per based aircraft is given as a high typical norm for General Aviation Airports in 1966. This value of 690 multiplied by the appropriate increase factor of 1.08 for adjusting base norms to 1975, yields an adjusted 745 operations per based aircraft per year. According to the State Division of Aeronautics, the value of 750 operations per based aircraft is a reasonable estimate for the amount of activity which occurs at the Yolo County Airport. Multiplying 750 operations times the 29 based aircraft at the Yolo County Airport, it should be anticipated that 21,750 operations will occur in 1976.

Table #5

Operation Projections for Yolo County Airport

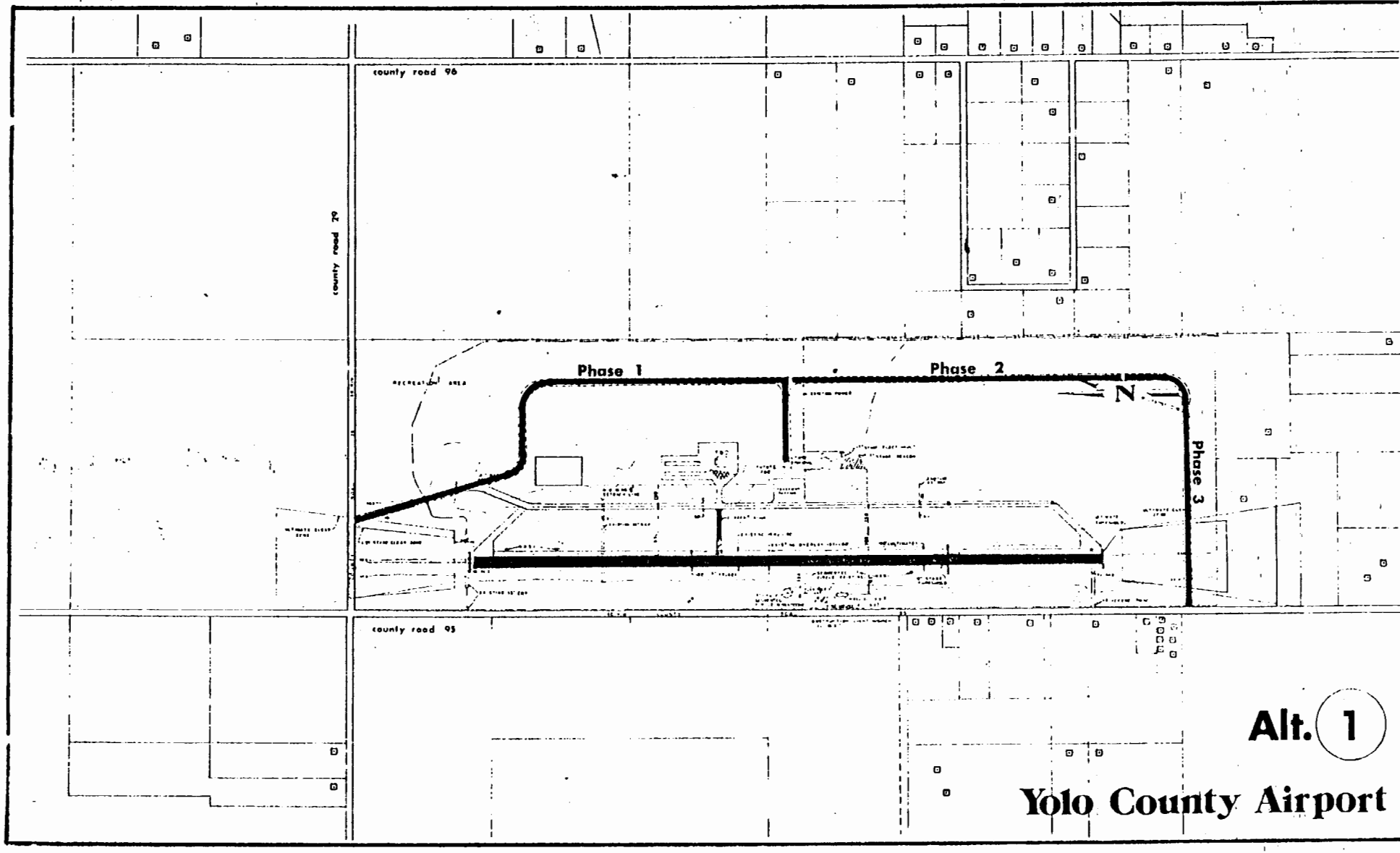
Using Series D-100 Baseline Population Figures

1980	56 planes X 750 = 42,000 annual operations
1985	77 planes X 750 = 57,750 annual operations
1990	97 planes X 750 = 72,750 annual operations
1995	120 planes X 750 = 90,000 annual operations
2000	140 planes X 750 = 105,000 annual operations
2005	160 planes X 750 = 120,000 annual operations

This table shows that 25 or 30 years from now the Yolo County Airport will reach the stage of a Basic Utility Stage II Airport (feeder system, high density) with between 100,000 and 200,000 average annual operations (See definitions).

4. Facility Requirements

Facility requirements are developed from information obtained from the inventory-capacity information, the demand analysis and from FAA Advisory Circulars and Regulations which provides criteria for design of airport components. These requirements are then incorporated into the airport plans prepared as part of the Master Plan Study. The facility requirements for the Yolo County Airport, and proposed expansions are listed on the following page.



Alt. 1

Yolo County Airport

Soil Conditions -

Soil types are described as follows: Hillgate loam (HdA) - The surface runoff of this Hillgate soil is very slow and the erosion hazard is none to slight. Capability unit IIIs-3 (17). The available water holding capacity is 4.0 to 6.0 inches. The effective root depth is 20 to 30 inches. This soil has severe soil limitations for septic tank filter field.

Myers Clay (MS) - This Myers soil is slowly permeable. Surface runoff is very slow, and there is little or no hazard of erosion. The availability water holding capacity is 8.0 to 10.0 inches. The effective rooting depth is more than 60 inches. Natural fertility is high, capability unit IIs - 5 (17). This soil has severe soil limitations for septic tank filter field.

Waste Water Treatment -

The existing septic tank and leach line system serves the present public restroom facilities and the F.B.O. office. Full development of the facility will demand a treatment plant.

Storm Drainage -

On and off-site conditions - Hillgate loam and Myers loam soils have a very slow permeability which means surface runoff water percolates through the soil very slowly. Although the Airport has a history of drainage problems, if the runway is properly constructed when it is expanded, no water should stand on the airport runway surface. When future development occurs at the airport, however, due to the increased surface runoff, a complete drainage system should be installed. The area drains into Chickahominy Slough which has a historic flooding problem. Additional surface runoff occassioned by the development of the airport would be expected. Temporary ponding for flood waters could be provided on the site.

Chemical Storage -

Toxic chemicals and pesticides should be stored in a fenced area to prevent unauthorized personnel from coming into contact with them. An area close to the taxiway and access road, yet away from the terminal, will be designated for the storage of chemicals used by the crop dusters. In the crop duster business water is also used, therefore, a seperate waste liquid disposal tank system should be constructed so as to reduce the possibility of contamination.

Municipal Utilities - are compatible as far as noise is concerned, but the following may present obstructions or hazards:

1. Gas and Oil Facilities, including above ground pipelines and storage facilities - marginal under approach zone surfaces.

2. Electrical Plants - marginal under approach zone surfaces.

3. Power Lines - poor under approach zone surfaces.

In addition, trash dumps and incinerators may create a smoke problem, and garbage dumps may attract birds.

Commercial Uses - Restaurants, shopping centers, office buildings, public buildings, banks, gasoline stations, hotels, motels, and theaters are good uses on an airport or adjacent to it but should incorporate sound reduction in buildings for internal livability. None of these should be constructed in high hazard airport safety areas.

Industrial Uses - are acceptable except for those that produce smoke, electronic interference, or misleading lights. Sound conditioning of structures may be required to reduce exterior noise to acceptable levels for internal operations. Some industries cannot be located near airports because noise and vibrations interfere with delicate instruments.

Residential and Certain Institutional Uses - are considered poor adjacent to airport areas, and particularly under the approach zones because of both noise and hazard. Acoustical treatment will reduce noise in the buildings, but it will not reduce noise during outdoor activity.

The Yolo County Land Use Plan continues to state:

1. Agricultural, recreational, and open space designations are the most compatible land uses around the Airport.

2. Industrial and Commercial designations around the current airport boundary will be discouraged.

3. All residential development will be discouraged around the airport.

4. Recreational uses, i.e., parachuting, model airplanes, will be allowed to continue at the airport until they become incompatible with aviation uses.

The current Special Height Zone is adequate for future development at the airport.

Environmental Review

Facility

The project identification, objectives, and location has been previously discussed in the Master Plan and the project description, geologic and pedologic conditions, hydrolic, atmospheric, and traffic conditions can be found in the Physical Requirements Section, which starts on page 22. The only vegetation and wildlife which exists on the airport property are those common to urban and agricultural habitats; a list of wildlife and vegetation can be found in the Yolo County General Plan Conservation Element.

Socio-Cultural and Socio-Economic Factors:

Cultural Resources: There are no archeological, architectural or engineering features of any significance located at the Yolo County Airport other than the airport itself. The only historical significance the airport may have is its minor role during World War II as an auxiliary landing strip for McClellan Air Force Base. Lillard Hall has social significance to the West Plainfield people because the hall serves as a meeting place for them. The West Plainfield Fire Station is the focus for the mostly volunteer fire department.

Public Facilities:

a. Yolo County Sheriff Department

b. West Plainfield Fire Department

c. Utilities: Pacific Telephone Company and P.G.&E.

d. Davis Waste Removal

e. Yolo County Public Works Department for Road Maintenance

Aesthetics: The only area of interest located in the vicinity is the grove of Eucalyptus trees located near the southern boundary of the airport. The old control tower is also interesting to look at too, as a remnant from World War II.

Nuisance: The airport has the potential to induce nuisance conditions, especially noise. Other nuisance conditions such as vibrations, dust, odor and glare exist either from the aircraft themselves, such as vibrations or odor from the crop dusters and their pesticides, or glare from the asphalt and concrete pavements or from the metal buildings. Noise conditions will be discussed under the impact Economic. See Economic Report section.

Population and Land Use:

According to the 1975 Special Census, 477 people reside in the area surrounding the airport bounded by County Roads 27, 98, 32 and 94. That is an increase of 74 people from the 1969 Census figures. Since 1969, 32 new dwellings were built in the vicinity, 19 residences were built in the Census Tract Area which is located adjacent to the airport property to the east, and seven homes were built immediately southeast of the airport. Table #6 depicts the 1969 and 1975 Census figures for the area surrounding the Yolo County Airport.

Most of the land surrounding the airport is designated on the General Plan for agricultural use, but one area, the Rolling Acres Subdivision, located directly east of the airport is zoned Residential Suburban (RS B 180), with a minimum lot area of approximately 5 acres.

Table #6

Population and Housing Figures

1969 Special Census Figures:	TOTAL
Housing Units	128
Vacant Units	5
Percent	3.10
Households	123
Household Pop.	403
Pop. % Household	3.27
Group Quarters	0
Total Population	403

1975 Special Census Figures	TOTAL
Housing Units	165
Vacant Units	10
Percent	6.06
Households	155
Household Pop.	471
Pop. % Household	3.03
Group Quarters	-
Total Population	477

Environmental Impacts

Geologic and Pedologic Impacts:

There will be some adverse impacts associated with the proposed developments when the airport is upgraded and meets the Utility or Transport Airport Classification. Land which has a high natural fertility and is currently used for dry farming will be converted to airport industrial use. In order to meet the future demands, Class 3 and 4 soils will be covered by pavement for a permanent access road, by buildings to house aircraft or aviation uses, and by waste water facilities or drainage ponds. Construction work will create dust, which could be mitigated by sprinkling down the soil.

Although there is adequate space within the airport property to meet the Clear Zone Area specifications for a Utility Airport Category, an additional 27.4 acres is needed to meet the Transport Clear Zone Area requirements if the runway remains 6,000 feet long. An development right easement may be sufficient to the north of the runway, since the land could continue to be farmed after the airport reaches its ultimate size. The land south of the runway, however, the 13.7 acres must be purchased since several accessory buildings and possibly a single-family dwelling are located within the proposed clear zone.

Hydrologic Impacts:

The capacity of the existing well can meet the needs of the Yolo County Airport for many years depending on the type of uses which locates there. Before the airport reaches it's ultimate size, however, a new well will be needed. Pumping from each well in the area contributes to the draw down problem in the vicinity which lowers the underground water surface.

The airport property is located within the Plainfield Ridge ground water basin and in the Willow Slough surface water hydrologic basin. According to the May, 1976 Clendenen report titled, "Yolo County-Investigation" the Plainfield Ridge is an isolated body of dissected alluvial deposits. The area contains hard silt and clay, sandstone and cemented gravel of the Tehama formation which tends to impede the movement of ground water between the Upper and Lower Cache-Putah Basins." According to Bill Berg, an engineer for Luhdorff Company, the water quality is similar to Woodland's water. He also said that the upper domestic wells are in marginal condition because of the drought and area formation. There are many pockets of water located in the airport vicinity, but a 500 foot deep well would not be an uncommon occurence due to the Plainfield Ridge formation.

The future usage of water at the airport will help deplete the underground water supply, and according to the Clendenon report, each year the county is overdrawing the ground water supply. In a 30 year period, 1944-1974, the decrease in groundwater storage has

amounted to approximately 500,000 acre feet.

The airport property is located in Willow Slough Basin. The principal drainage course is Willow Slough, which flows eastwardly between Woodland and Davis, receives winter runoffs and summer irrigation drainage from the entire central portion of the County and spills into the Yolo Bypass. The sources of water in this area are runoff from the foothills and south central portion of the County and diversions from Cache Creek at Capay.

Willow Slough is fed by several canals, irrigation ditches, and small streams and flow is often sporadic. Measurements of flow are not made, and limited water quality monitoring has recently been started but it is known that this area floods periodically.

The proposed expansions will impact the hydrology of the area by creating additional impervious surfaces which will reduce penetration of surface water to the underground basin and will increase storm water runoff from the site. The increased storm water runoff would not seriously increase the flooding problem which already exists around the airport.

Pollution of surface water from casual crop dusting loading operations exists at the site.

Atmospheric Impacts:

James Koslow, Air Pollution Control Officer for Solano-Yolo prepared these comments which will be attached later.

Vegetation and Wildlife:

No significant adverse impacts are associated with future expansions at the airport in as much as the land is already intensively used and has been leveled. Grasses or animals that are displaced by the construction activities can settle either on neighboring properties or in the space which will remain vacant or landscaped.

Socio-Cultural and Socio-Economic Impacts:

Cultural Impacts:

The proposed expansion will have no adverse impacts on the cultural resources because there are no known archeological, historical or architectural features of significance existing at the airport. The proposed expansion will be a benefit for the people of Yolo County directly by expanding a local transportation mode, and indirectly by increasing the safety of the airport for the airport users.

Energy Use and Conservation:

With the increase of operations at the airport when the Yolo County Airport reaches the Utility or Transport category, more gasoline and fuel will be consumed then previously used at the airport.

According to the Sacramento Regional Area Planning Commission report,

the use of fuel for air transportation, when a passenger plane is full, is a efficient use of energy.

Population:

Employee and user population will increase, but residential population might decrease to minimize a potential noise nuisance conflict. The increased activity will have a adverse impact on the people who currently reside near the airport, especially these people who live on County Road 95, 29 and 30 and on Yosemite and Carlsbad Streets.

Traffic:

The number of trips generated at the Yolo Airport has been approximated for the future proposed expansions by using the State of California's Trip Ends Generation Research Counts study. If Yolo County Airport reaches the size and category of Sonoma County Airport, the average weekday traffic can be expected to approximate 1,000 trips per day.

The conditions existing at the Napa Airport may also be similar to the conditions which may exist at Yolo County Airport in 1995. When Yolo County Airport has 120 aircraft based at the airport, it is possible the average flights per day would be 634. It could then be expected that the airport will have 5 employees and 125 parking spaces. An average weekday traffic count of 600 trips may be expected.

Land Use:

The proposed expansion of the Yolo County Airport will exert pressure on the surrounding agricultural areas to convert to urban uses, such as commercial or industrial uses. Airport developments induce urbanization which is contrary to the Yolo County General Plan Conservation and Open Space Elements' policy of preserving agricultural land. Eventually land that is used for agricultural production might be redesignated for Commercial or Industrial Designations. The airport expansion will have a significant adverse impact on the residential and agricultural designations.

Public Facilities:

Sheriff Department:

Adverse impact on Yolo County Sheriff Department because more men would be needed to provide adequate protection at the airport.

Fire Department:

Adverse impacts on the West Plainfield Fire Department because more men and equipment would be needed to meet the demands generated by a Basic Transport category airport.

Utilities:

P.G.&E. Company, Pacific Telephone Company, and Davis Waste Removal can meet the future demand. A new well will be necessary and a more

elaborate waste water system is needed to prevent adverse impacts on the environment.

Aesthetic Impacts:

Views of the Vaca Mountains may be blocked from the residential units located to the east of the airport. Some airport developments, i.e. restaurants which are two-stories, could enable people to enjoy a beautiful panoramic view of the surrounding region.

Noise:

This section included with the noise contour maps will be added at a later date.

APPENDIX C-10

SAFETY PLAN

SITE SPECIFIC SAFETY AND HEALTH PLAN (SSHP)
OEW/CWM Archives Search Site Inspection Visit
Yolo County Airport
Yolo County, California
Site # J09CA009400

1. REFERENCES:

a. Safety Manual, CELMS-PM-M, 16 Sep 93 w/ Ch1.

b. SOP for Reporting Ordnance and Unexploded Ordnance (UXO), CELMS-PM-M, 19 Jan 95.

c. OEW Guidance Regarding Coordination with EOD Organizations, 10 Jan 95.

2. GENERAL: This plan prescribes the safety and health requirements for team activities and operations conducted to determine the presence of ordnance and explosive waste and /or chemical warfare materials at the specified site.

a. The Safety Officer has final authority on all matters relating to safety. The safety rules will be followed at all times. Any member of the team may stop operations if they observe a situation or activity which poses a potential hazard to any individual or to the operation. All actions must comply with the common sense rule!

b. All team members will be aware of the local emergency numbers and the location of the nearest telephone.

c. A minimum of two and a maximum of eight persons will be allowed on-site at any one time.

d. The property owner is not required to sign the SSHP, but should be politely asked to participate in the safety briefing.

