Defense Environmental Restoration Program
for
Formerly Used Defense Sites
Ordnance and Explosive Waste
Chemical Warfare Materials

ARCHIVES SEARCH REPORT

STOCKTON MILITARY AIRFIELD
CITY OF STOCKTON

San Joaquin County, California
Site No. J09CA001300

JUNE 1993

Prepared by
US ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT
1. SITE NAME: Stockton Military Airfield
SITE NUMBER: J09CA001300

LOCATION:
City: Stockton
County: San Joaquin
State: California

PROJECT NUMBER: J09CA001300
CATEGORY: OE

ASR RAC: 5

2. FOC'S:

GEOGRAPHIC DISTRICT:
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ASR TECHNICAL REVIEWER:
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Phone: 918-420-8867
3. SITE DESCRIPTION:

a. The airfield was located approximately 4 miles southwest of the City of Stockton, CA. The site encompassed 1397 acres. It consisted of 3 runways, 2 hangars, 3 skeet ranges, a pistol range, ordnance storage area, and gas chamber. The site is flat with extensive airport development. The rest of the site has been developed into a sports complex.

b. There was no OR related items discovered during the site investigation.

4. SITE HISTORY:

a. The Army leased the airfield from the city and county in 1940. The Army Air Corps took possession of the facility on 27 November 1940. In 1941 it was given the mission of training pilots. The last class of air cadets graduated in March 1945. The Air Transport Command took control of the facility in 1945 until the Army declared it to be surplus and turned the property over to the city and county. In 1948 the Army had relinquished all property

b. The Stockton Metropolitan Airport and the City of Stockton Parks and Recreation Department occupy most of the land that was formerly Stockton Military Airfield.

5. PROJECT DESCRIPTION:

Size, Acres: 1397 acres
Former Usage: Air Field
Present Usage: Airport; Sports Park
Probable End Usage: Same
OR Presence:
   Confirmed: None
   Potential: None
AER Recommends: RAC 5
HNC Safety: Not Available (S)
6. CURRENT STATUS:


7. STRATEGY:

(NDAI)

8. ISSUES AND CONCERNS:

a. The archive search uncovered documentation relating to CWM at Stockton Military Airfield. The archive search team found an indication that the U.S. Army conducted CWM training and storage at this site. Documentation shows there were 3 M1 Gas ID sets on hand.

b. There are known Federally-and State-listed species occurring in the site area. An on-site inspection by the appropriate federal and state personnel may be necessary to verify the presence, absence or location of listed species, or natural communities.

c. With the extensive airport expansion and the development of the sports park without any occurrence of DE discovery, the potential for any future discovery is not expected.

9. SCHEDULE SUMMARY:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Orig. Sch. Start</th>
<th>Actual Sch. Start</th>
<th>Orig. Comp.</th>
<th>Sch. Comp.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

10. FUNDING/BUDGET SUMMARY:

<table>
<thead>
<tr>
<th>Year</th>
<th>Phase</th>
<th>EXEC</th>
<th>IN House Required</th>
<th>Contract Required</th>
<th>Funds Obligated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM</td>
<td>DRAWING NO. OR REFERENCE</td>
<td>COMMENT</td>
<td>ACTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------------------</td>
<td>---------</td>
<td>--------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>General</td>
<td>After reviewing the ASR, I concur with the ASR for a BPC score of 5. There is no reason to believe that any presence would remain of the 3 M1 Gas JP sets would remain at this site.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
This risk assessment (RAc) procedure was developed to address explosives safety hazards related to munitions. This procedure does not address environmental hazards associated with munitions constituents. The U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Directorate (CEHNC-OE) developed this procedure in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Corps of Engineers to prioritize the response action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from record searches, reports of Explosive Ordnance Disposal (EOD) actions, field observations (site visits), and interviews. This information is used to assess the risk involved based on the potential NMRR hazards identified for the project. The risk assessment evaluates two factors, hazard severity and hazard probability.

Part 1 - Hazard Severity: Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Check all that apply)

A. Conventional ordnance and ammunition: VALUE

- Projectiles, explosive (30 millimeter and larger) 10 0
- Bombs, explosive 10 0
- Grenades, hand or rifle, explosive 10 0
- Landmine, explosive 10 0
- Rockets, guided missile, explosive 10 0
- Other Explosive item not previously stated 10 0
- Bomb, practice (w/spotting charge) 6 0
- Detonator, blasting caps, fuses, boosters, bursters 6 0
- Practice ordnance (w/ spotting charges, other than bombs) 4 0
- Small arms, complete round (.50 cal or less) 4 0
- Small arms, expended (.50 cal or less) 0 0
- Practice ordnance (w/o spotting charges) 0 0

Conventional ordnance and ammunition (enter largest single value checked) 0

What evidence do you have regarding conventional unexploded ordnance? None.
B. Pyrotechnics (for munitions not described above):

Munitions containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)

Munitions containing a flame or incendiary material (i.e., Napalm, Trinitrotoluene metal incendiaries)

Containers containing WP or other pyrophoric material or flame or incendiary material

Flares, signals, simulators, screening/burning smokes (other than WP)

Pyrotechnics (enter the single largest value checked)

What evidence do you have regarding pyrotechnics? NONE

C. Bulk Explosives (HE) (not an integral part of conventional ordnance; un-containerized):

Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerine, Mercury Azide, Mercury Fulminate, Tetrytane, etc.)

Secondary explosives (Detonation charges, PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HNBX, Black Powder, etc.)

Insensitive explosive substances (explosive contaminated soot, ammonium nitrate)

Bulk Explosives (HE) (enter the single largest value checked)

What evidence do you have regarding bulk explosives? NONE
D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance, uncontainerized) 

Solid or liquid propellants

Bulk Propellants (select 6 or 0)

What evidence do you have regarding bulk propellants? NONE

E. Recovered Chemical Warfare Materiel (RCWM), Weaponized Industrial Chemicals and Radiological Materiel:

Toxic chemical agents (H-Mustard, G-Nerve, V-Nerve and L-Lewisite)

Chemical Agent Identification Sets

Radiological Materiel (If rad waste is identified please call the HTRW-CX at 402-697-2555)

Weaponized Industrial Chemicals (Hydrogen Cyanide AC; Cyanogen Chloride, CK; Phosgene, CG)

Riot Control Agents (vomiting, tear)

Chemical and Radiological (enter the single largest value checked)

What evidence do you have regarding chemical or radiological? Three M1 Gas ID Sets were once onboard, but there is no reason to believe that any of the sets or components remain.

TOTAL HAZARD SEVERITY VALUE (Sum of value A through E, maximum of 61)

Apply this value to Table 1 to determine Hazard Severity Category

---

Property None:
Project Number:
Property Type:
<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>CATEGORY</th>
<th>HAZARD SEVERITY VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CATASTROPHIC</td>
<td>I</td>
<td>21 and/or greater</td>
</tr>
<tr>
<td>CRITICAL</td>
<td>II</td>
<td>10 to 20</td>
</tr>
<tr>
<td>MARGINAL</td>
<td>III</td>
<td>5 to 9</td>
</tr>
<tr>
<td>NEGLIGIBLE</td>
<td>IV</td>
<td>1 to 4</td>
</tr>
<tr>
<td><strong>NONE</strong></td>
<td>V</td>
<td>0</td>
</tr>
</tbody>
</table>

*Apply Hazard Severity Category to Table 3 and complete Part II of this form.
**If hazard severity value is 0, complete Part II of this form. Then proceed to Part III and use a RAC score of 3 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, explosives, incendiary, pyrotechnic, radiological, or RCW material on a former Department of Defense (DOD) site.

**AREA, EXTENT, ACCESSIBILITY OF OE HAZARD** (Check all that apply)

**A. Locations of OE hazards:**

<table>
<thead>
<tr>
<th>Location</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>On the surface</td>
<td>3</td>
</tr>
<tr>
<td>Within tanks, pipes, vessels, or other confined areas</td>
<td>4</td>
</tr>
<tr>
<td>Inside walls, ceilings, or other building/structure</td>
<td>5</td>
</tr>
<tr>
<td>Subsurface</td>
<td>2</td>
</tr>
</tbody>
</table>

**Location (enter the single largest value checked)**  0

What evidence do you have regarding the location of OE? **NONE**
B. Distance to nearest inhabited location: (Mark one) (likely to be at risk from O&F hazard (road, park, playground, building, etc.)).

<table>
<thead>
<tr>
<th>Value</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1,250 feet</td>
<td></td>
</tr>
<tr>
<td>1,250 feet to 0.5 mile</td>
<td>5</td>
</tr>
<tr>
<td>0.5 mile to 1.0 mile</td>
<td>4</td>
</tr>
<tr>
<td>1.0 mile to 2.0 Miles</td>
<td>3</td>
</tr>
<tr>
<td>Over 2 miles</td>
<td>2</td>
</tr>
</tbody>
</table>

Distance (enter the single largest value checked) 5

What are the nearest inhabited structure/buildings? NONE.

C. Number(s) of building(s) within a 2-mile radius measured from the O&F hazard area, not within the installation boundary.

<table>
<thead>
<tr>
<th>Value</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>26 and over</td>
<td></td>
</tr>
<tr>
<td>16 to 25</td>
<td>4</td>
</tr>
<tr>
<td>11 to 16</td>
<td>3</td>
</tr>
<tr>
<td>6 to 10</td>
<td>2</td>
</tr>
<tr>
<td>1 to 5</td>
<td>1</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Number of buildings (enter the single largest value checked) 4

Narrative: NONE.
D. Types of Buildings (within 2-mile radius)

Educational, childcare, residential, hospitals, hotels, commercial, shopping centers 5
Industrial, warehouse, etc. 4
Agricultural, forestry, etc. 3
Detention, correctional 2
No buildings 0

Types of buildings (enter the single largest value checked) 0

Describe the types of buildings: NONE.

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

No barrier nor 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
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel) continuously monitors and controls entry; or, an artificial or natural barrier (e.g., icicle combined with a cliff) which completely surrounds the area; and, a means to control entry at all times through the gates or other entrances (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the area). 0

Accessibility (enter the single largest value checked) 0

Describe the site accessibility: NONE.
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 on beaches or streams, increasing land development that could reduce distances from the site to inhabited areas or otherwise increase accessibility.

<table>
<thead>
<tr>
<th>VALUE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected</td>
<td>□</td>
</tr>
<tr>
<td>Not anticipated</td>
<td>□□</td>
</tr>
<tr>
<td>Site Dynamics (enter the single largest value checked)</td>
<td>0</td>
</tr>
</tbody>
</table>

Describe the site dynamics: None.

TOTAL HAZARD PROBABILITY VALUE 0
(Sum of largest values for A through F (maximum of 30). Apply this value to Hazard Probability Table 2 to determine the Hazard Probability Level.

<table>
<thead>
<tr>
<th>DESCRIPTION VALUE</th>
<th>LEVEL</th>
<th>HAZARD PROBABILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREQUENT</td>
<td>A □</td>
<td>27 or greater</td>
</tr>
<tr>
<td>PROBABLE</td>
<td>B □</td>
<td>21 to 26</td>
</tr>
<tr>
<td>OCCASIONAL</td>
<td>C □</td>
<td>15 to 20</td>
</tr>
<tr>
<td>REMOTE</td>
<td>D □</td>
<td>8 to 14</td>
</tr>
<tr>
<td>IMPROBABLE</td>
<td>E □□</td>
<td>Less than 8</td>
</tr>
</tbody>
</table>

*Apply Hazard Probability Level to Table 3.
3.0 Site and Site Area Description

3.1 Location

The former Stockton Military Airfield (now the Stockton Metropolitan Airfield and County Recreational and Developmental properties) is located approximately 4-1/2 miles from the central business district of the City of Stockton, San Joaquin County, California (see Maps M-1 and M-2). The 1397 acre site is bounded by Arch Airport Road on the North, Highway 99 on the East, French Camp Road to the South, and Airport Way on the West.