3. MISSION: Reconnoiter, document, and photograph areas on Yolo County Airport, formerly Winters-Davis Flight Strip and Yolo County International, Yolo County, CA, suspected to be contaminated with UXO and/or toxic chemical munitions.

4. SAFETY PRECAUTIONS: All team members will stay within sight of each other while on site. A first aid kit will be on hand. The following three basic safety rules apply at all times:

a. Rule 1 - Do not touch or pick up anything at the site.

b. Rule 2 - Do not step anywhere you cannot see where you place your foot.

c. Rule 3 - There will be no eating or smoking at the site. Hands will be washed after the survey and prior to eating. Drinking fluids should be done during periodic breaks.

5. SITE COMMUNICATIONS: The primary means of communicating with other team members will be by voice. Team members will always remain within sight of each other. Cellular telephones should be carried to facilitate and expedite calling for emergency medical services.

6. NATURAL HAZARDS: Cold, wet weather may be encountered during the month of February. Snakes, biting insects, and poisonous plants could be encountered.

7. ORDNANCE HAZARDS: Practice bombs, small arms ammunition, as well as other miscellaneous items might be found in the area.

8. HAZARD EVALUATION: Estimate the overall hazards using the following guidelines: (check appropriate item)

[ ] Low (small arms ammunitions)
[X] Moderate (practice bombs with spotting charge)
[ ] High (high explosive munitions, toxic chemicals, WP)
[ ] Unknown

9. EMERGENCY PROCEDURES: First aid will be rendered for any injuries. In the event of a detonation, everyone should freeze until the situation can be assessed by the team leader. Unnecessary injuries can be avoided by not panicking and planning a logical course of action, which may include retracing your steps out of an impact area. Emergency medical services will be contacted by the most expeditious means available.

10. SAFETY STATEMENT: Safety is everyone's business. No unnecessary risks will be taken to obtain photos or other data. Team members are responsible for notifying the project Manager or safety Officer of any physical conditions that may impede or prevent their

accomplishment of the mission. An example is allergic reactions to bee stings.

Important Phone Numbers

Emergency medical service:	911
Law enforcement agency:	911
Huntsville Safety:	(205) 895-1582/1579
	(800) 627-3532, PIN 777-2534
Non-emergency number:	

SSHP reviewed by: William K. James

Encls
1. Safety Briefing Attendance
2. Safety gear

SITE SURVEY SAFETY BRIEFING

PPE	Site Hazards
___x___ Work Clothing	___x___ OEW
_____ Gloves	_____ CSM
_____ Hardhat	_____ HTW
_____ Hearing protection	___x___ Slips, falls, trips
___x___ Safety shoes	_____ Wildlife
_____ Safety glasses	_____ Vegetation

Weather Precautions

___cold___ Cold/Heat
_____ Severe Weather

Safety Briefing Attendance

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

Print name and organization	Signature
William K. James CELMS-PM-M	William K. James
Scott A. Barton CELMS-PM-M	Scott A. Barton
Gerald V. Schwalbe CELMS-PM-M	Gerald V. Schwalbe

MANDATORY MINIMUM SAFETY GEAR

First aid kit (individual)	X
Survival kit	X
Fire starter	X
Space blanket	X
Whistle	X
Mirror	X
Cellular phone	X
Flash light	X
Survey tape	X
Canteen	X

APPENDIX C-11

SITE VISIT

CELMS-PM-M 6 March 1995

MEMORANDUM FOR RECORD (Mike Dace)

SUBJECT: Trip Report-Site Surveys for Yolo County Airport, Formerly Winters-Davis Flight Strip, DERP-FUDS Project No. J09CA009401, and Mt. Campbell Rifle Range, DERP-FUDS Project No. J09CA087601.

1. The following individuals participated in the site investigations on the above referenced sites.

Mr. Scott A. Barton
Mr. William K. James
Mr. Gerald V. Schwalbe

2. On Monday 13 February 1995, Messrs. Barton and James flew from St. Louis, MO to Sacramento, CA., arriving at approximately 1245 hours Pacific Standard time. Mr. Schwalbe, who had been on leave, picked them up at the airport. The team then drove through Woodland and then past the Yolo County Airport, where they briefly viewed the facility prior to the site visit scheduled for the following day. They also spent a brief period attempting to reach Mr. Duane Chamberlain, who farms the available land on the airport ground, but were unsuccessful. They next proceeded to Davis California, where they registered at the Ramada Inn motel and remained overnight.

3. An appointment had been made for early the following day, Tuesday 14 February, to meet with Mr. Wiswell, Manager, Yolo County Airport, who would escort the survey team about the airport grounds. After introductions of Messrs. Barton and James, the team conducted the site survey. Mr Wiswell first escorted the team to the far south side of the airport where they surveyed the former bomb/ammo storage area. This location was found to be partially in crops and partially unimproved ground. The crop area was extremely muddy, but the unimproved ground was surveyed and photographs were taken of the site. Although no evidence was found of OEW scrap in the area, Kirk James did find hollow-filled tile, the material commonly used in ammo storage structure construction. The survey team then was escorted to the north side of the airport and observed and photographed the property used by the gun club. By 0930 hours the team had covered the areas of interest. Mr. Wiswell then left for another meeting. He provided directions to Mr. Chamberlain, and it was understood that after contacting Mr. Chamberlain, the team might return again for further inspections. Mr. Chamberlain has farmed the property for many years.

4. The team drove to Mr. Chamberlain's home and business office located at 34530 County Road 29, which is about 1 mile west of the N/W corner of airport property. The following are the recollections of our conversation with Duane Chamberlain. He indicated a long time in the past (20+ years) Blue Practice Bomb Rounds were occasionally tilled up by his farming equipment. He described these as being about 5 to 6 inches long, with fins, and about 2-1/2 inches in diameter. He briefly searched around his office for a souvenir, finding none. He stated there is not much evidence remains of the facilities once part of the old

Winter-Davis Air Strip. During farming operations his employees still occasionally turned up concrete chucks, which they were instructed to bury deeper beneath the surface. There was also some debris and junk piled into a number of concrete pits adjacent to taxiways. He speculated that there may be something left in these pits. At the Southeast corner (old bomb storage area) he mentioned there was once an oil road, but they had broken this up and spread it around with nothing much left. He also mentioned that near the Fire Department facility, some chunks of concrete remain piled up and tunnels run beneath the taxiways and runway. Mr. Chamberlain then proceeded to drive us to view the various features he described. At various places, the team examined structures and took additional photographs. The pits held connection points for former water supply lines used in fire control. Entrapped surface water, junk, and other debris were evident in these reinforced concrete pits. However, nothing on an OEW nature was observed by the survey team. The tunnels beneath the pavement structures were found to be old drainage structures and concrete wing walls. He then drove to the area of the old bunkers, where we had previously been escorted by Mr. Wiswell. No evidence of ordnance and explosive waste (OEW) was found in the former ammo storage area or anywhere elsewhere on the FUDS property.

6. Around noon Tuesday, the survey team drove to Fresno California, arriving and registering at our motel at approximately 1530 hours. Shortly thereafter, the team drove to the Mt. Campbell Rifle Range FUDS, with the intention of contacting Mr. Matthew Pennebaker, Caretaker for the property, phone: (209) 638-6871. (Ownership is D. W. Ketscher Trust, used for grazing land, office phone (209) 638-3001.) However, he was not at home. After taking panoramic view photographs from the road adjacent to the rifle range FUDS covering the mountain side beyond, the team returned to their motel arriving at approximately 1800 hrs. The actual site survey was scheduled for the following day.

7. On Wednesday 15 February 1995, after phoning the caretaker for permission to access the property, the team proceeded to sweep the actual rifle range property (INPR - 210 acres) site and the mountain side beyond (another 400+/- acres). Mr. Schwalbe thoroughly covered the area surrounding the rifle range berm, the berm itself, and an area on the southeast side of Mt. Campbell climbing and searching to approximate elevation 700 feet msl. No evidence of OEW was found on or near the former rifle range berm. This confirmed results of previous searches of the rifle range accomplished by Ted Moore's team which found no evidence of OEW.

8. Messrs. James and Barton proceeded up the mountain from the rifle berm towards the North reaching approximately one half way up to the crest (Elev 1000 +/- feet msl); and they then proceeded laterally across the hillside generally to the southwest in search of remnants of the practice rockets previously found by an ASR search team from St. Louis. Confirmation of the type and size of practice munitions was their objective. In criss-crossing the mountainside, Mr. James found OEW remnants of a 3.5 inch practice rocket warhead. Photographs were taken of the evidence that practice rounds were left on the hillside from National Guard training activities. Upon our return to St. Louis it was learned that more, and perhaps better evidence, of the training use of Mt. Campbell can be found closer to the crest of the mountain.

9. Following the site visit at approximately 1230 hours, the team returned to car and drove to Sacramento CA, where they remained overnight. On Thursday 16 February 1995, the survey team departed from Sacramento airport at about 0800 hrs Pacific Standard time, arriving in St. Louis at 1330 hrs Central Standard Time.

10. POCs this office are the undersigned:

SCOTT A. BARTON	WILLIAM K. JAMES	GERALD V. SCHWALBE
QASAS	Safety Officer	Project Manager
ext. 8844	ext. 8762	ext. 8788

APPENDIX C-12

DOCUMENT REFERENCE LIST

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

DOCUMENT C12 -- FILE DOCUMENT REFERENCES

REFERENCES

C12.1 Jones, Fred K., Captain, Assistant Adjutant General

1943 Letter to 4th Army, Presidio of San Francisco, California, dated March 10, Record Group 18, Series: Central Decimal Files, October 1942 - May 1944, Box 1598 Windsor Locks to Worcester, Folder Winters-Davis Flight Strip 600 Misc., National Archives and Records Administration, Washington D. C.

C12.2 O'Brien, John J., Colonel, U. S. Army Corps of Engineers

1943 Letter to Commanding General, U. S. Army Air Forces, Acquistion of Land, dated May 11, Record Group 18, Series: Central Decimal Files, October 1942 - May 1944, Box 1598 Windsor Locks to Worcester, Folder Winters-Davis Flight Strip 600 Misc., National Archives and Records Administration, Washington D. C.

C12.3 Newman, James B. Jr., Colonel, U. S. Army Air Corps

1943 Letter to Commanding General, U. S. Army Air Forces, Acquistion of Land, 2nd indorsement, dated March 10, Record Group 18, Series: Central Decimal Files, October 1942 - May 1944, Box 1598 Windsor Locks to Worcester, Folder Winters-Davis Flight Strip 600 Misc., National Archives and Records Administration, Washington D. C.

C12.4 Lyle, John M., Lt. Colonel, U. S. Army Corps of Engineers

1944 Letter to Chief of Engineers on the Proposed transfer of Winters-Davis Flight Strip to the Western Flying Training Command, dated April 29, Record Group 18, Series: Central Decimal Files, October 1942 - May 1944, Box 1598 Windsor Locks to Worcester, Folder Winters-Davis Flight Strip 600 Misc., National Archives and Records Administration, Washington D. C.

C12.5 Summers, I. B., Colonel, Adjutant General

1943 Letter to 4th Army, Presidio of San Francisco, California, dated March 1, 2nd indorsement, Record Group 18, Series: Central Decimal Files, October 1942 - May 1944, Box 1598 Windsor Locks to Worcester, Folder Winters-Davis Flight Strip 600 Misc., National Archives and Records Administration, Washington D. C.

C12.6 Summers, I. B., Colonel, Adjutant General

1943 Letter to 4th Army, Presidio of San Francisco, California, dated March 1, 2nd indorsement, Record Group 18, Series: Central Decimal Files, October 1942 - May 1944, Box 1598 Windsor Locks to Worcester, Folder Winters-Davis Flight Strip 600 Misc., National Archives and Records Administration, Washington D. C.

C12.7 Naismith, W., Chairman, Yolo County, CA, Board of Supervisors

1948 Letter from War Assets Administration on Winters-Davis Flight Strip Disposal, dated January 20, Record Group 270, Series: Real Property Files, Box 147, Folder W-Calif-183, WD-779 (3) Disposal Data, Winters-Davis Flight Strip, National Archives and Records Administration, Pacific Sierra Region, San Bruno, CA.

C12.8 Sears, Julian D., Acting Director, U. S. Geological Survey

1947 Letter to Mr. W. D. Rowe, Director Control Division, War Assets Administration on Winters-Davis Flight Strip, dated August 11, Record Group 270, Series: Real Property Files, Box 147, Folder W-Calif-183, WD-779 (3) Disposal Data, Winters-Davis Flight Strip, National Archives and Records Administration, Pacific Sierra Region, San Bruno, CA.

C12.9 U. S. Army Corps of Engineers, Post Engineer, Winters-Davis Flight Strip

1944 Report on Evaluation of Carrying Capacities of Air Field Pavements, Winters-Davis Flight Strip, dated April, Record Group 77, Accession # A51-59, Box: 472 Windham - Winterport, Folder: 686.61, USAF Historical Research Center, Maxwell AFB, AL.

C12.10 U. S. Army Corps of Engineers, Post Engineer, Winters-Davis Flight Strip

1943 Site Board Report on Winters-Davis Flight Strip, dated 1943?, Record Group 77, Accession # A51-59, Box: 472 Windham - Winterport, Folder: 685, USAF Historical Research Center, Maxwell AFB, AL.

C12.11 Lindle, Herbert A., Lt. Colonel, U. S. Army Adjutant General

1945 General Order No. 33, Assumption of Command Jurisdiction of Winters-Davis Landing Strip, Winters, California, dated May 24, Record Group 77, Accession # A51-59, Box: 472 Windham - Winterport, Folder: 323.3, USAF Historical Research Center, Maxwell AFB, AL.

C12.12 Jones, Fred K. Jr., Captain, U. S. Army Assistant Adjutant General

1943 Letter to 4th Army, Presidio of San Francisco, California on Construction of the Bomb Storage Unit at Winters-Davis Flight Strip, Winters, California, dated March 18, Record Group 77, Accession # A51-59, Box: 472 Windham - Winterport, Folder: 686, USAF Historical Research Center, Maxwell AFB, AL.

C12.13 Federal Aviation Administration

1945 U. S. A. (Conus) Airfield Directory, Fact Sheet on Winters Flight Strip, CA, Box 260.277 v.1, page 260, USAF Historical Research Center, Maxwell AFB, AL.

C12.14 Yolo County Planning Department

1994 Map on Proposed Development Program, Yolo County Airport, Yolo County, CA, Exhibit A, dated December 27, Yolo County Planning Department General Files, Yolo County Planning Department, Woodland, CA.

C12.15 Yolo County Planning Department

1994 Map of Airport Vicinity, Yolo County Airport, Yolo County, CA, dated October, Yolo County Planning Department General Files, Yolo County Planning Department, Woodland, CA.

C12.16 Woodland, CA, League of Women Voters

1980 Study of "Know Your County, Yolo County History and Government", dated January, Published by the Woodland, CA, League of Women Voters, Woodland, CA.

C12.17 U. S. Army Corps of Engineers, St. Louis District

1994 Site Fact Sheet on Yolo County Airport, U. S. Army Corps of Engineers, St. Louis District, St. Louis, MO.

APPENDIX D

HISTORICAL PHOTOGRAPHS NOT USED

APPENDIX E

INTERVIEWS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

Interviews have been held with a number of individuals who are familiar with past operations at the **Yolo County Airport**. The following individuals furnished remarks pertinent to potential OEW.

Austin Wiswell
Yolo County Airport Manager
Winters, CA
Office: 625 Court Street, Room 203
Woodland, CA 95695
(916) 666-8129

Mr. Wiswell has held the airport manager position for the past 3+ years. He stated the airport was mainly vacant until sometime during the 1960's. Since then the airport has been used by private small aircraft and local cropdusters. To his knowledge there have not been any incidents reported involving munitions at the airport. The County does not have original mapping of the field. He suggested that Mr. Duane Chamberlain, who has farmed the unimproved property on the airport, including the former bomb storage area, since the early 1980's, should be a good contact. His phone number is (916) 662-2620. Mr. Wiswell stated the best site map is available from the Sacramento District, Corps of Engineers office. He was aware of past investigations by the Corps.

His perception of the ordnance history from the perspective of a fighter pilot of 23 years is as follows: The field was established in mid-to-late 1942 in response to the threat of a Japanese Attack. Many airfields up and down the coast came into existence at the same time. These were "Dispersal Bases" in the early WW II period; and thus, the flight strip had a very irregular pattern of hard stand, making the facility very hard to hit if under attack. Shortly after it was built (some 3 -6 months later), because of the U. S. success in the Pacific, the threat of attack ceased and Yolo became a base training for B25 Marshall Bombers. Useful live ordnance stored was transferred to areas where it would be put to good use, according to Mr. Wiswell. He speculated that practice bombs with spotting charges were loaded at **Winters-Davis Flight Strip**, and were then dropped on nearby ranges. He, however, had no records of the range locations. Live HE ordnance was, in his belief, "No longer Present" at the airfield.

Mr. Ron Marley
Caretaker
Yolo County Airport
(916) 756-0120

Ron Marley had previously been contacted by personnel from the Sacramento District and the Environmental Department of McClellan AFB. He had discussed Environmental Hazards at Yolo Airport with these agencies and the conversation(s) can be found in backup information to the INPR filed at Sacramento District.

One item related to potential OEW contamination, mentioned in records of conversations, various data bases, and other information is that a smoke device (OEW) was found on a farm south of the field and subsequently destroyed by the county. Present discussions centered on this past incident; and his specific experience on the airport proper as caretaker.

Ron served in the EOD and, thus, is a good source of knowledge of munitions for his employer. He has stated there are a lot of "rumors about the bomb storage area". However, there has never been any dangerous ordnance found in the area. The field has been dry farmed, and there is a possibility that ordnance could have been dumped there. (In the past he has suggested to environmental officials that perhaps infrared remote sensing or some other technique(s) could be used to verify no OEW remains.

Relative to the incident of a smoke bomb being found in the field south of the airport, he related that a rancher located the practice bomb that surfaced in his field after a 3 to 4 month period of rain, similar to what has been happening lately in California. The device had a white phosphorous content. He was fairly specific that the practice munition probably accidently detached from a WW II airplane. He mentioned about a 25 lb. spotting charge was associated with the device and that; because of his past EOD experience, he assisted the county with cleaning up the munition. Pilots flying from **Winters-Davis Flight Strip** dropped practice bombs with spotting charges, but he had no idea where the practice ranges were located.