3.2 Past Uses

Prior to Army acquisition by lease from the City of Stockton and private citizens, the site was primarily used for farming operations. Aviation was first established when "Barnstormer" pilot, Bill Gregg landed his Curtiss Jenny in Mr. Wilbur Salmon's pasture just east of his pig run in 1925. Salmon's pasture became popular with pilots until eventually city fathers developed an interest in aviation, followed by series of airfield improvements culminating in the formal dedication of Stockton Municipal Airport on 7 May 1927. The city continued to purchased lands and expand and improved the airport until August 1940 when all civil air operations stopped and the Army took control of the field. (Bastian, 1975).

After the property was returned to the county, INPR data indicates the tracts of interest for a DERP project site were almost exclusively used for farming operations. One igloo was used for the storage of fireworks and pyrotechnics by a private firm under lease agreement with the county.

3.2.2 Interpretation of Aerial Photography

A.) Photo analysis and land use interpretation were performed at the site with the use of aerial photography from 1941, 1958, 1967, 1970, and 1990. The approximate negative scale of the photography is as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>1941</td>
<td>1' = 490'</td>
</tr>
<tr>
<td>1958 &amp; 70 (oblique)</td>
<td>NO SCALE</td>
</tr>
<tr>
<td>1967</td>
<td>1' = 2000'</td>
</tr>
<tr>
<td>1970</td>
<td>1' = 1000'</td>
</tr>
<tr>
<td>1990</td>
<td>1' = 1000'</td>
</tr>
</tbody>
</table>

The Stockton East and West, Ca. USGS quadrangle sheets were used as a reference for the photography.

B.) Site visits and other investigations determined no specific area of concern regarding chemical warfare material storage or disposal. The photography from 1941, both the
1" = 490 scale and the oblique photography, shows only a portion of the airfield. The photography indicates construction of facilities such as runways, taxiways, roads, buildings, etc. The base was experiencing major expansion at the photo time period and several areas indicate disturbed ground and open storage. The photography does not give any indication that chemical warfare materials were stored or disposed of on the site. The 1958 oblique photo shows the airfield and the surrounding area with no major construction apparent. The primary land use around the base appears to be agriculture. The 1967 photography indicates changes to the tarmac areas. Many of the buildings, pavements, storage areas, etc. southeast of the main runways have been demolished and returned to agriculture. Major changes in the runway system have also occurred. The photography indicates the primary land use around the perimeter of the base to be agriculture. No indication of chemical warfare material storage or disposal could be noted. The 1970 photography indicates no significant change from the 1967 photography. The 1990 photography indicates significant changes in the land use in and around the air field. Major runway changes have taken place since the 1970's. Agriculture land around the perimeter of runways is fallow. Portions of the area south of the runways previously abandoned have been converted to military helicopter tarmac and complex. Significant industrial, commercial, and residential development has also taken place in the vicinity of the airfield. No chemical warfare material storage or disposal could be noted from the photography.

3.2.3. Map Analysis

Historical maps collected of the site include USGS quadrangle maps from 1952 and 1968 and several 1944 construction maps. The 1941 maps show detailed plans of tarmac design and layout, buildings, hangars, major roads, sloughs and rivers around the perimeter of the tarmac. No chemical warfare material storage or disposal could be noted on the maps. The 1952 USGS quadrangle maps indicate the airfield as the Stockton Municipal Airport and the Sharpe General Depot. The area around the perimeter of the airfield is agriculture land. The nearest significant residential area is French Camp approximately one mile southwest of the airfield. The Tidewater Southern and Western Pacific railroads run generally north and south immediately to the west of the field. French Camp Slough runs generally west to east immediately south of the site. No chemical warfare material storage or disposal could be noted from the maps. The 1968 USGS quadrangle maps indicate the airfield as Stockton Metropolitan Airfield and Sharpe Army Depot (Field Annex). The tarmac configuration experienced major change from the 1952 maps. The Sharpe Army Depot expanded to the south with the addition of an armory complex and the Metropolitan Airfield took over areas previously part of the depot immediately south of the runways and constructed several structures. The area around the perimeter of the airfield is primarily agriculture. However, significant industrial, residential, and commercial development took place in the vicinity. No chemical warfare material storage or disposal could be determined from the maps.
3.3 Current Uses

Lands which once comprised the Stockton Military Airfield are now occupied by the Stockton Metropolitan Airport, the County Regional Sports Complex, California Army National Guard, an Aviation Commercial and Industrial Park, and undeveloped County of San Joaquin property set aside for compatible airport developments.

3.4 Demographics of the Area

A. Center of activity: The location of the Stockton Military Airfield is approximately five miles south of the City of Stockton, Ca. The centers of activity in the vicinity of the site include a regional sports field immediately east of the airport, the San Joaquin Hospital approximately two miles north of the site and various commercial businesses.

B. Population density: The total population of Stockton, Ca. from the 1990 census data is approximately 19177 sq. mi.

C. Types of business: Typical businesses in the vicinity of the site include various service type businesses that serve the airline industry. These businesses include hotels/motels, restaurants, hospitals, warehouses and light industry, aircraft sales, and aircraft restoration.

D. Type of industry: Industry in the vicinity of the airport include aircraft restoration, propeller manufacturing and various light industries.

E. Type of housing: Housing in the vicinity is composed primarily of single family housing. The majority of the housing is located three miles to the north of the site in the city of Stockton, Ca.

F. New development in the area: New development in the area includes a regional sports field to the east of the site and a new automotive manufacturing plant to be located north of the site. No new residential areas are anticipated in the vicinity of the site at this time.

Typical cross-section of population: The total population of Stockton, CA. from the 1990 census information is 210,943. The percent of those under the age of 17 is 32%, over 65 years is 10.5% and the median age is 29. Approximately 58% of the population is white, 25% hispanic and 10% black. The remaining population is American Indian and Asian. Approximately 68,000 occupied housing units with a median dollar value of $107,200 exist in the city of Stockton, Ca.
4.0 Physical Characteristics of the Site

4.1 Geology/physiography

The former Stockton Military Airfield site lies within the San Joaquin portion of the Central Valley of California. The Central Valley comprises about 20,000 square miles and extends from Red Bluff, California on the north to near Bakersfield on the south, a distance of almost 400 miles. The average width of the valley is about 50 miles, and the valley is bounded on the north by low-lying hills; on the northeast by a volcanic plateau of the Cascade Range; on the west by the Coast Ranges, on the east by the Sierra Nevada Range and on the south by the Coast Ranges and the Tehachapi Mountains. Roughly the northern one-third of the valley is known as the Sacramento Valley and the southern two-thirds as the San Joaquin Valley (Page, 1986).

Geologically, the Central Valley is a large, northwestward trending, asymmetric structural trough that has been filled with as much as 30,000 feet of sediment in the San Joaquin Valley, and over 50,000 feet in the Sacramento Valley. These sediments range in age from Jurassic to Holocene and form a great wedge that is thickest in the center of the valley and thins out against the crystalline rocks of the Sierra Nevada foothills a few miles east of the San Joaquin County line. Granitic rocks crop out along most of the eastern and southeastern flanks of the Central Valley (Calif. Dept. Water Resources, 1965).

The site is underlain by about 100 feet of Quaternary alluvium which has been deposited by the Calaveras River and its tributaries (Atwater, 1982). These alluvial deposits were laid down by local streams flowing from the Sierra Nevada and depositing material on their growing alluvial fans. The sand and gravel stringers represent active channels of the streams in which the coarse-grained sediments were deposited. Silt and clay deposits represent the overbank areas between the streams. In these areas deposition only occurred during times of flooding. The courses of the streams and their channel deposits shifted continuously during the formation of the alluvial fans, and an interfingered network of sand and gravel stringers resulted.

A description of the upper 2500 feet of sediments underlying the site is presented in Table 4-1.

4-1
TABLE 4-1
GEOLOGIC STRATIGRAPHIC UNITS OF STOCKTON MILITARY AIRFIELD AREA

<table>
<thead>
<tr>
<th>AGE</th>
<th>STRATIGRAPHIC UNIT</th>
<th>LITHOLOGY</th>
<th>DEPTH, FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recent - Late Pleistocene</td>
<td>Calaveras Aluvium</td>
<td>Sand, gravel, silt and clay</td>
<td>100</td>
</tr>
<tr>
<td>Pleistocene</td>
<td>Laguna Formation</td>
<td>Silt, sand, gravel, and clay, includes Arroyo Seco Gravel</td>
<td>800</td>
</tr>
<tr>
<td>Miocene</td>
<td>Mohrten Formation</td>
<td>Volcanic sandstone, siltstone, and conglomerate</td>
<td>1600</td>
</tr>
<tr>
<td>Miocene</td>
<td>Valley Springs Formation</td>
<td>Rhyolitic ash, sand, conglomerate and clay</td>
<td></td>
</tr>
</tbody>
</table>

From: California Dept. Water Res. Bldg., Table 7.5

4.2 Soils

Site soils represent alluvial fan deposits of the Calaveras River and smaller creeks in the area. These soils consist of sand, silt, clay and gravel which are laterally and vertically discontinuous.

4.3 Hydrology

4.3.1 Surface Water

French Camp Slough crosses the southwest corner of the site. A gaging station on French Camp Slough is located just upstream of the area near French Camp. The highest discharge for this station was recorded on 2 December 1950 at 3390 cfs from a period of record beginning in 1950 through 1992.

4.3.2 Ground Water

Large quantities of ground water are withdrawn from the permeable strata of the Quaternary and Tertiary sediments shown in Table 4-1. Although the Quaternary alluvium sand stringers yield large quantities of ground water in some wells the major sources of ground water in this area are from the sediments of the Laguna and Mehrten Formations.

Ground water in the uppermost aquifer, the Calaveras alluvium, flows from east to west at the site. Ground-water levels in the region have been dropping steadily since development began. Water level data from wells in the area indicated that the water table was about 50 feet below ground surface in 1976.

4-2
4.4 Weather

The site lies within the South Coast Air Basin, which encompasses approximately 8,630 square miles in southern California. The climate of the basin is classified as Mediterranean, characterized by a pattern of cool wet winters and warm dry summers. Typical dry summers are caused by a semi-permanent high-pressure cell located over the eastern Pacific Ocean. This system generally blocks storms from moving into the basin during the summer months.

Climatological data for the area are summarized in TABLE 4-2. Data were collected at the National Weather Service meteorological station at Stockton Metropolitan Airport, which is located on the site.

<table>
<thead>
<tr>
<th>Month</th>
<th>Temperature¹ (°F)</th>
<th>Precipitation² (Inches)</th>
<th>Wind³ Speed Miles/Hour</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>45.2</td>
<td>3.02</td>
<td>6.7</td>
<td>SE</td>
</tr>
<tr>
<td>February</td>
<td>50.3</td>
<td>2.03</td>
<td>6.9</td>
<td>SE</td>
</tr>
<tr>
<td>March</td>
<td>53.7</td>
<td>1.81</td>
<td>7.7</td>
<td>W</td>
</tr>
<tr>
<td>April</td>
<td>59.0</td>
<td>1.36</td>
<td>8.3</td>
<td>W</td>
</tr>
<tr>
<td>May</td>
<td>66.3</td>
<td>.30</td>
<td>9.2</td>
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<td>73.1</td>
<td>.08</td>
<td>9.2</td>
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<td>.05</td>
<td>8.2</td>
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<td>.07</td>
<td>7.7</td>
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<td>.23</td>
<td>7.1</td>
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<td>64.6</td>
<td>.62</td>
<td>6.4</td>
<td>W</td>
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<td>November</td>
<td>53.3</td>
<td>1.77</td>
<td>5.8</td>
<td>W</td>
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<td>December</td>
<td>45.5</td>
<td>2.43</td>
<td>6.2</td>
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<tr>
<td>Average</td>
<td>61.6</td>
<td>13.77 (Annual)</td>
<td>7.4</td>
<td>W</td>
</tr>
</tbody>
</table>

¹Based on 31 years of record.
²Based on 49 years of record.
³Based on 35 years of record.
4.5 Ecology

The information contained herein has been compiled from the California Department of Fish and Game Natural Diversity Data Base and inquires to the U. S. Fish and Wildlife Service.