Other items mentioned by Mr. Marley: During the mid-1980s some concrete debris was busted up. The sheriffs office had practiced with Smoke and Tear Gas on the airport property, but this is unrelated to DOD use of the land during WW II.

Mr. Duane Chamberlain
Residence and Business Office
34530 County Road 29
Yolo County, CA
(916) 662-2620

Mr. Chamberlain was contacted at his home and business office located at 34530 County Road 29, which is about 1 mile west of the N/W corner of airport property. The following are the recollections of the conversation with Mr. Duane Chamberlain. Mr. Chamberlain indicated a long time in the past (20+ years), while farming, he tilled-up what he thought were blue practice bombs. He described these items as being about 5 to 6 inches long, with

fins, and about 2-1/2 inches in diameter. He briefly searched around his office for a souvenir, but was unable to find one. Based on his description, Mr. Scott Barton and Mr. William K. James, QASAS personnel with the St. Louis Distict, U.S. Army Corps of Engineers, decided that Mr. Chamberlain might be describing a miniature practice bomb such as one of the bombs identified in the Miniature 3-pound Mk3, Mk 4, AN-Mk5, and AN-Mk23; or 4.5 pound AN-Mk 43 series (Figure 3). He stated not much evidence remains of the facilities that were once part of the old **Winters-Davis Flight Strip**. During farming operations his employees still occasionally turn up concrete chucks and they have been instructed to bury them deeper beneath the surface. There was also some debris and junk piled into a number of concrete pits adjacent to taxiways. He speculated that there might be something left in these pits. At the Southeast corner (old bomb storage area) he mentioned there was once an oil road, but his employees broke up the road materials and spread them around with not much being left. He also mentioned that near the Fire Department facility, some concrete chunks remain piled up, and tunnels run beneath the taxiways and runway.

TELEPHONE OR VERBAL CONVERSATION RECORD

DATE 01-19-95

SUBJECT OF CONVERSATION Availability of Information on Winters-Davis Flight Strip (Yolo Co. Airport).		
INCOMING CALL		
PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION
PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION
OUTGOING CALL		
PERSON CALLING Ken Brimm	ADDRESS USACOE/CELMS/PD-R 1222 SPRUCE ST. ST. LOUIS, MO 63103	PHONE NUMBER AND EXTENSION (314)-331-8797
PERSON CALLED Sgt. Charles Irwin, Historian	OFFICE McClellan AFB, Sacremento, CA	PHONE NUMBER AND EXTENSION (916) 643-6946

SUMMARY OF CONVERSATION:

Mr. Brimm called to find out about the Winters-Davis Flight Strip, Sub-base of McClellan AFB during WW II. He said to call back during the week of January 23 - 27, and he would know by then if he had information. If he did, we could then pick it up on our archive visit on January 31.

*Note to Pam, get the rest of this interview from Jerry. He may also have others to insert from the site survey trip report.

APPENDIX F

NEWSPAPERS/JOURNALS NOT USED

APPENDIX G

PRESENT SITE PHOTOGRAPHS

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
FORMERLY WINTER-DAVIS FLIGHT STRIP

Yolo County, California

DERP-FUDS PROJECT NO. J09CA009402

APPENDIX G -- PRESENT SITE PHOTOGRAPHS

SHEET	DESCRIPTION
Sheet G-1	
Photo #1	Yolo Sportmen's Association - Small Arms Practice Range
Photo #2	Mound north of Sportmen's Complex - view toward the northeast
Sheet G-2	
Photo #3	View of berm - Sportmen's Association is located beyond berm - view to southwest
Photo #4	Former FUDS fire water supply concrete pit
Sheet G-3	
Photo #5	Tunnels under runways/taxiways turned out to be drainage structures with wing walls
Photo #6	View looking west along Aviation Ave. - former bomb storage area located on right side of roadway (cultivated land)
Sheet G-4	
Photo #7	View to southwest from unimproved ground in former bomb storage area - depression and loose soil (cultivated land)
Photo #8	Loose soil, rocks, and debris in former bomb storage area (surrounded by cultivated land)
Sheet G-5	
Photo #9	Berm on east boundary of FUDS (cultivated land) **NOTE:** Berm is unrelated to FUDS
Photo #10	Hanger facilities (cultivated land) - view to northwest from Aviation Ave.

Photo #1
Yolo Sportmen's Association - small arms practice range

Photo #2
Mound north of Sportmen's Complex - view to northeast

Photo #3
View of berm - Sportmen's Association is located beyond berm - view to southwest

Photo #4
Former FUDS fire water supply concrete pit

Photo #5
Tunnels under runways/taxiways turned out to be drainage structures with wing walls

Photo #6
View looking west along Aviation Ave. - former bomb storage area located on right side of roadway (cultivated land)

Photo #7
View to southwest from unimproved ground in former bomb storage area - depression and loose soil (cultivated land)

Photo #8
Loose soil, rocks, and debris in former bomb storage area (surrounded by cultivated land)

Photo #9
Berm on east boundary of FUDS (cultivated land)
NOTE: Berm is unrelated to FUDS

Photo #10
Hanger facilities (cultivated land) - view to northwest from Aviation Ave.

APPENDIX H

HISTORICAL MAPS/DRAWINGS
NOT USED

APPENDIX I

RISK ASSESSMENT CODE PROCEDURE FORMS

18 Apr 94
Previous editions obsolete

RISK ASSESSMENT PROCEDURE FOR ORDNANCE AND EXPLOSIVE WASTE (OEW) SITE

Site Name	Yolo County Airport (Winters-Davis Flight Strip)	Rater's Name	Gerald V. Schwalbe
Site Location	Yolo County, California	Phone No.	314-331-8788
DERP Project#	J09CA009402	Organization	CELMS-PM-M
Date Completed	9 March 1995	RAC Score	4

OEW RISK ASSESSMENT:

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

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

TYPE OF ORDNANCE
(Circle all values that apply)

A. Conventional Ordnance and Ammunition

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

What evidence do you have regarding conventional OEW? Within the last 15-20 years, Mr. Duane Chamberlain reported his farm equipment turned up miniature 3 or 4.5 practice bombs while planting undeveloped ground on the airport. These practice munitions were painted blue.

B. Pyrotechnics (For munitions not described above)

	VALUE
Munition (Container) containing White Phosphorus or other Pyrophoric Material (i.e., Spontaneously Flammable)	10
Munitions Containing A Flame or Incendiary Material (i.e., Napalm, Triethylaluminum Metal Incendiaries)	6
Flares, Signals, Simulators, Screening Smokes (other than WP)	4
Pyrotechnics (Select the largest single value)	0

What evidence do you have regarding pyrotechnics? None

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

	VALUE
Primary or Initiating Explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition Charges	10
Secondary Explosives (PETN, Compositions A, B, C Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military Dynamite	6
Less Sensitive Explosives (Ammonium Nitrate, Explosive D, etc.)	3
High Explosives (Select the largest single value)	0

What evidence do you have regarding bulk explosives? None, there have been no incidents of HE OEW ever being encountered on the Yolo County Airport.

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

	VALUE
Solid of Liquid Propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? The FUDS is a commercial airfield and fuel is stored on the site by Yolo County. Some fuel lines dating from WW II remain beneath the ground surface, taxiways, and runways. DOD era fuel tanks have been removed.

E. Chemical Warfare Material and Radiological Weapons

	VALUE
Toxic Chemical Agents (Choking, Nerve, Blood, Blister)	25
War Gas Identification sets	20
Radiological	15
Riot Control Agents (Vomiting, Tear)	5

Chemical and Radiological Agents (Select the largest single value) 0

What evidence do you have of chemical/radiological OEW? none

==========

Total Hazard Severity Value
(Sum of the Largest Values for A through E--Maximum of 61). 6
Apply this value to Table 1 to determine Hazard Severity Category.

TABLE 1

HAZARD SEVERITY*

Description	Category	Hazard Severity Value
CATASTROPHIC	I	21 and greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE		0

*** Apply Hazard Severity Category to Table 3**

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

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

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

A. Location of OEW Hazards

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

What evidence do you have regarding location of OEW? Past farm operations have uncovered a number of miniature practice bombs near former bomb storage area.

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

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

What are the nearest inhabited structures? Nearby are residences and the normal commercial and recreational business and support facilities associated with airport use. The nearest residence is a farm residence located within about 200 feet of the original bomb storage area south boundary.

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

	VALUE
26 and over	(5)
16 to 25	4
11 to 15	3
6 to 10	2
1 to 5	1
0	0

Number of Buildings (Select the single largest value) 5

Narrative The immediate area has farms, residences, and airport facilities and businesses.

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

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

Types of Buildings (Select the largest single value) 5

Describe types of buildings in the area. Residential, Commercial, Industrial, and Agricultural all are within 2 mile radius of the airport. The City of Davis boundary is within 2 miles.

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) 2

Describe the site accessibility. Although the site has some limited security, it is easily accessed by the public.

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) 0

Describe the site dynamics. A zero value is assigned, but periodic expansion and development of airport support facilities and commercial businesses would be expected on this FUDS.

Total Hazard Probability Value
(Sum of Largest Values for A through F--Maximum of 30) 19

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

TABLE 2

HAZARD PROBABILITY

Description	Level	Hazard Probability Value
FREQUENT	A	27 or greater
PROBABLE	B	21 to 26
OCCASIONAL	C	15 to 20
REMOTE	D	8 to 14
IMPROBABLE	E	less than 8

- **Apply Hazard Probability Level to Table 3.**

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

TABLE 3

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

RISK ASSESSMENT CODE (RAC)

RAC 1 Imminent Hazard - Expedite INPR - Immediately call CEHND-ED-SY--commercial (205) 955-4968 or DSN 645-4968

RAC 2 High priority on completion of INPR - Recommend further action by CEHND.

RAC 3 Complete INPR - Recommend further action by CEHND.

RAC 4 Complete INPR - Recommend further action by CEHND.

RAC 5 Recommend no further action. Submit NOFA and RAC to CEHND.

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

A high priority should not be assigned to further OEW remedial action on this FUDS. Conditions permitting, and assuming availability of funding, it would probably be appropriate to perform magnometer sweep investigations; or other ground penetrating surveys (infrared thermography, sonar, etc.) in the area of the former bomb storage area. Although none have been found in many years, practice munitions have previously been uncovered during farming operations. This survey would be appropriate, particularly if grouped with a number of other next phase investigations. Local official have no real concern for the potential OEW hazard.

APPENDIX J

REPORT DISTRIBUTION LIST

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009402

APPENDIX J -- REPORT DISTRIBUTION LIST

Addressee:	No. of Copies:
Commander, U.S. Army Engineer Division Huntsville, ATTN: CEHND-ED-SY-A P.O. Box 1600 Huntsville, Alabama 35807-4301	3
Commander, U.S. Army Chemical Materiel Destruction Agency Attn: SFIL-NSM, Bldg. E4585 Aberdeen Proving Ground, MD 21010	1
Commander, U.S, Army Chemical & Biological Defense Command Attn: AMSCB-CIH, Bldg. E5183 Aberdeen Proving Ground, MD 21010-5423	1
U.S. Army Technical Center for Explosives Safety Attn: SMCAC-ESM Savanna, IL 61074-9639	1
Commander, Corps of Engineers - Sacramento District 1325 J Street Attn: CESPK-ED-M Sacramento, CA 95814-2922	1
CELMS-ED-G	1
CELMS-ED-H	1
CELMS-PD-A	1
CELMS-PM-M	1

APPENDIX K

ARCHIVE ADDRESSES

ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
YOLO COUNTY AIRPORT
(FORMERLY WINTER-DAVIS FLIGHT STRIP)
YOLO COUNTY, CALIFORNIA

DERP-FUDS PROJECT NO. J09CA009401

APPENDIX K -- ARCHIVE ADDRESSES

1. National Archives And Records Administration.
   D.C. Branch
   Eighth and Pennsylvania
   Washington D. C. 20408

2. National Archives And Records Administration.
   Suitland Branch
   4205 Suitland Road
   Suitland, MD 20409

3. Washington National Records Center
   4205 Suitland Road
   Suitland, MD 20409

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

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

6. Chemical and Biological Defense Agency Historical Office
   AMSCB-CIH
   Aberdeen Proving Ground
   Edgewood, MD 21010

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

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

9. Sacramento History Center
   Sacramento, CA 95814

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

11. California State Archives
    201 N. Sunrise Avenue
    Roseville, CA

12. University of California, Berkeley
    Main Library
    Berkeley, CA 94704

13. University of California, Berkeley
    Bancroft Library
    Berkeley, CA 94704

14. Sacramento Public Library
    Sacramento, CA 95809

15. University of California, Sacramento
    Main Library
    Sacramento, CA 95809

16. Woodland Public Library
    Woodland, CA 95695

17. University of California, Davis
    Main Library
    Davis, CA 95616

18. Yolo County Public Library
    Davis, CA 95616

19. Yolo County Archives
    Woodland, CA 95695

20. Yolo County Planning Department
    Woodland, CA 95695

SITE SURVEY SUMMARY SHEET
FOR
DERP-FUDS SITE NO. J09CA009400
YOLO COUNTY AIRPORT

SITE NAME: Yolo County Airport. The site was formally known as the Winters-Davis Flight Strip and the Yolo County International Air Port.

LOCATION: The site is located in Yolo County, CA approximately 8 miles northwest of downtown Davis, California. More specifically it is located between county roads 95 and 96 running north south and roads 29 and 31 running east west. See location and vicinity maps at attachments 1 and 2.

SITE HISTORY: Between 1942 and 1943 the U.S. Government acquired by declaration of taking 308.57 acres and by transfer 201.58 acres, for a total of 510.15 acres, for use as a flight strip to provide alternate basing for B25 aircraft normally located at McClellan Air Force Base. Site improvements included a runway, taxiways, two aircraft fueling areas, an operations area, control tower, bomb storage area, and housing area.

In 1946, the use permit for 201.58 acres was relinquished to the Public Roads Administration (PRA) and the remaining 308.57 acres transferred to the War Assets Administration (WAA). In 1948 the WAA transferred 294.40 acres, along with the 201.58 acres from the PRA, to the County of Yolo for use as an airport. The remaining 14.17 acres from the WAA reverted to the original owners.

SITE VISIT:

a. On 26 Jan 87, Mr. Kent R Westover from the Sacramento District visited the site to assess the current conditions and met with the following persons:

Mr. Earl Balch	Director of Parks, Museum and Grounds County of Yolo 625 Court St., Room B-03 Woodland, CA 95695 (916) 666-8115
Mr. Ron Marley	Caretaker, Yolo County Airport, CA (916) 756-0120

b. On 27 Mar 87, Mr. Westover and Mr. Marley met with on site with Mr. Larry Curtis, of Curits & Associates, concerning the disposition of underground storage tanks.

Mr. Larry Curits	Curtis & Associates P.O. Box 924 Woodland, CA 95695 (916) 753-4950

c. On 23 May 91, Ms. Sharon Bruno met on site with Messrs. Earl Balch, Ron Marley and Frank Hildebrand, Managing Partner, Yolo Aviation.

The site has experienced considerable development since the initial site visits in 1987. Messrs. Marley and Hildebrand reported both of that the two original 25,000 gal underground storage tanks,along with a new 10,000 gal tank, have been removed from the airport. Further, one smoke device (OEW) was found on a farm south of the airport and was destroyed by the County. The bomb storage area at the south end of the field is essentially under cultivation, except for a strip of ground covered by trees. Among the trees is a ridge of earth, approximately 5 feet high, strewn with concrete rubble. No intact structures were visible.

CATEGORY OF HAZARDS: CON/HTW, OEW

PROJECT DESCRIPTION:

-CON/HTW: Removal of underground piping and connected fill stands and fueling pit boxes at 4 locations. Test sites where tanks have been previously removed.

--OEW: There are 16 known locations for either Bomb Storage Revetments or Fuse Storage Magazines.

AVAILABLE STUDIES AND REPORTS: None

PA POC: Larry M. Bergmooser, CESPK-ED-M, 916/557-7671

FINDINGS AND DETERMINATION OF ELIGIBILITY
YOLO COUNTY AIRPORT
YOLO, CALIFORNIA
SITE NO. J09CA009400

FINDINGS OF FACT

1. By use permit from the U.S. Public Roads Administration, dated 3 November 1943, 201.58 acres were transferred to the War Department. An additional 308.57 acres in total were acquired by the War Department by Declaration of Taking between 1942 and 1943, for a total 510.15 acres.

2. The site was used as a flight strip to provide alternate basing for B25 aircraft normally located at McClellan Air Force Base. Site improvements included a runway, taxiways, two aircraft fueling areas, an operations area, control tower, bomb storage area, and housing area.