The following sensitive species are known to occur in the vicinity of the Stockton Military Airfield: burrowing owl (Athene cunicularia), California tiger salamander (Ambystoma californiense), delta tule pea (Lathyrus jepsonii), giant garter snake (Thamnophis gigas), Swainson’s hawk (Buteo swainsoni), delta smelt (Hypomesus transpacificus), San Joaquin kit fox (Vulpes macrotis mutica), valley elderberry longhorn beetle (Desmocerus californicus dimorphus) palmate-bracted bird’s beak (Cordylanthus palmaeus), Sacramento split tail (Pogonichthys macrolepidotus), western spadefoot toad (Scaphiopus hammondii hammondii), southwestern pond turtle (Clemmys marmorata sayiida), riparian brush rabbit (Sylvilagus bachmani riparius), San Joaquin Valley woodrat (Neotoma fuscipes riparia), Pacific western big-eared bat (Plecotus townsendii townsendi), slough thistle (Cirsium crassicaule), delta coyote-thistle (Eryngium racemosum), California hibiscus (Hibiscus californicus) and the tricolored blackbird (Agelaius tricolor).

Other state listed species in the area are: great blue heron (Ardea herodias), osprey (Pandion haliaetus), black shouldered kite (Elanus caeruleus), many flowered navarretia (Navarretia plicantha), vine hill manzanita (Arctostaphylos densiflora), vine hill clarkia (Clarkia imbricata), Pitkin marsh indian paintbrush (Castilleja uliginosa), white sedge (Carex albida) and the Pitkin marsh lily (Lilium pitkinense). There are also four sensitive natural communities and 21 species that are candidates for federal listing (see list, Appendix C4).

Other state or federally listed species may also occur in the area. 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

Based upon the information contained in the INPR, and other reports herein mentioned, Stockton Military Airfield was acquired by Lease from the City of Stockton, et al effective 21 July 1941. The total leased bare land is approximately 1397 acres that were acquired from the City by the following Agreements and Ordinances:

a. Resolution No. 12960, City of Stockton, 20 May 1941
b. Ordinance No. 1550, City of Stockton, 20 May 1941
c. Ordinance No. 1653, City of Stockton, 16 February 1942
d. Resolution No. 13,413, City of Stockton, 25 May 1942

Improvements costing $3,876,000 were placed on the property by the government in 1941 and 1942. The property was used as an advanced training center for the Army Air Force.

5.2 Present Ownership

In October 1946, about 1100 acres of the property were classified as surplus and transferred to the War Assets Administration. The improvements located on the property were transferred to the Lessor (City of Stockton) in lieu of the restoration requirement as set forth in Condition No. 8 of the lease agreement No. 644, by 23 December agreement.

Today, the Stockton Metropolitan Airport, operated by the County of San Joaquin, California, occupies the largest land percentage of the FUDS. The site of the ordinance magazine is a Regional Sports Complex, and the remaining properties are presently airport related commercial industry, the California Army National Guard, and County Property reserved for airport compatible commercial development. The County of San Joaquin accepted sole ownership of the Stockton airport on 1 July 1956 (Stockton Metropolitan Airport, n.d.a).

5.3 Significant Past Ownership other than DOD

Prior to May 1984, Mr. Walter Andrew Hastings, Jr., under a use permit issued by the County Sheriff’s office, was in possession of one of the explosive storage magazines still in tact from the DOD facilities located on Stockton Field. The purpose of the use permit was for storage of pyrotechnic devices in the magazine. Summary discussions of events subsequent to a report by Mr. Hastings that explosive materials had been abandoned in a hazardous dump site located in close proximity to the magazine possessed by him can be found in Appendix C2 and elsewhere in this ASR.

S-1
6.0 OEW/CWM Site Analysis

6.1 Introduction

Stockton (Military/Army Air) Field, which is located about four miles southwest of Stockton, California, was established in 1940 to serve as the West Coast Advanced Flying School. In January 1945 Stockton Field encompassed 1,297 acres and included three runways—one 4,500 ft x 200 ft, one 4,400 ft x 200 ft, and one 3,600 x 800 ft—two hangars, five auxiliary fields—Kingsbury Field (No. 1), New Jerusalem Field (No. 3), Modesto Municipal Airport (No. 4), Tracy Municipal Airport (No. 6), and Franklin Field (No. 6)—and three skeet ranges and one pistol-and-machine-gun range (Stockton Field, Office of the Post Engineer, 1945a). In August 1946 a portion of Stockton Field was returned to the city and county, and in 1948 the Army returned the rest of Stockton Field, with the exception of the Sharpe General Depot, to the city and county (Bastion, 1975). Presently, the Stockton Metropolitan Airport and the City of Stockton Parks and Recreation Department occupy most of the land that formerly was Stockton Field.

6.2 Brief History of Stockton Military Airfield

Prior to its use by the Army, this airfield was operated (beginning in the spring of 1925) by the City of Stockton and the County of San Joaquin as the Stockton Municipal Airport. During the years that followed, numerous improvements were made to the airport, the list of which was the construction of a large adobe hanger, the installation of a sewer system, and the expansion of the runway to 50 ft x 2000 ft (Bastion, 1975). When plans were made in 1940 to modify this airfield for an Army flying school, the Stockton City Council began preparations to acquire all the necessary land (Stockton Record, June 25, 1940). The City of Stockton, however, was unable to afford all the needed land purchases; therefore, they entered into a joint land-purchase agreement with the County of San Joaquin, and both parties agreed to operate the facility when the Army relinquished it in the future. On 15 August 1940, the United States Army, the County of San Joaquin, and the City of Stockton entered into a one-dollar-per-year lease agreement (Bastion, 1975 and Stockton Military Airfield, n.d.a.), which allowed the Army to take command of the field and to begin construction.

Construction of the Army Air Corps advanced training airfield began in August 1940 (Stockton Record, June 23, 1940, and August 1, 1940); however, preliminary work for these improvements already had been started by a civilian engineering and surveying company that had located routes for new concrete runways and sites for housing, shops, a medical center, and other facilities (Stockton Record, August 1, 1940).

Initial construction costs were estimated to be $800,000 (Stockton Record, June 25, 1940); however, when construction was nearing completion in November 1940, costs had risen to $1,000,000 (Stockton Record, November 19, 1940 and November 27, 1940). The United States Army Air Corps officially took possession of this new facility on November 27, 1940.
(Stockton Record, November 27, 1940), and the first contingent of troops arrived on December 5, 1940 (Stockton Record, December 6, 1940). Stockton Field was officially named on January 11, 1941 (Stockton Record, January 14, 1941), and was given the mission of training pilots for all aspects of war (Bastion, 1975).

Six of the expected 100 No. 6 Advanced Trainers (AT-6s) had arrived at Stockton Field by the end of 1940 (Stockton Record, December 6, 1940), and advanced single-engine flight training classes began on 2 January 1941, with 93 cadets (Bastion, 1975). Even before advanced flight training had begun at Stockton Field, the Army had enlarged the scope of the West Coast Advanced Flying School to include specialized instruction in light, two-engine bombardment flying and navigation (Stockton Record, December 10, 1940 and March 6, 1941). Training programs for the advanced flight training and the light bombardment training included a 10-week course and a four-to-six-week course, respectively (Stockton Record, December 10, 1940). Approximately 200 cadets received advanced flight training every 10 weeks, and by the end of 1941 Stockton Field was the largest advanced flight training facility in the West. The final class of cadets graduated from training at Stockton Field on March 2, 1945 (Bastion, 1975).

A full complement of 2,097 personnel—commissioned officers, flying cadets, enlisted men, and civilian employees—was based at Stockton Field after the Army decided to discontinue flight training at Mather Field in Sacramento in early 1941; and 108 AT-6s were now being used for flight instruction (Stockton Record, April 28, 1941). Three squadrons were based at Stockton Field—the 68th Air Base group and the 80th and 81st School squadrons (Stockton Record, December 10, 1940). The War Department Corps of Engineers also used Stockton Field for the design, construction, and testing of runway materials (e.g., O. J. Porter 1947).

Other improvements (e.g., the widening of the main runway, the construction of new taxiways, the enlargement of the parking apron, and the erection of new barracks) to Stockton Field were begun in 1941 and completed in 1942 (303rd Army Air Force Base Unit Headquarters (303rd), 1941), and temporary buildings were added (Stockton Record, July 31, 1942). Base maps of Stockton Field for 1943 (see Appendix D-1 and D-4) show the real extent of the entire airfield.

The Army Air Transport Command took command of Stockton Field on 2 March 1945, and expanded their activities in August 1945 (Stockton Record, August 1, 1945). Stockton Field was declared surplus by the Army in October (Stockton Record, October 29, 1946), and most of the airfield was returned to the city and county (Bastion, 1975). With the exception of numerous buildings leased by the city and the county to the Sixth Army for an annex of Sharpe General Depot (see Appendix H.3), all U.S. Army activities stopped at Stockton Field in 1948 (Bastion, 1975). The Stockton Field Annex of Sharpe General Depot included (1) maintenance shops, repair facilities, and supply storage for aircraft assigned to the Sixth Army (Stockton Record, October 52, 1950) and (2) housing for military personnel (Stockton Record, October 29, 1946). The General Services Administration disposed of five depot buildings in 1960, and the city-county lease to Sharpe General Depot was not renewed after
1973 (Bastion, 1975), thus ending the U.S. Army’s presence at Stockton Field.

Presently, the California Air National Guard, which has been on this airfield since 1952, has facilities at Stockton Military Airfield. According to Bastion, as of 1975 only 29 of the Army’s buildings remained at Stockton Metropolitan Airport, and the open ground of the former Stockton Field was in agricultural use. Commercial airlines at Stockton Metropolitan Airport now provide service to the residents of the Stockton area.

6.3 Historical Summary of OEW/CWM Activities

Numerous documents were located during the archives research that indicate there was a potential for chemical warfare materials (CWM) contamination from activities associated with gas instruction and munitions storage. A brief historical description of some of the activities of the Chemical Warfare section at Stockton Military Airfield follows.

On April 3, 1942, Captain Embree F. Hockenheimer was appointed as Stockton Field’s first Chemical Warfare Service officer, and Captain M. D. Keyser was appointed as his assistant (3033rd, 1941). Four enlisted personnel comprised the rest of the detachment (3033rd, 1943); however, by 26 February 1944, only three enlisted personnel were listed on the consolidated morning report (3033rd, 1944b). Gas training and instruction was not limited to the male personnel at Stockton Field. In fact, the Women’s Army Corps also participated in this type of training (3033rd, 1944a).

Initial training at Stockton Field took place in "a tent erected in the northwest corner of the field", and training, not personal, gas masks were issued to trainees going through the gas chamber (3033rd, 1941). A more-permanent structure was built at Stockton Field as an "Inventory of Buildings and Structures on Leased Land" document clearly indicates that a gas instruction building had been constructed at a cost of $2,644. The building, which was numbered T-1291 covered a 20-ft-x-40-ft area and had a concrete floor and wood framing (3033rd, 1944d). Its physical location is indicated on Map M-2, and is directly under the present expanded runway.

A magazine for the storage of chemical bombs also was built in the ordnance area at Stockton Field. The ordnance department was installed in an area of its own, built in the east side of the field near Highway 99, beyond the entire revetment area from the cantonment area and thus suitably isolated. The area was surrounded by a high steel fence and included an ammunition assembly and maintenance shop with office space. Two small arms ammunition buildings, a pyrotechnics magazine, a chemical bomb magazine, an igloo magazine, a segregated storage magazine and a storehouse (3033rd, 1943).