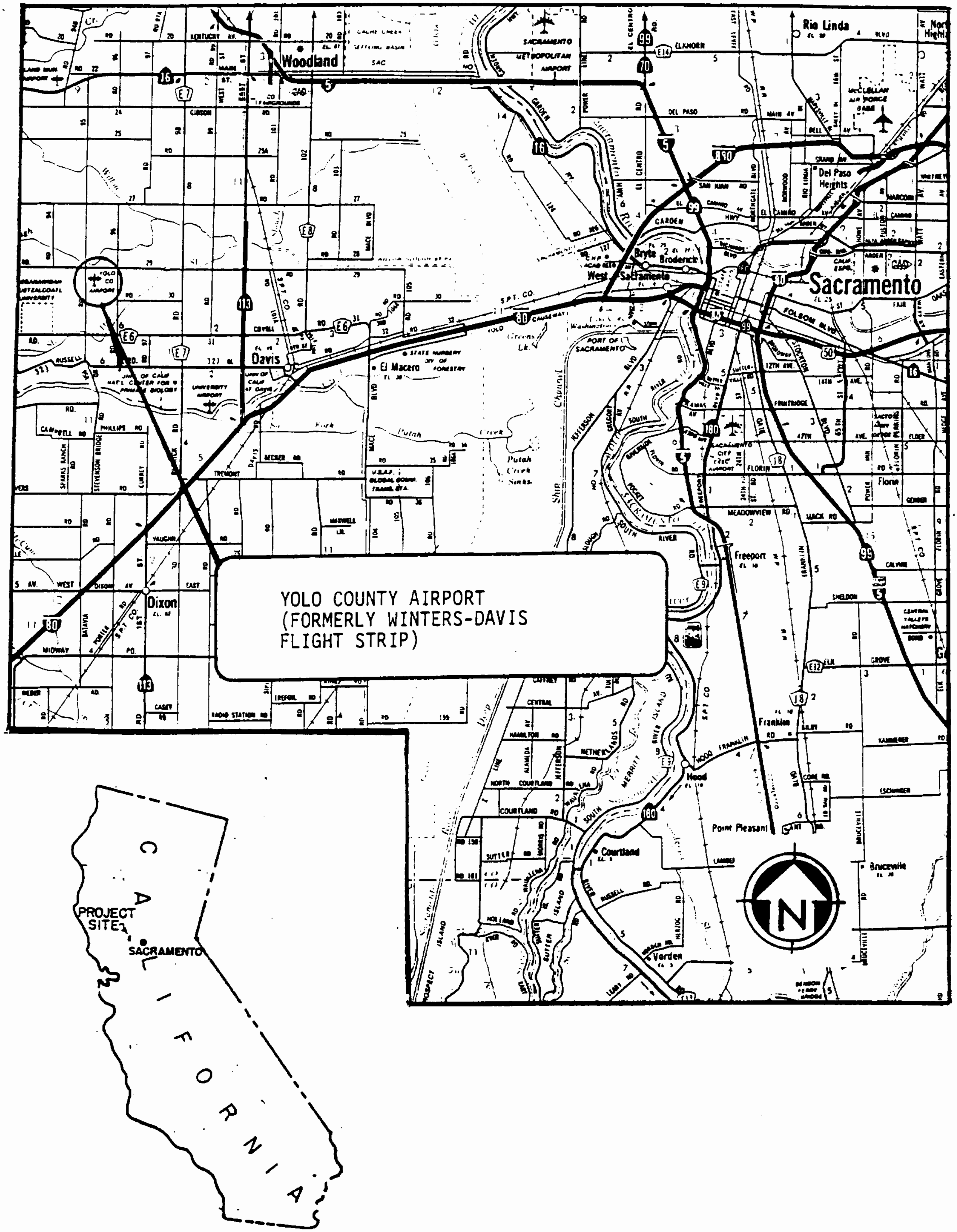
3. The use permit for 201.58 acres was relinquished to the Public Roads Administration (PRA) on 12 April 1946. The remaining 308.57 acres transferred to the War Assets Administration (WAA) on 21 September 1946. A total of 294.40 acres were transferred by quitclaim deed from the WAA on 14 June 1948, along with the 201.58 acres from the PRA, to the County of Yolo for use as an airport. The remaining 14.17 acres from the WAA reverted to the original owners, Mr. and Mrs. Thomas E. Reardon. The quitclaim deed includes a recapture clause. The 495.98 acre site is currently owned by the County of Yolo and utilized as the Yolo County Airport. The 14.17 acre portion of the site is owned by St. Mary's College and used for agriculture.

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.

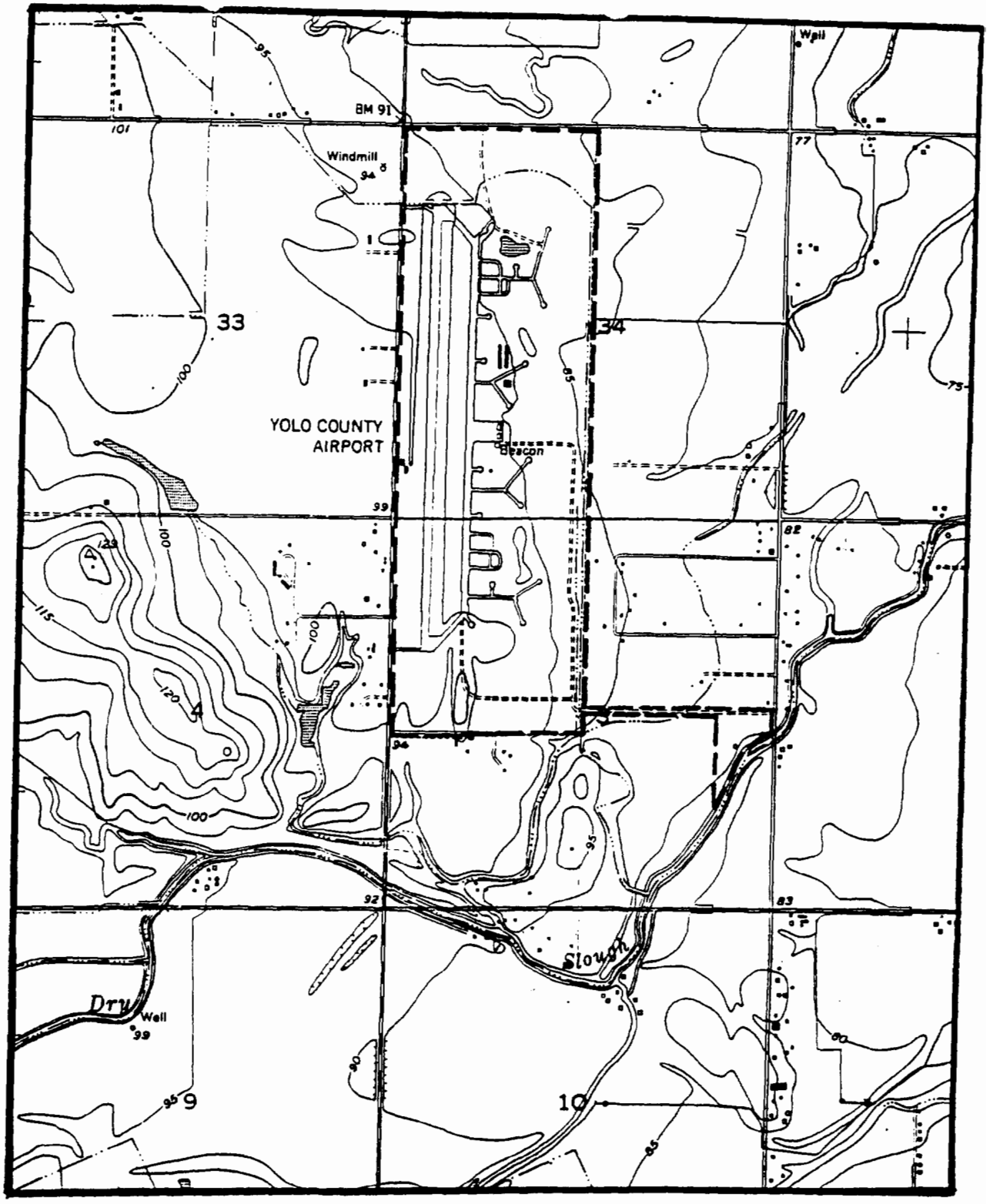
9 Dec 91
Date

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



YOLO COUNTY AIRPORT
(FORMERLY WINTERS-DAVIS
FLIGHT STRIP)
Woodland
Davis
El Macero
Dixon
Rio Linda
Del Paso Heights
Bryte
Broderick
West Sacramento
Sacramento
Freeport
Franklin
Hood
Point Pleasant
Courtland
Vorden
Bruceville
Florin
SACRAMENTO METROPOLITAN AIRPORT
CALIFORNIA
PROJECT SITE
SACRAMENTO

STATE INDEX



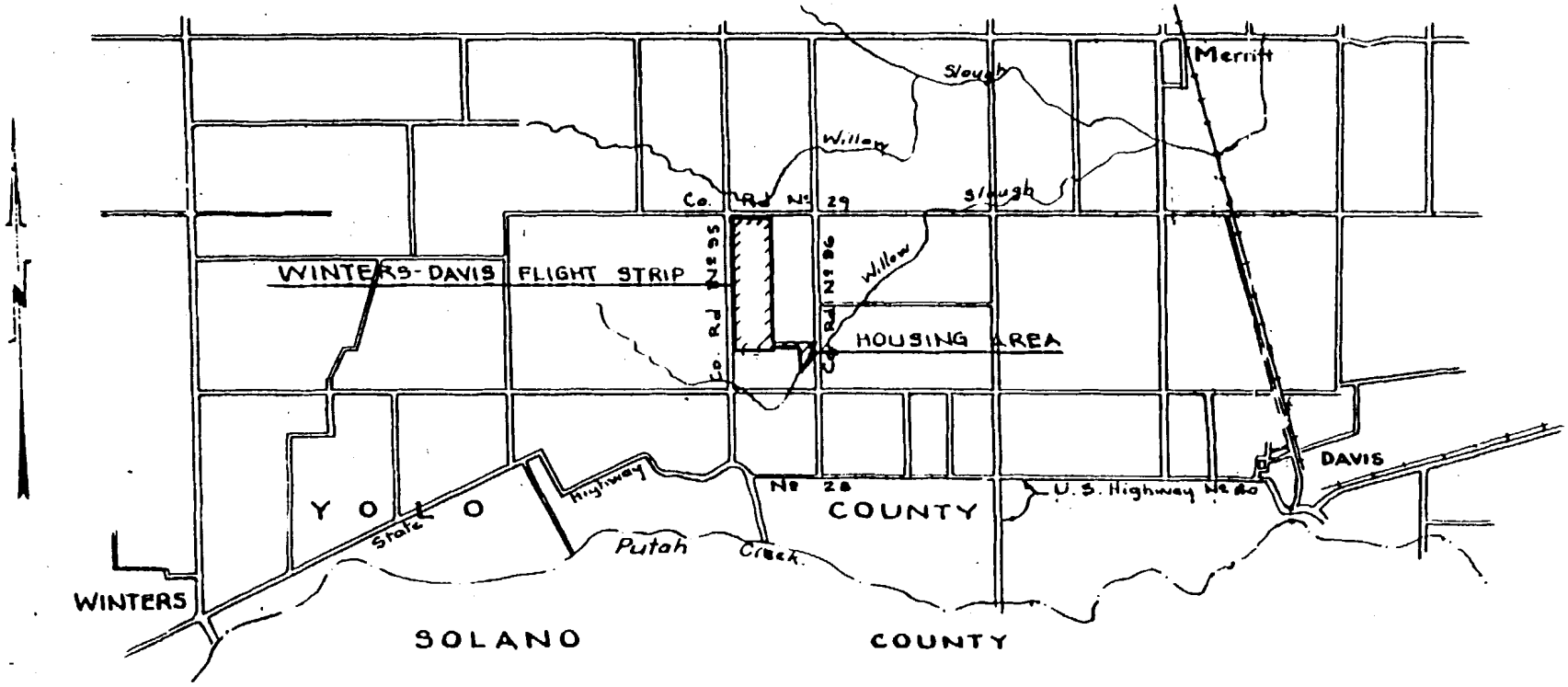
SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 5 FEET

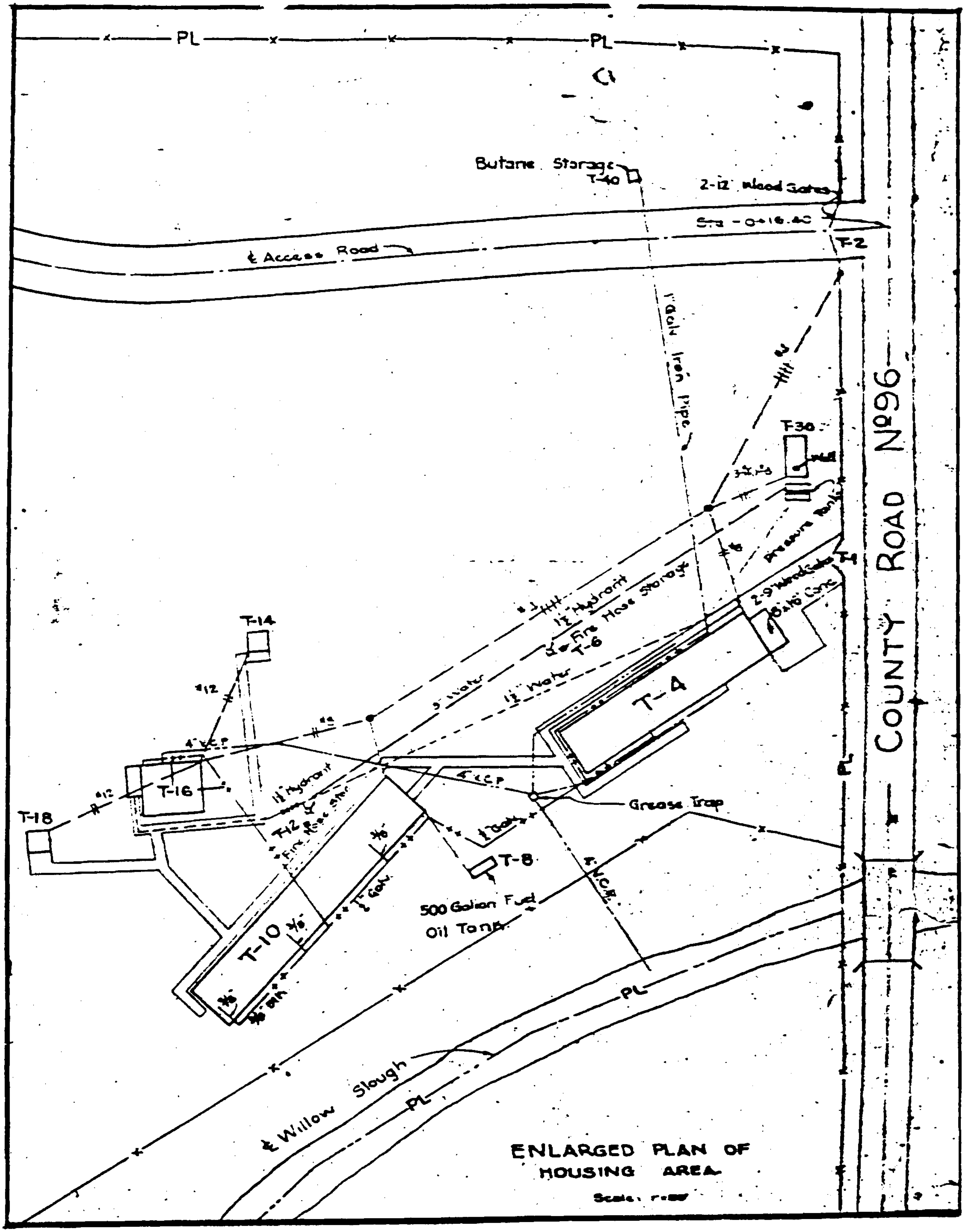


VICINITY MAP

SCALE IN MILES

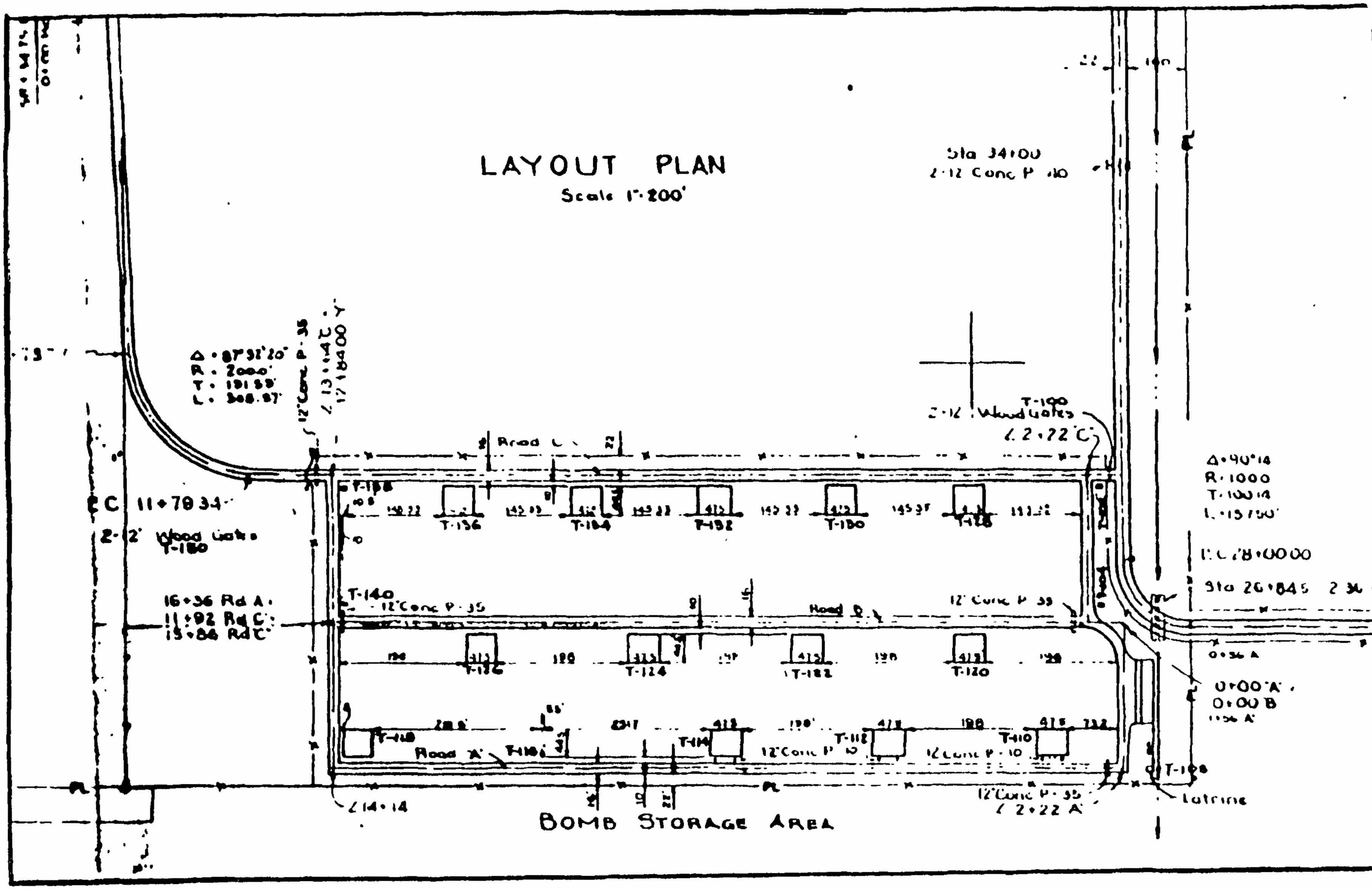
0 1 2 3 4

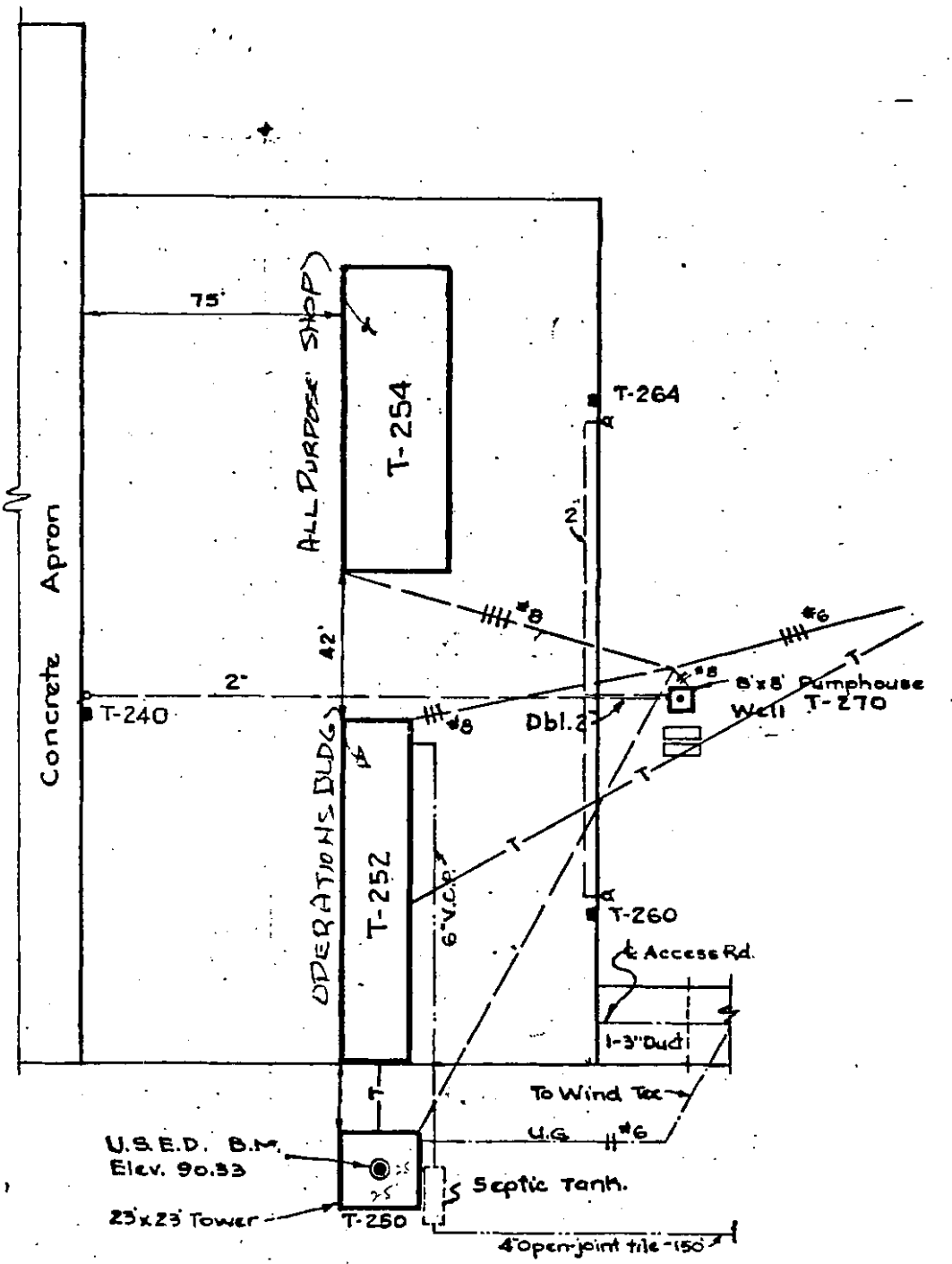
E2,043,000



ENLARGED PLAN OF HOUSING AREA

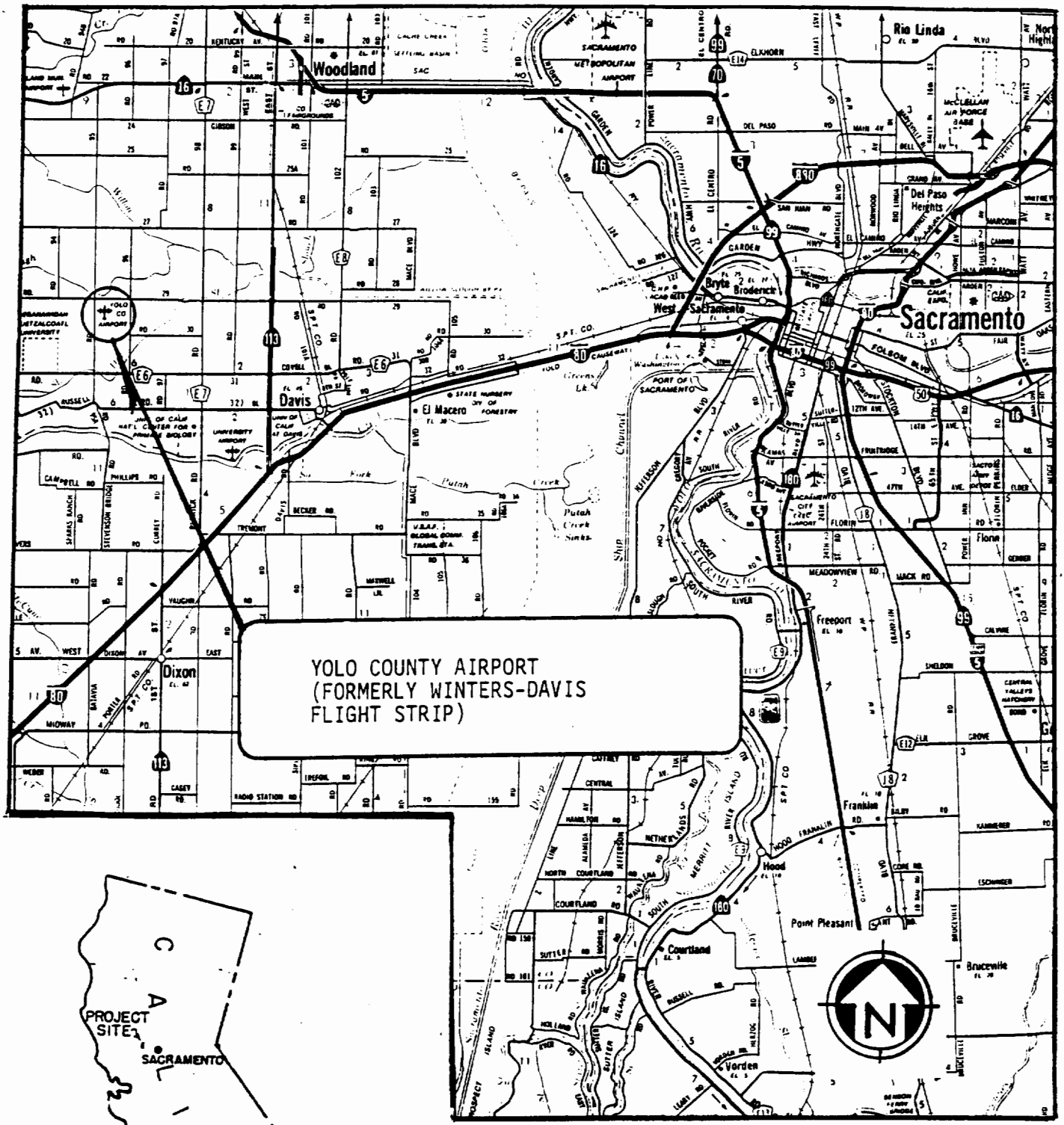
Scale: 1"=80'

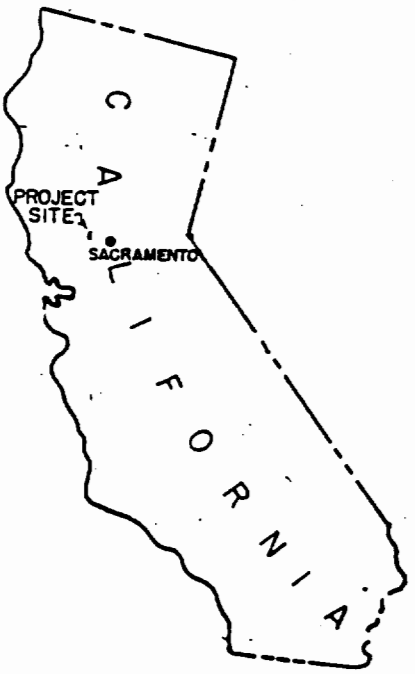

LAYOUT PLAN
Scale 1"=200'
Sta 34+00
2-12 Conc P
Road C
Road B
Road A
12" Conc P-35
T-156
T-154
T-152
T-150
T-148
T-140
T-126
T-124
T-122
T-120
T-118
T-116
T-114
T-112
T-110
T-108
T-100
T-160
2-12' Wood Gates
16+36 Rd A
11+92 Rd C
15+84 Rd C
Sta 26+84.5
0+00 A
0+00 B
Latrine
12" Conc P-35
BOMB STORAGE AREA



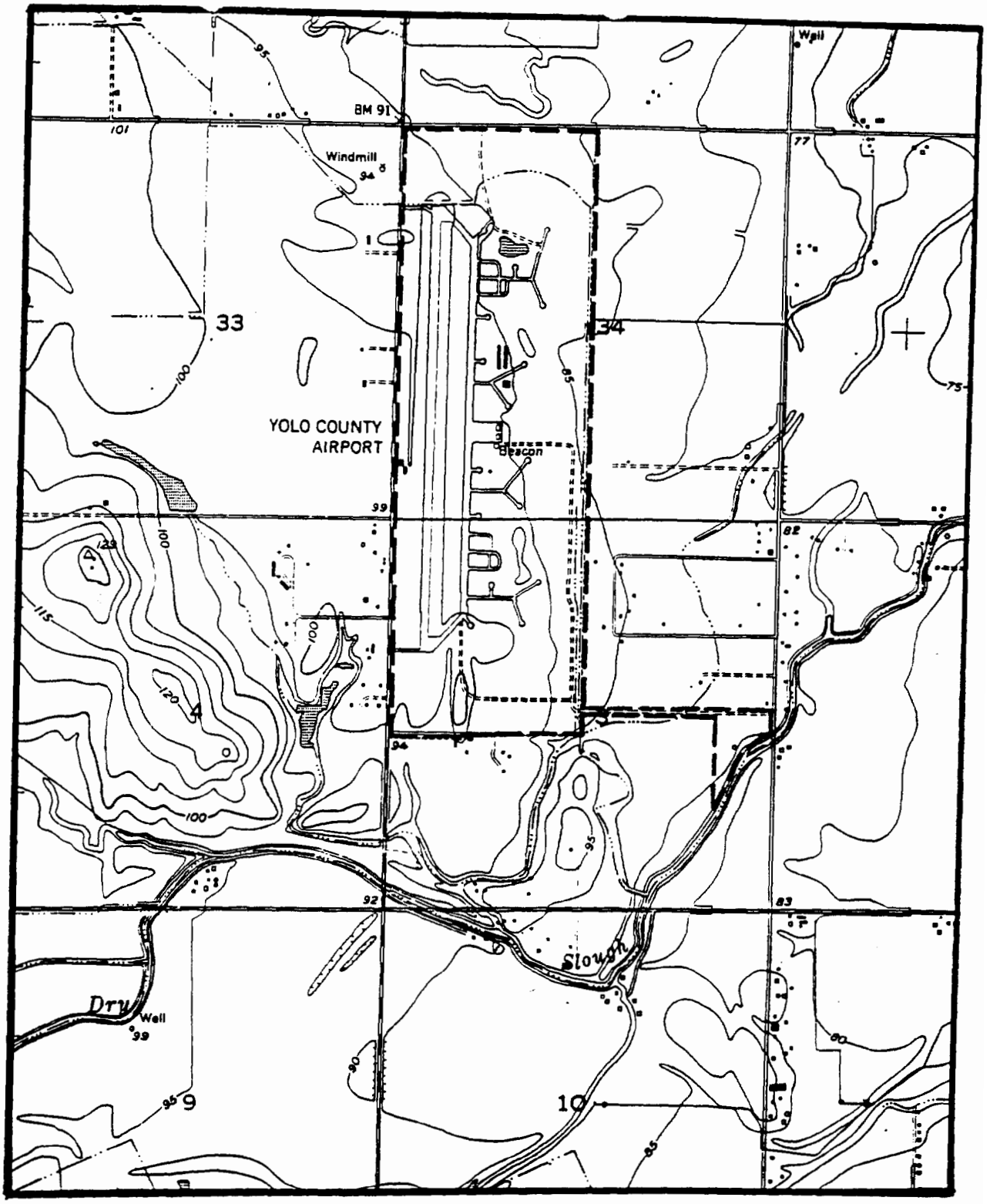
ENLARGED DETAIL OF OPERATIONS AREA

Scale: 1"=50'


YOLO COUNTY AIRPORT
(FORMERLY WINTERS-DAVIS
FLIGHT STRIP)
Woodland
Davis
Dixon
West Sacramento
Bryte
Broderick
Sacramento
Rio Linda
Del Paso Heights
Freeport
Hood
Courtland
Point Pleasant
Franklin
Florin
Vorden
Bruceville
N


PROJECT SITE
SACRAMENTO
CALIFORNIA

STATE INDEX



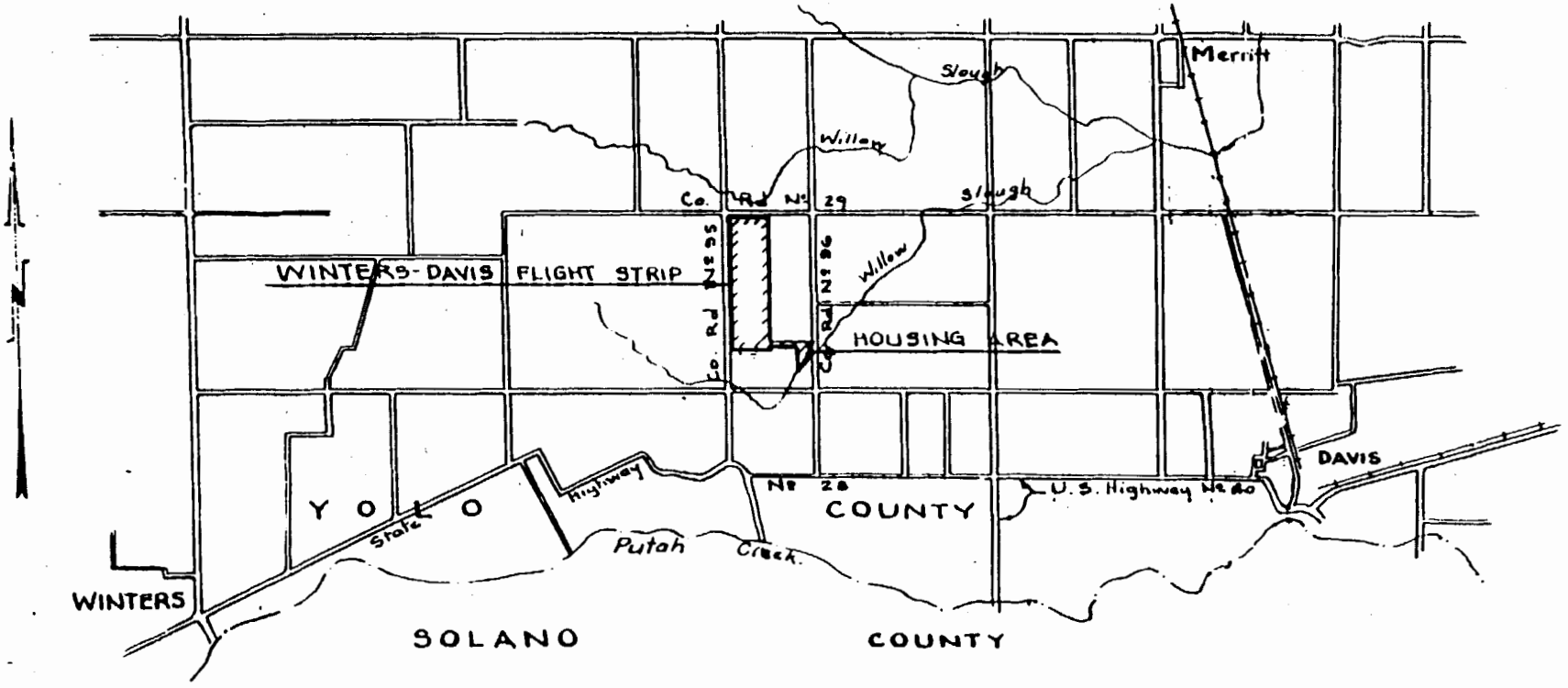
SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 5 FEET