In August 1943 a letter and supporting document from the Stockton Field Office of the Post Engineer indicates that the chemical bomb magazine (Building No. 2040) had 679 square feet of storage space (Stockton Field, Office of the Post Engineer 1943a). See Map M-2 for the
exact location of the Ordnance Department. Furthermore, the "Inventory of Buildings and Structures on Leased Land" (3033rd, 1944d) lists Building T-2040 as a 25-ft-x-27-ft magazine for chemical bombs, and the inventory also lists Building T-2030 as a 14-ft-x-16-ft magazine for pyrotechnics or chemicals. The chemical-bomb-storage discrepancy (679 square feet in one document and 1,425 square feet in the other document) can not be explained at this time; however, it is believe the larger figure represents the planned construction size and the smaller figure is the real constructed size.

Other records located in the archives research provide further documentation on the presence of the Chemical Warfare Service at Stockton Field. For example, audits of stock levels in the Chemical Warfare stock record section were conducted in November 1944 (3033rd, 1944d) and on 19 February 1945 (3033rd, 1945), and as of 1 May 1944, accountability for all ordnance and chemical warfare properties were transferred to the general supply officer (3033rd, 1944c).

Finally, a letter from the U.S. Army Corps of Engineers, Huntsville Division (1991) indicates that "as of 28 Feb 45, Stockton AAF had 3 M1 detonating gas identification sets (M1 ID sets) on hand per list of controlled items completed on that date." Our research was unable to locate other references to this matter, and we were unable to find indications for the removal of, the burial of, or the destruction of these three sets.

6.4 Archives Research Methods and Records Review

Archives research at the national and regional level (i.e., at the National Archives and the regional National Archives, at the Washington National Records Center and the regional Federal Records Center, and at the National Personnel Records Center) was focused on the following record groups (RG). At the state and local level research was focused on unique collections of materials.

RG 18 - Records of Army Air Forces

RG 48 - Records of the Office of the Secretary of the Interior

RG 49 - Records of the Bureau of Land Management

RG 61 - Records of the War Industries Board

RG 70 - Records of the Bureau of Mines

RG 77 - Records of the Office of the Chief of Engineers

RG 79 - Records of the National Park Service

RG 95 - Records of the Forest Service

6-4
RG 107 - Records of the Office of the Secretary of War
RG 115 - Records of the Bureau of Reclamation
RG 121 - Records of the Public Buildings Service
RG 156 - Records of the Office of the Chief of Ordnance
RG 160 - Records of Headquarters Army Service Forces
RG 175 - Records of the Chemical Warfare Service
RG 179 - Records of the War Production Board
RG 181 - Records of Naval Districts and Store Establishments
RG 269 - General Records of the General Services Administration
RG 270 - Records of the War Assets Administration
RG 291 - Records of the Property Management and Disposal Service
RG 338 - Records of United States Army Commands, 1942-RG 342 - Records of
United States Air Force Commands, Activities, and Organizations
RG 407 - Records of the Adjutant General's Office, 1917-

During the period 25 January-7 April 1993, the following record groups/collections and/or
finding aids, in the archives/repositories listed below, were investigated in order to locate data
on the two areas associated with Stockton Military Airfield. Because not all of the record
groups listed above are curated at each individual repository, only the finding aids for those
record groups that are actually located at each archive were investigated.

National Archives, Suitland, Maryland--Record Groups 77, 156, and 175

Washington National Records Center, Suitland, Maryland--Record Group 338 (14
boxes)

U.S. Army Military History Institute, Carlisle Barracks, Pennsylvania

National Personnel Records Center, St. Louis, Missouri--Record Group 338 and
342 Maxwell Air Force Base, Historical Research Agency, Montgomery, Alabama

National Archives, Pacific Southwest Region, Laguna Niguel, California--Record

6-5
Groups 48, 49, 77, 114, 338, and 342

Federal Records Center, Laguna Niguel, California—Record Group 77

National Archives, Pacific Sierra Region, San Bruno, California—Record Groups 49, 77, 121, and 291

Federal Records Center, San Bruno, California—Record Groups 77 and 121

National Archives, Rocky Mountain Region, Denver, Colorado—Record Groups 115, 270, and 338

Federal Records Center, Denver—Record Group 115

Stockton-San Joaquin County Public Library, Stockton, California—Stockton Record Microfilm

Stockton Metropolitan Airport, Stockton, California

U.S. Army Corps of Engineers, Sacramento District, California—Engineering Division’s Environmental Engineering Branch and Technical Support Branch, Information Management Office, and Real Estate Division

Numerous governmental offices, libraries, and organizations also were contacted for information on Stockton Military Airfield; they are listed below.

Aberdeen Proving Ground, Chemical and Biological Defense Agency, Historical Office, Maryland

Dugway Proving Ground, Technical Library, Utah


6th U.S. Army, History Office, Presidio, San Francisco

Bureau of Reclamation, Sacramento

California State Archives, Sacramento

Stockton Record Library, Stockton, California

San Joaquin County, Office of the Sheriff, Stockton, California

Stockton Parks and Recreation Department, Stockton, California
Teichert and Son, Sacramento

A search of the records of maps in the U.S. Army Corps of Engineers Sacramento District’s Engineering Division Technical Support Branch office revealed that all drawings of Stockton Field were transferred to San Joaquin County, Stockton, California, on 25 September 1967. We assume that these maps were kept at the Stockton Military Airfield until a large portion of them, most likely, were destroyed in 1979-80.

6.5 Summary of Interviews

All conversations with personnel associated with either Stockton Military Airfield or Stockton Metropolitan Airport provided no indication that unexploded ordnance (OEW) or chemical warfare materials have ever been found in the area that comprised the former Stockton Field. Specifically, there is no evidence for OEW or CWM in the areas of the former ordnance area, the pixel ranges, or the skeet ranges (see Map M-2 & M-3). A conversation with Mr. Dan DeAngelis, the present Stockton Metropolitan Airport manager is summarized below. A more-complete accounting of all telephone conversations is included as Appendix E.