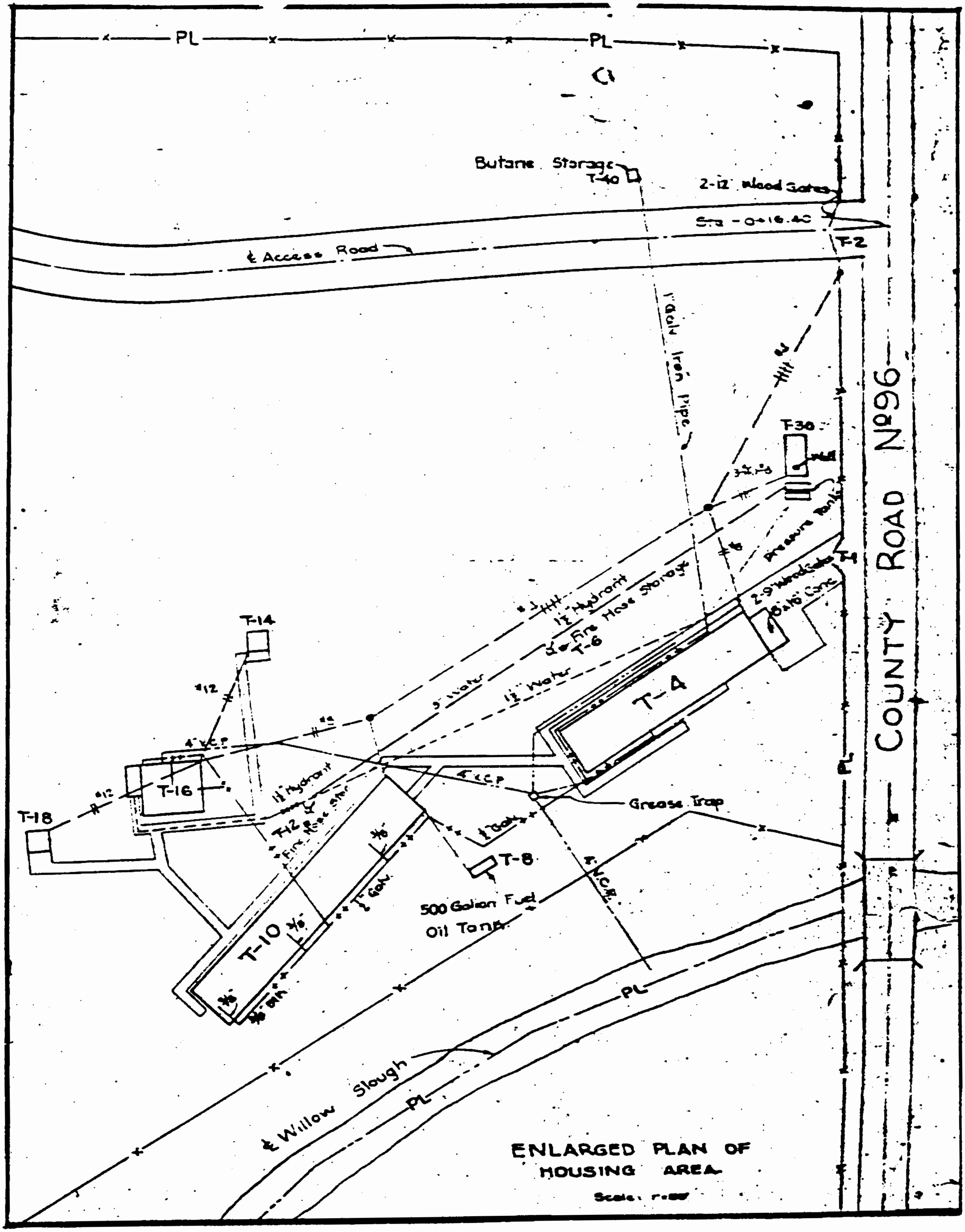


VICINITY MAP

SCALE IN MILES

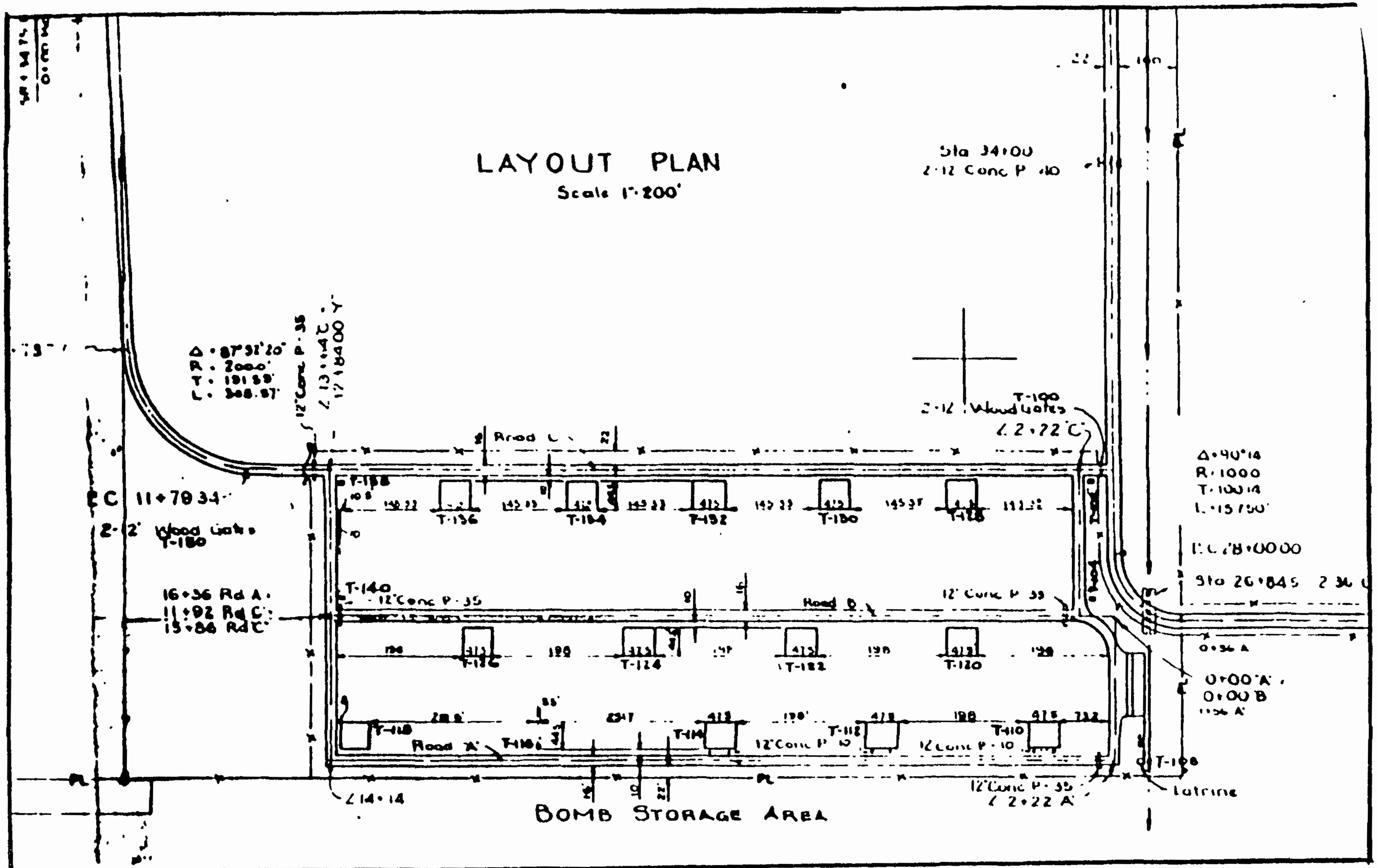
0 1 2 3 4

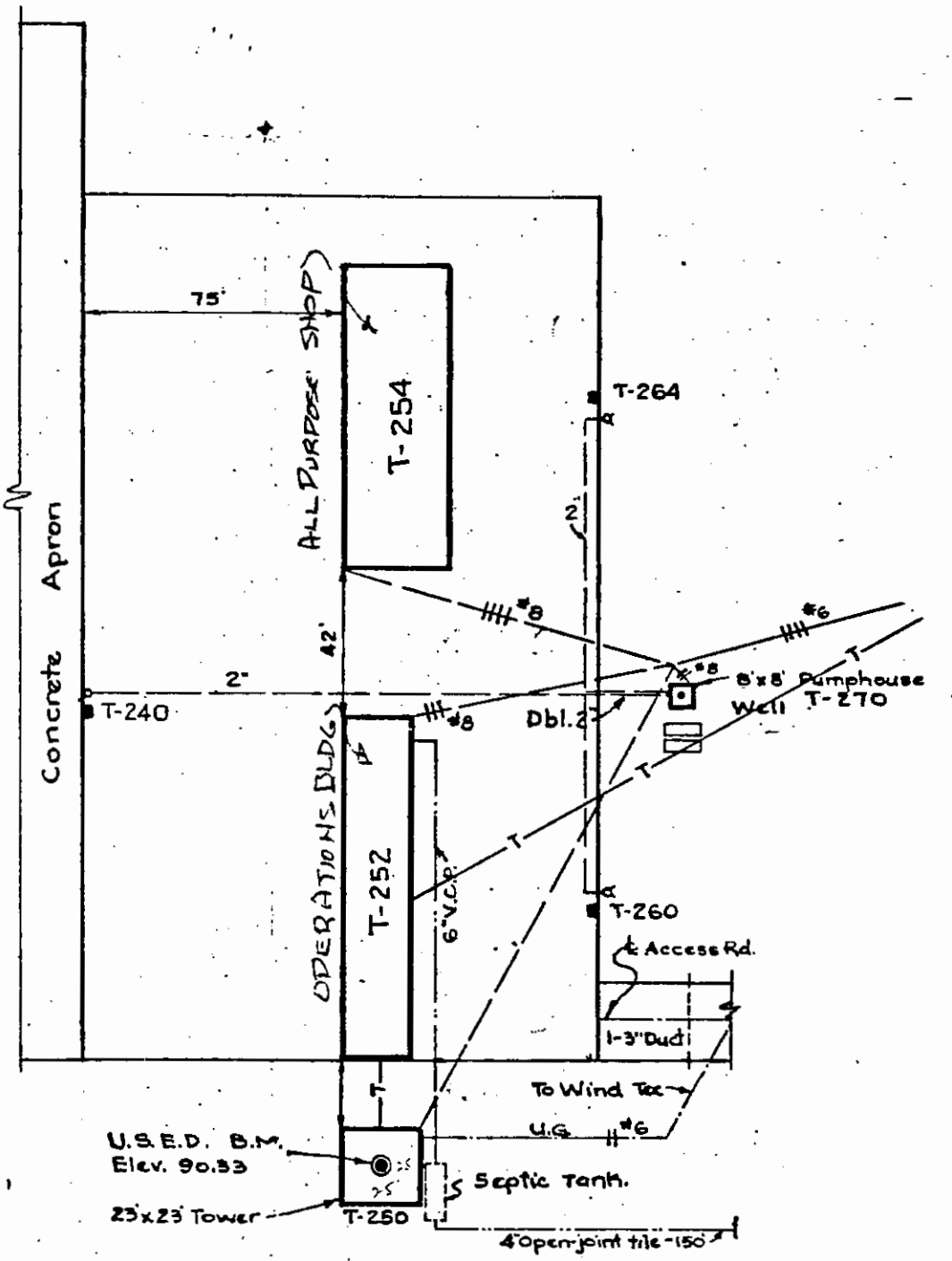
E 2,043,000



ENLARGED PLAN OF
HOUSING AREA

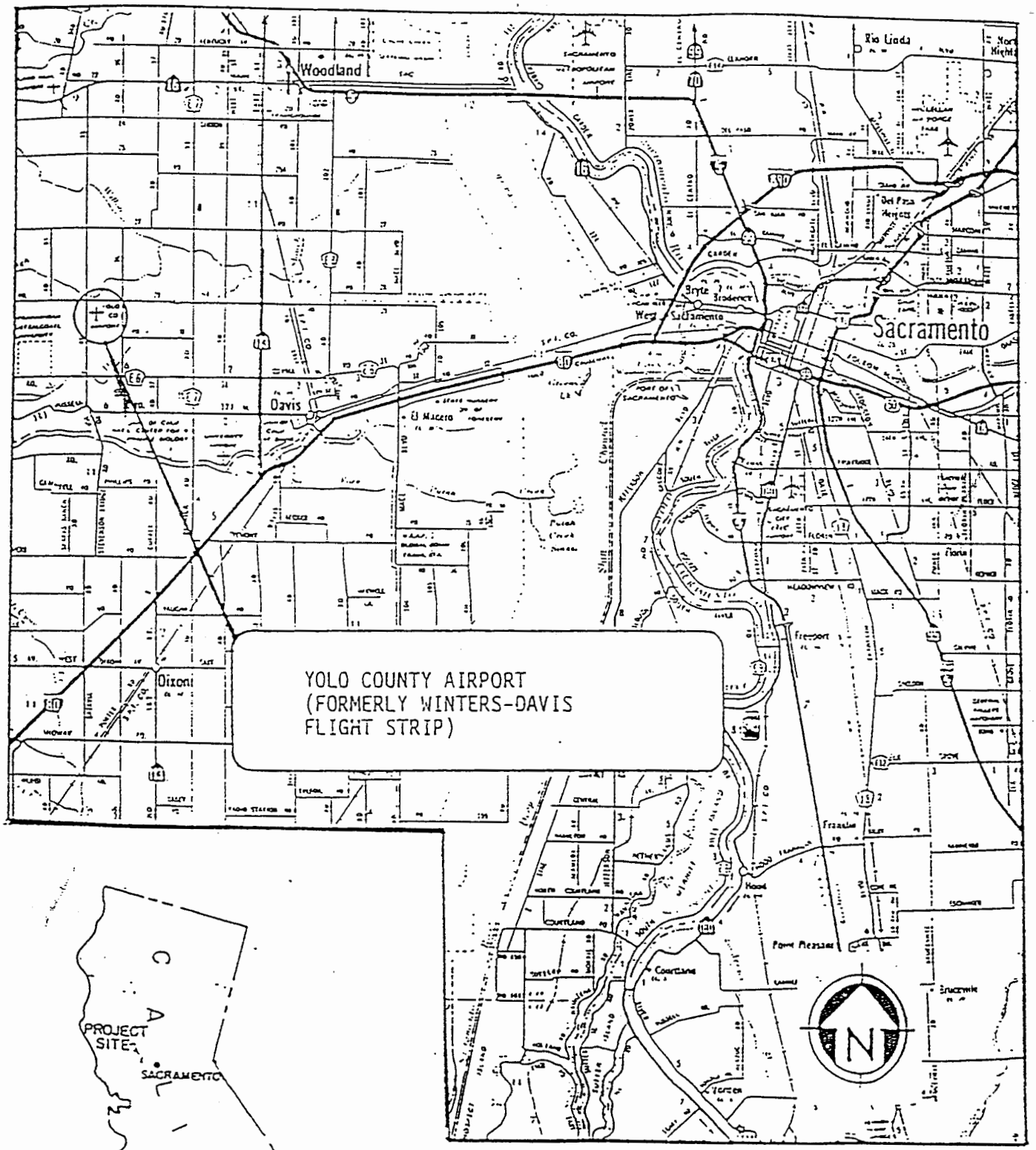
Scale: 1"=80'


LAYOUT PLAN
Scale 1"=200'
Sta 34+00
12" Conc P
Road C
Road B
Road 'A'
T-138
T-136
T-134
T-132
T-130
T-128
T-126
T-124
T-122
T-120
T-118
T-116
T-114
T-112
T-110
T-140
T-100
T-108
2-12' Wood Gates
T-180
12" Conc P-35
16+36 Rd A
11+92 Rd C
13+86 Rd C
R = 2000'
R=1000
0+00 'A'
0+00 'B'
Latrine
BOMB STORAGE AREA



ENLARGED DETAIL OF OPERATIONS AREA

Scale: 1"=50'



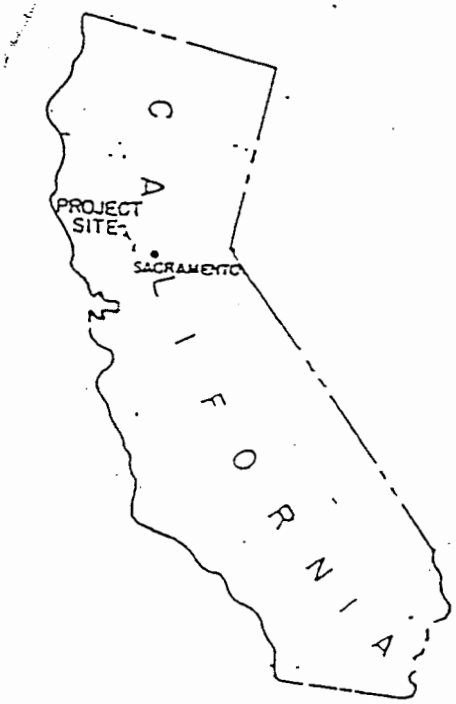


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Figure 1

Regional Map

Yolo County Airport

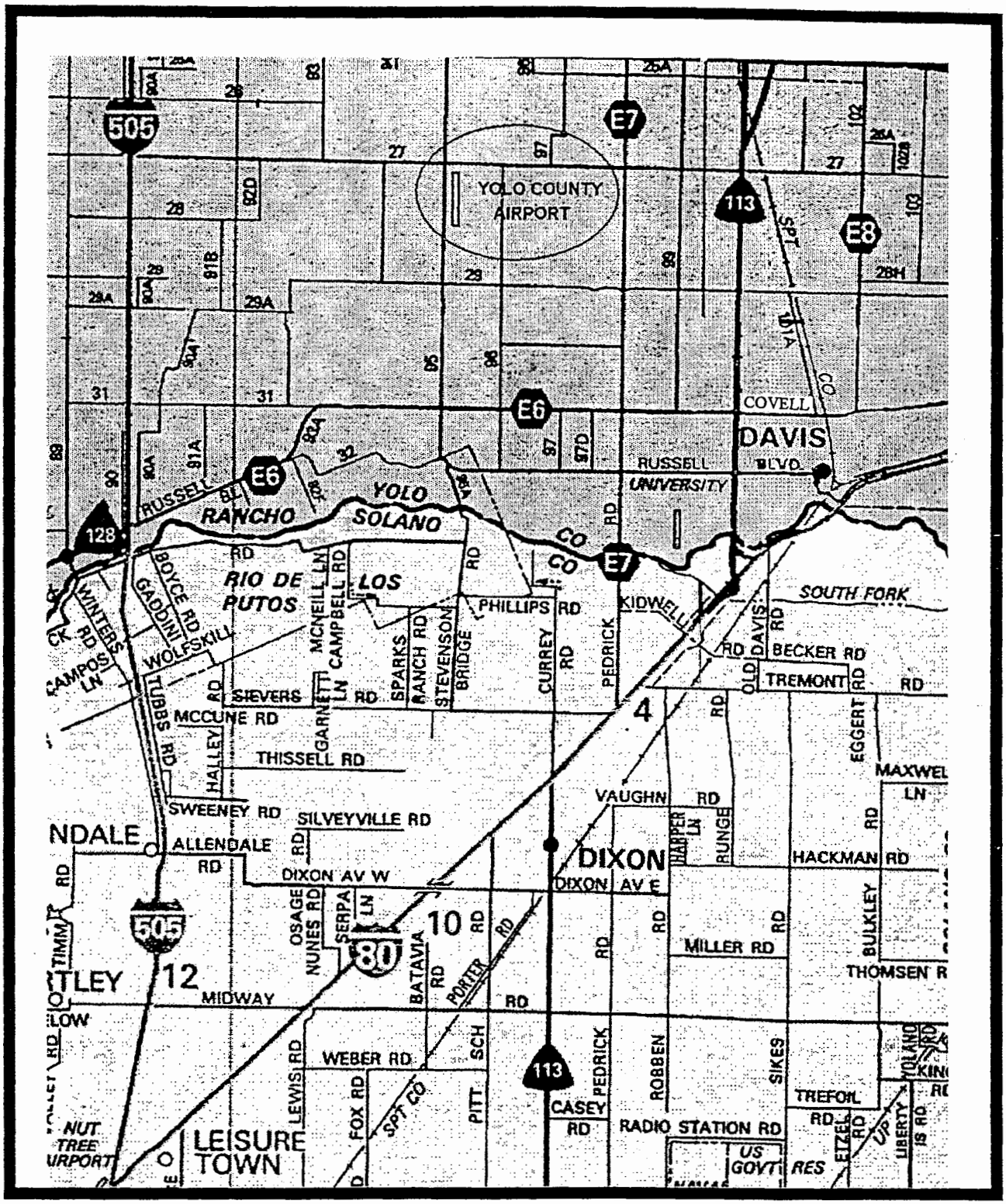
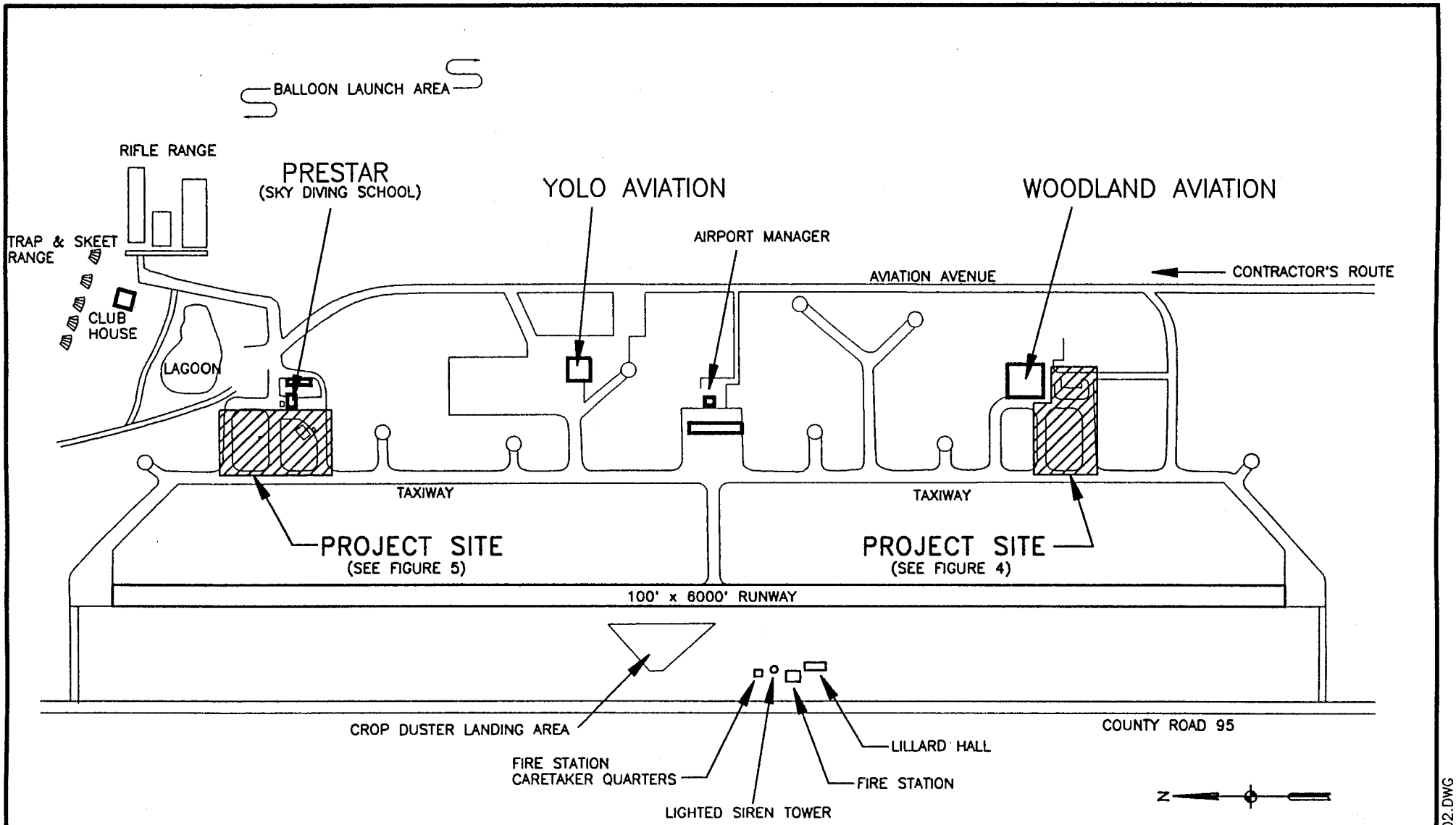


Figure 2 - Site Location Map



YOLO COUNTY AIRPORT

FIGURE 3– YOLO COUNTY AIRPORT, YOLO COUNTY, CALIFORNIA

C:\AC12\USR\YOLOMC02.DWG

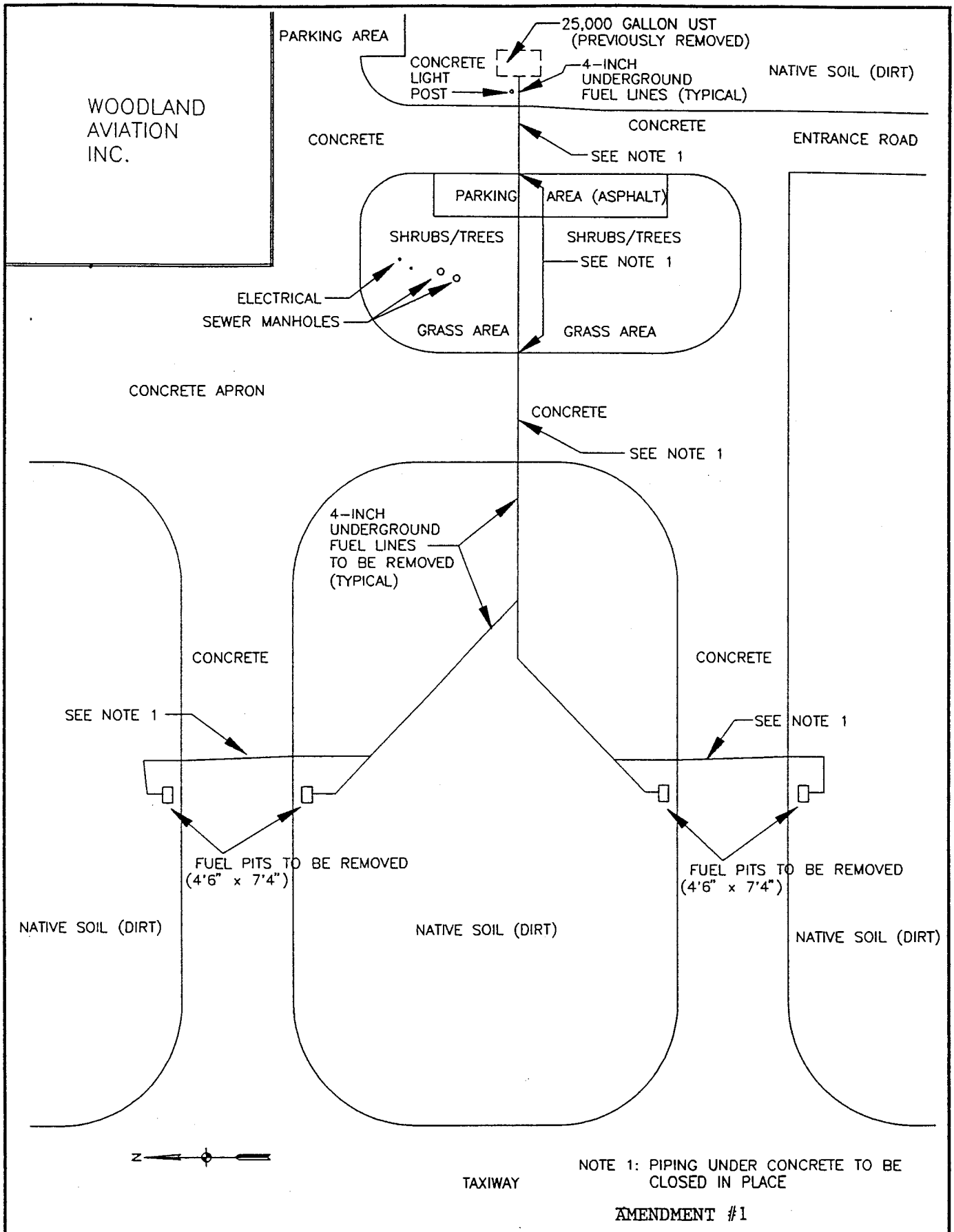
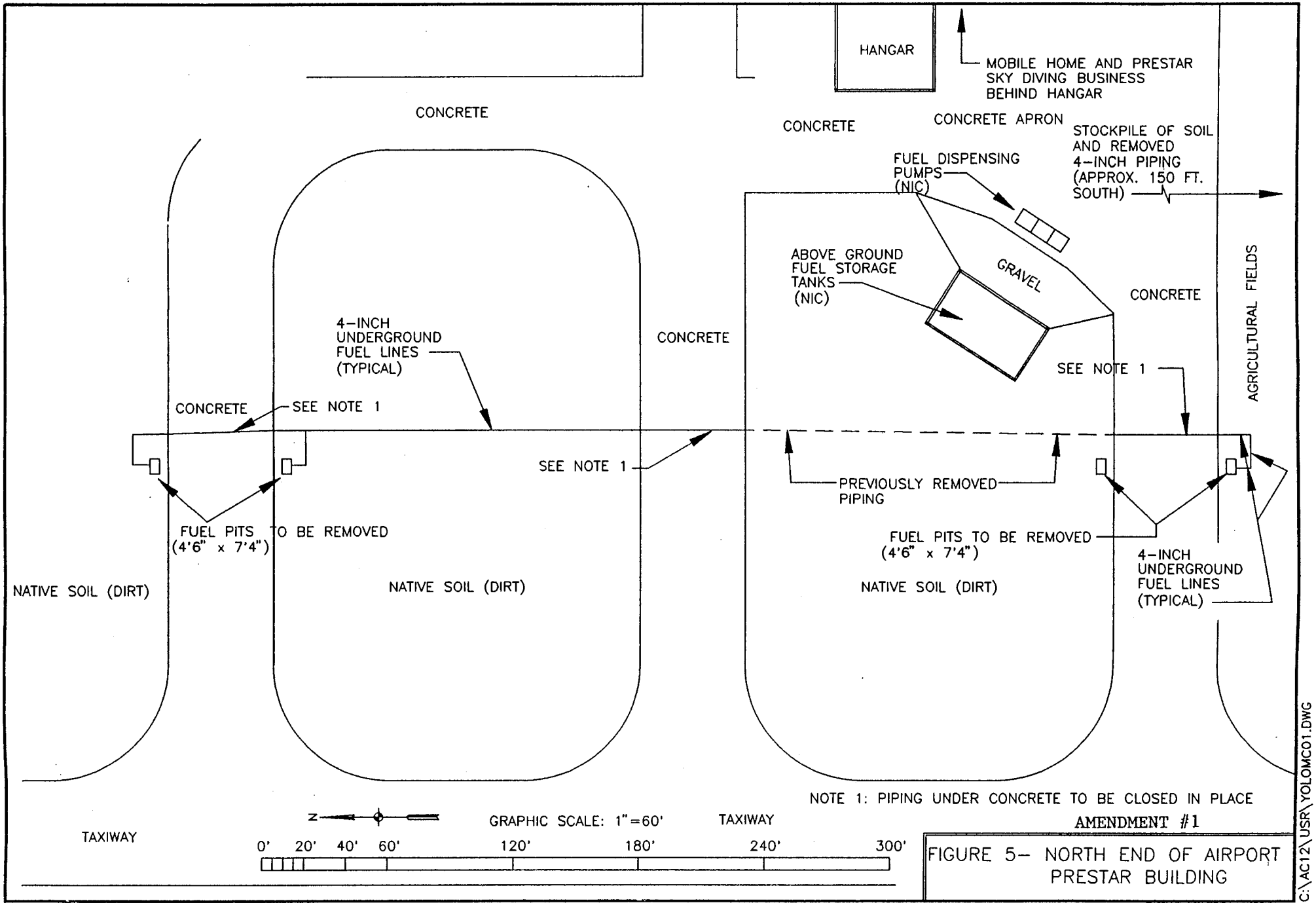


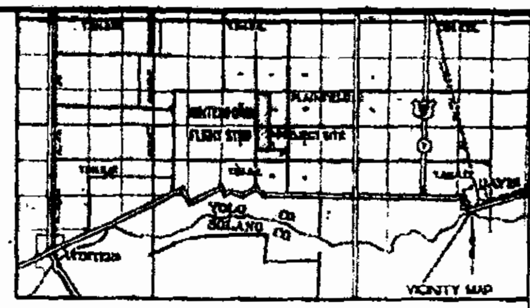
FIGURE 4– SOUTH END OF AIRPORT
WOODLAND AVIATION BUILDING

C:\AC12\USR\YOLOMC00.DWG


HANGAR
MOBILE HOME AND PRESTAR SKY DIVING BUSINESS BEHIND HANGAR
CONCRETE
CONCRETE
CONCRETE APRON
STOCKPILE OF SOIL AND REMOVED 4-INCH PIPING (APPROX. 150 FT. SOUTH)
FUEL DISPENSING PUMPS (NIC)
ABOVE GROUND FUEL STORAGE TANKS (NIC)
GRAVEL
CONCRETE
AGRICULTURAL FIELDS
4-INCH UNDERGROUND FUEL LINES (TYPICAL)
CONCRETE
SEE NOTE 1
CONCRETE
SEE NOTE 1
SEE NOTE 1
PREVIOUSLY REMOVED PIPING
FUEL PITS TO BE REMOVED (4'6" x 7'4")
FUEL PITS TO BE REMOVED (4'6" x 7'4")
4-INCH UNDERGROUND FUEL LINES (TYPICAL)
NATIVE SOIL (DIRT)
NATIVE SOIL (DIRT)
NATIVE SOIL (DIRT)
TAXIWAY
TAXIWAY
GRAPHIC SCALE: 1"=60'
0' 20' 40' 60' 120' 180' 240' 300'
NOTE 1: PIPING UNDER CONCRETE TO BE CLOSED IN PLACE
AMENDMENT #1
FIGURE 5- NORTH END OF AIRPORT PRESTAR BUILDING
C:\AC12\USR\YOLOMC01.DWG

ACQUISITION TRACT REGISTER				
TRACT NO.	LAND OWNER	ACREAGE		REMARKS
		FEE	TRANSFER	
1	U S OF AMERICA (PUBLIC ROADS ADMINISTRATION)		201.58	Use Permit Dated [illegible] 1943
2	FRANK H STODDARD, et al	98.90		Declaration of Taking
3	GUS D REIMERS, et al.	49.18		Declaration of Taking
4	GEORGE A UPTON, et al	10.00		Declaration of Taking
5	HALLY PARDEE, et al	5.00		Declaration of Taking
6	DELLA L DAYTON, et al	10.00		Declaration of Taking
7	MINNA FRANKOWSKY	5.00		Declaration of Taking
8	[illegible] M. STODDARD	10.00		Declaration of Taking
9	KATE DALTON, et al	97.40		Declaration of Taking
10	CAROLINE WRIGHT, et al	8.90		Declaration of Taking
11	THOMAS E REARDON and MARY ELIZABETH REARDON [illegible]	14.17		Declaration of Taking

NOTE: Tracts [illegible] except all mineral, oil, hydrocarbon substances, reservation for 5 year period from date of filing of D/T from exploring or exploiting for same



STATE INDEX

FINAL

PROJECT OWNERSHIP MAP

STATE CALIFORNIA
COUNTY YOLO
DIVISION SOUTH PACIFIC
DISTRICT SAN FRANCISCO
SIXTH ARMY AREA

6 MILES WEST OF DAVIS
18 MILES WEST OF SACRAMENTO

TRANSPORTATION FACILITIES
S.P.
?
99 W

—ACQUISITION—

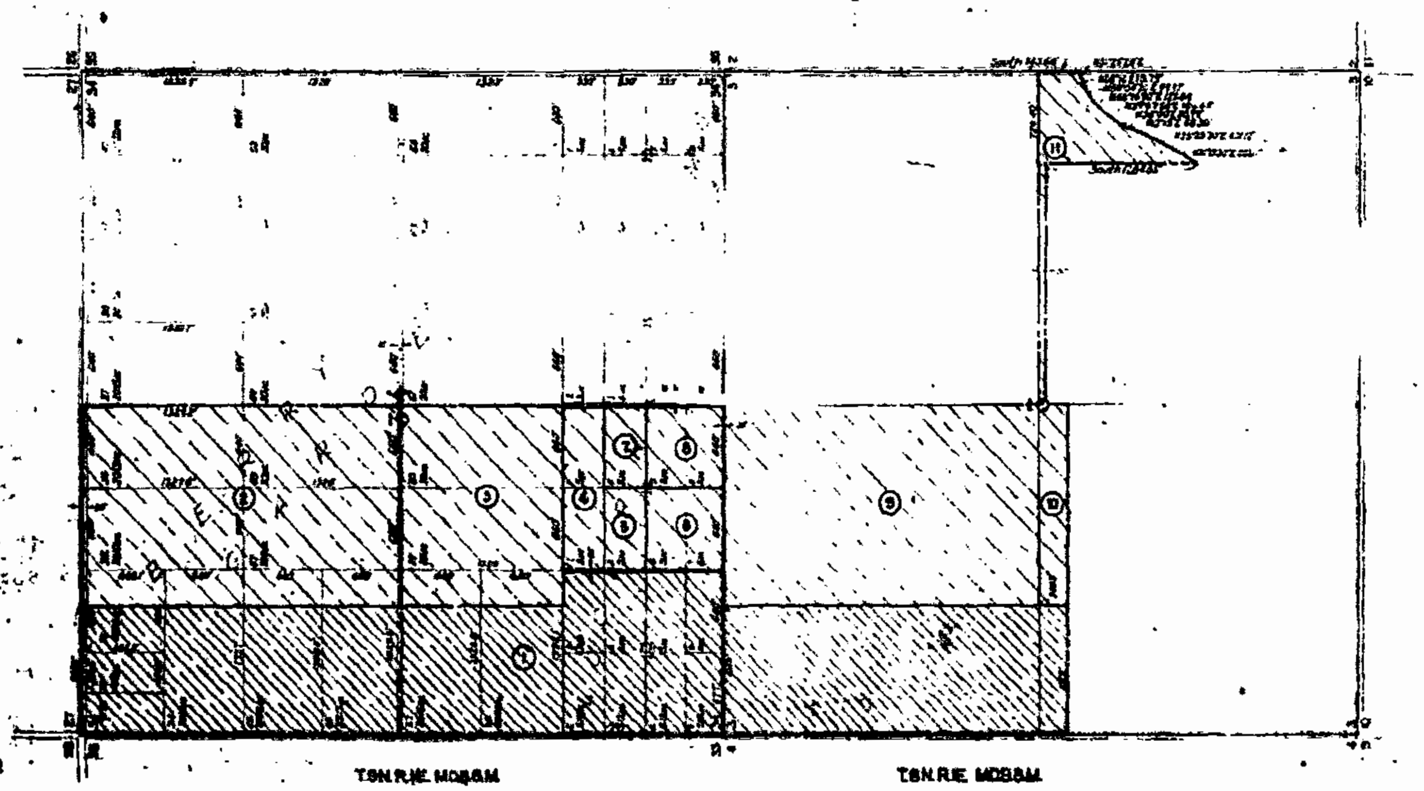
TOTAL ACRES ACQUIRED	510.19
ACRES OWNED BY W.D.	308.57
ACRES LEASED BY W.D.	
ACRES LEASED FROM W.D.	
ACRES TRANSFERRED TO W.D.	201.582
ACRES DONATED TO W.D.	

—DISPOSALS—

TOTAL ACRES DISPOSED OF	510.19
ACRES RETRANSFERRED	201.582
ACRES EXCHANGED	
[illegible]	
[illegible] W.A.A.	308.57

LEGEND

STATE OR PROVINCE LINE
COUNTY LINE
CIVIL DISTRICT PRECINCT
LAND GRANT LINE
CITY, VILLAGE, OR BOROUGH
CEMETERY, SMALL PARK, ETC.
TOWNSHIP LINE
SECTION LINE



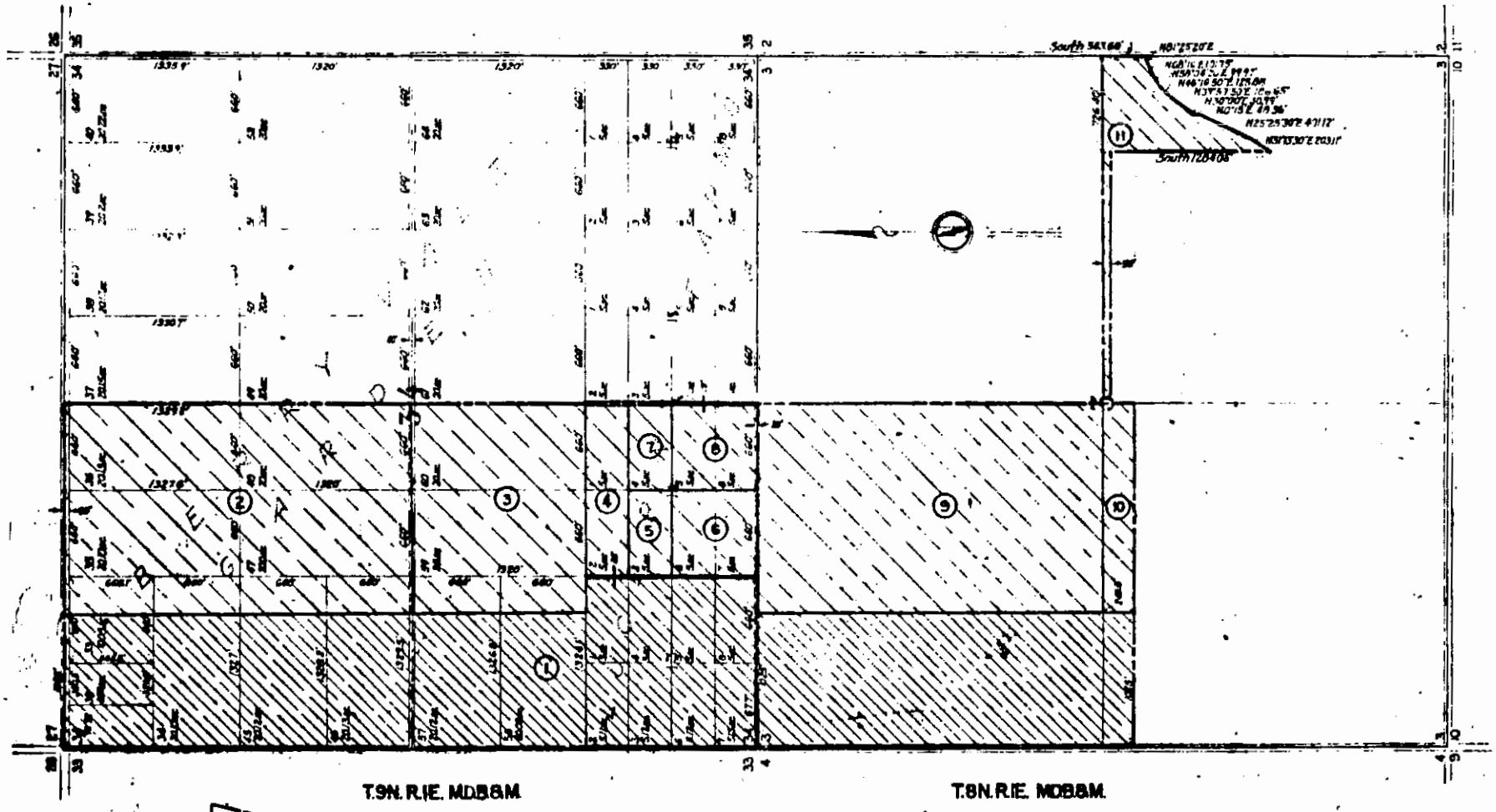
ACQUISITION AUTHORIZATION
RE-D-2272 Dated 22nd April 1943

DEPARTMENT OF THE ARMY
SOUTH PACIFIC DIVISION
REAL ESTATE
WINTERS-DAVIS LANDING
(AUXILIARY NO. 2 TO STOCKTON)

2207
AUDITED

USE PERMIT FOR 201.582 ACRES RELINQUISHED TO THE PUBLIC ROADS ADMINISTRATION, 12 APR 1946

ACCOUNTABILITY ASSUMED BY W.A.A. ON 308.57 ACRES 21st SEPTEMBER 1946



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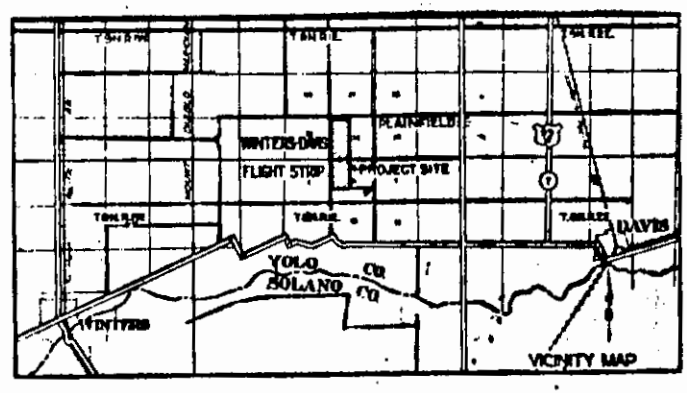
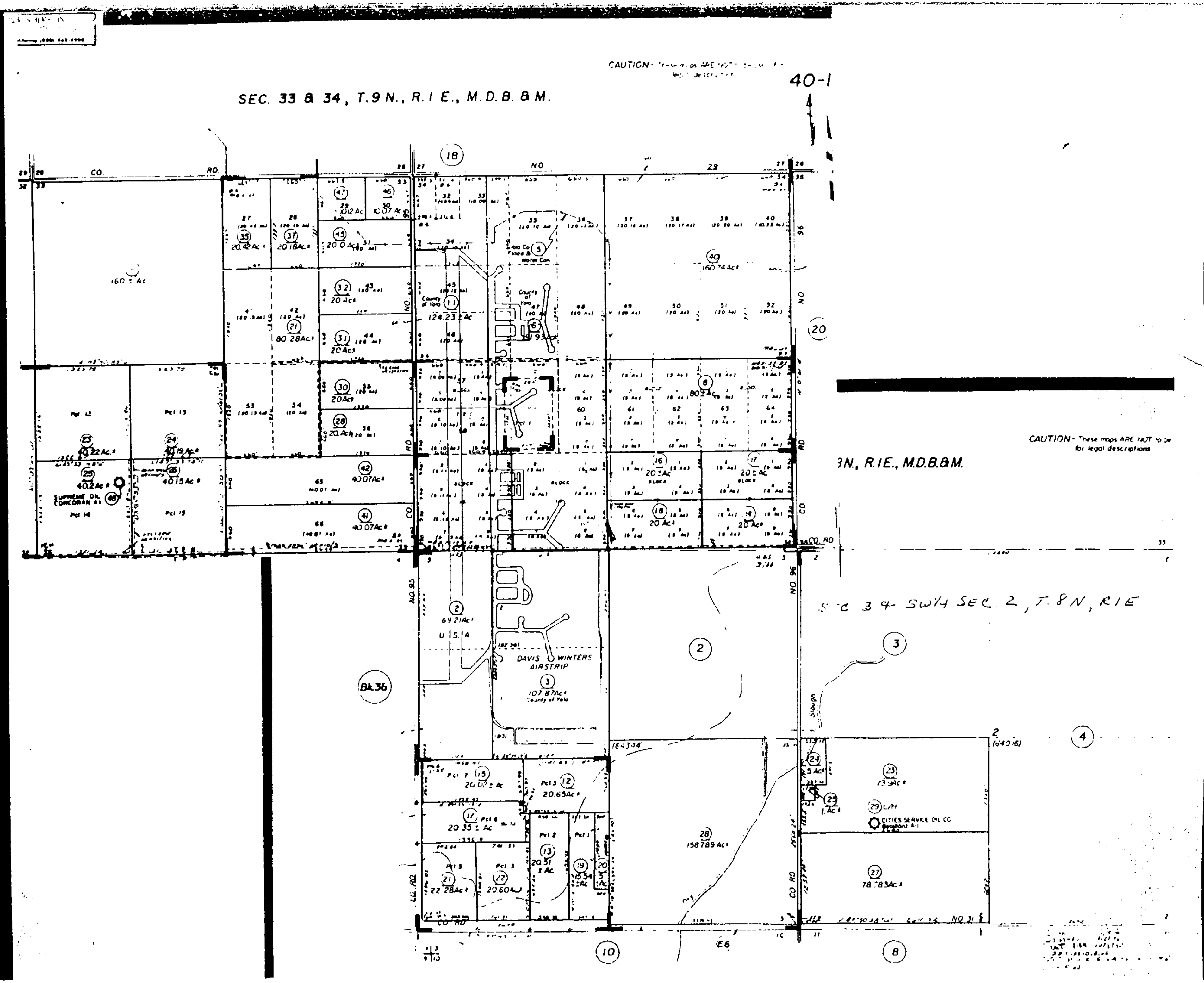
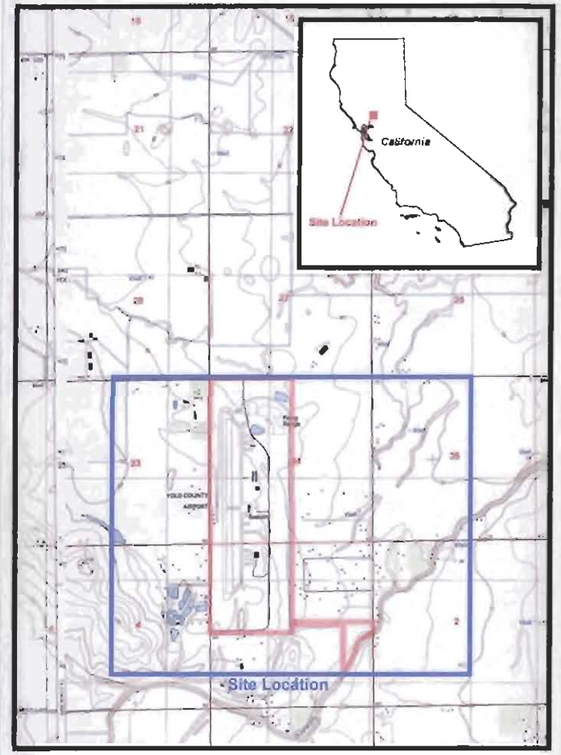
YOLO COUNTY




CAUTION - These maps ARE NOT to be for legal descriptions
40-1
SEC. 33 & 34, T.9 N., R.1 E., M.D.B. & M.
CO RD
NO 29
CO RD NO 96
160 ± Ac
20.42Ac±
20.18Ac±
20.0 Ac
20 Ac±
80.28Ac±
20Ac±
County of Yolo
124.23 ± Ac
Yolo Co Flood & Water Con
160.74Ac±
Pcl 12
Pcl 13
Pcl 14
Pcl 15
40.22Ac±
40.19Ac±
40.2Ac±
40.15Ac±
SUPREME OIL CORCORAN A1
40.07Ac±
BLOCK
20 Ac±
3N., R1E., M.D.B.&M.
CAUTION - These maps ARE NOT to be for legal descriptions
69.21Ac±
U S A
Bk.36
DAVIS WINTERS AIRSTRIP
107.87Ac±
County of Yolo
Slough
20.65Ac±
20.35 ± Ac
22.28Ac±
20.60Ac±
158.789Ac±
73.9Ac±
L/H
CITIES SERVICE OIL CO
78.783Ac±
SEC 34 SW1/4 SEC 2, T.8N, R1E



USGS 7.5 Minute Quads: Merritt, and Winters, CA

Yolo County Airport

Formerly Used Defense Sites (FUDS) Site No. J09CA0094

July 2004

Site Area

N

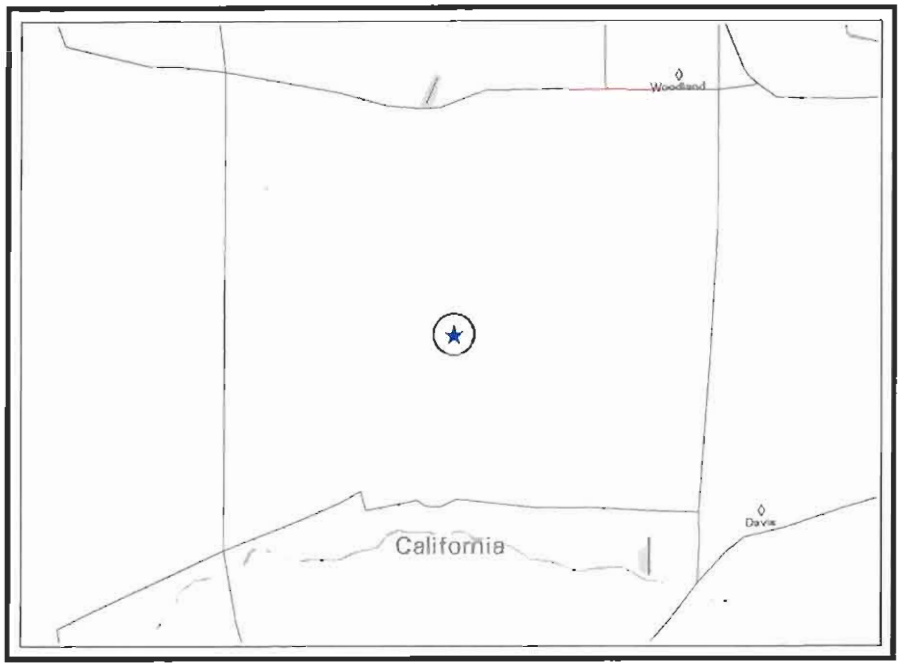
0 500 1,000 2,000 3,000

Feet

Aerial photo taken August 1998

U.S. Army Corps of Engineers
Sacramento District

\\tenzanite\FUDS\Yolo_County_Airport\GIS\GIS_Projects\yolo_county_airport.mxd



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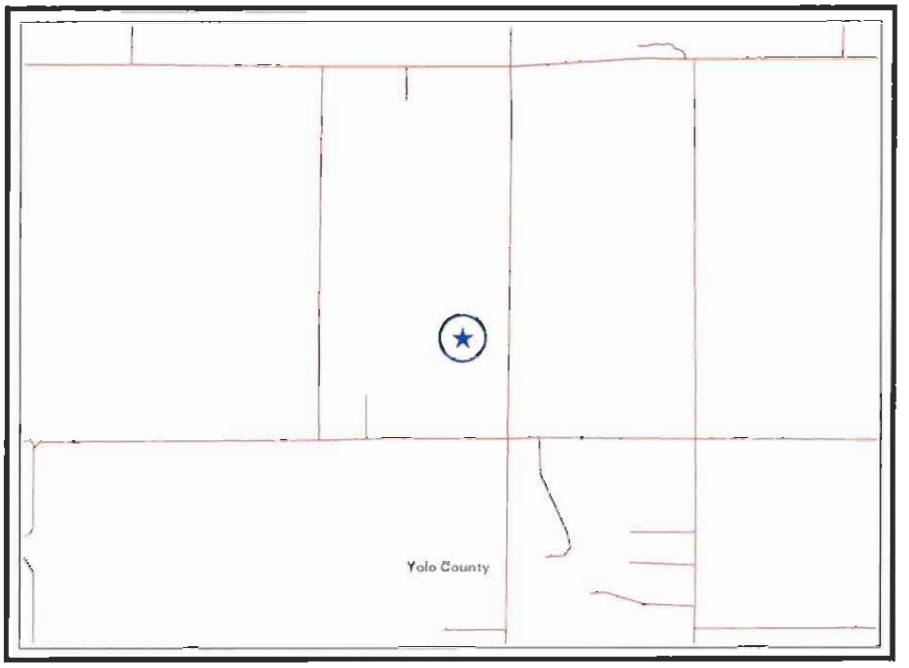

1:62,500

1:24,000

Public FUDS GIS Property Location Check Sheet

To: GERALD VINCENT

J09CA0094

YOLO COUNTY AIRPORT

Latitude 38° 35′ 56″ N

Longitude 121° 51′ 46″ W

☐ Location of FUDS property accurate

☐ Updated Property Coordinates have been entered into FUDSMIS