Mr. DeAngelis was born and raised in the Stockton area. Sometime during the 1965-67 time period (most likely in the summer of 1967) he underwent gas training at Stockton Field as part of his Army Reserve training. However, he was unsure as to the exact location of the gas-training building. From 1969 to 1974 he was a flight instructor at the Stockton Metropolitan Airport, and from 1976 to 1980 he was employed by the county in several jobs at the airport. He assumed the position as manager of the airport in 1990.

Mr. DeAngelis has no recollection of chemical warfare material ever being uncovered in any area associated with Stockton Field; however, he does know the location of several underground gasoline tanks. Most of the underground storage tanks have been removed, but contamination still is evident. Mr. DeAngelis informed us that in 1979-80 the former airport manager disposed of five 55-gallon drums that contained information, including facility drawings, on Stockton Field. He was unsure of the exact content of any of this material. (Sacramento District records indicate that all the facility plans, which were once in their possession, had been provided to the airport.)

6.6 Site Inspection

On 7 April 1993, personnel from the U.S. Army Corps of Engineers, St. Louis District conducted a site inspection of the area where the former Stockton Military Airfield Ordnance Department was located (see Maps M-2 & M-3). As stated above, this area had the potential for CWM contamination; however, the construction of four softball and four soccer fields in 1984-85 destroyed the integrity of the former ordnance area. The inspection of the magazine/ordnance area found no remaining evidence of the facilities, and no CWM remnants were observed (Photographs, Plates G1, G2, & G3). Likewise, no remnants of
pistol and skeet range areas (see Photographs, Plate C3). The former gas chamber site was located under the current final configuration of the Stockton Metropolitan Airport. See Appendix C5.1 and C5.2 for the site safety plan and trip report, respectively, covering the former Stockton Military Airfield.
7.0 Site Evaluation

Archives research was able to uncover indications for potential CWM contamination. In addition, conversations, a site inspection, and aerial photograph interpretation, failed to uncover evidence of CWM contamination. Aerial photographs from approximately 1958 to 1990 clearly show the changes in the use of land in the ordnance-storage area, from a military use to a recreational and agricultural use. Even though superficial indications are present in the 1990 aerial photograph, all above- or below-ground structures had been removed.

A conversation with the construction firm (Teichert and Son) that poured the foundation for the gas instruction building did not provide us with any definitive information; and efforts to contact the construction firm (MJB Construction Co.) that built the ordnance-storage facilities proved futile.

The chance that the gas identification sets still are located on the surface or are buried at the Stockton Military Airfield is remote, and as previously mentioned the gas instruction building was located in an area that is now airport runway.

Finally, an incident that involved Mr. Andrew (Andy) Hastings must be addressed briefly. In April 1984 Mr. Hastings, who was leasing the area of the former Ordnance Department from the city and county, was asked to vacate the premises so that the City of Stockton could proceed with their plans to construct softball and soccer fields. Subsequently, he declared that his first-hand knowledge that there were World War II explosives buried in this area. An investigation by the San Joaquin County Sheriff's Office and the U.S. Army, which also included the entire county-owned airport property, failed to confirm his accusations, and the fields were built without incident.

Conversations with personnel in the Sheriff's Office and the City of Stockton Parks and Recreation Department indicated that there were no incidents during the grading and other construction activity for the athletic fields during 1984-85. Furthermore, there have been no reports since that time of any incidents. Pertinent documents pertaining to this matter are included in Appendix C.

Our research, conversations, and site inspection failed to recover or locate any data that indicates Stockton Military Field is contaminated with Chemical Warfare Materials.
8.0 Conclusions and Recommendations

8.1 General

Despite extensive archive searches and other activities undertaken in the preparation of this report, it can not be guaranteed that chemical warfare material contamination does not exist at Stockton Military Airfield FUDS. However, there has been uncovered neither records nor other evidence indicating that CWM if ever used, stored at, or transported through this location, today remains present on former Stockton Field property. Thus, it is a reasonable conclusion that it is highly improbable CWM was improperly disposed of at this FUDS. Risk Assessment Code (RAC) procedure form is furnished in Appendix I.

8.2 Recommendation

Based upon the evidence presented in this ASR, the potential for CWM contamination is negligible, and a no additional action recommendation is appropriate for the former Stockton Military Airfield, Project No. 109CA001300. The site Risk Assessment value is RAC 5. This FUDS appears on the list of locations with the potential for CWM, because of the past history of storage of ordnance, including chemical ordnance, past chemical testing which occurred on the site, and the heresy reports of past burials which were instigated by Mr. Hastings in 1984.
MAPS/DRAWINGS

MAP M-1    SITE LOCATION.
MAP M-2    1952 AREA MAP.
MAP M-3    1987 AREA MAP.
APPENDICES

A. REFERENCES.
B. ACRONYMS.
C. REPORTS/STUDIES/LETTERS/MEMORANDUMS.
D. HISTORICAL PHOTOGRAPHS.
E. INTERVIEWS.
F. NEWSPAPERS/JOURNALS.
G. PRESENT SITE PHOTOGRAPHS.
H. HISTORICAL MAPS/DRAWINGS.
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
STOCKTON MILITARY AIRFIELD
STOCKTON, CALIFORNIA

DERP-WDS SITE NO. J09CA001300

APPENDIX A -- REFERENCES

A1. IMPRINT REFERENCES.

A1.1 US Army Corps of Engineers - Pacific Southwest Division.
1984. Defense Environmental Restoration Account - Findings of Fact for Stockton Field; Site J09CA001300. (See Appendix C1).

A2. HISTORICAL REFERENCES.

A2.1 Stockton (California) Record. Newspaper Collection.
1940. Army Air Field Construction Starts Soon;... page 3, 15. Stockton-San Joaquin County Public Library, Stockton, CA. (See Appendix F).

A2.2 Stockton (California) Record. Newspaper Collection.
1940. Army Granted Airport Title. June 23, page 1, 15. Stockton-San Joaquin County Public Library, Stockton, CA. (See Appendix F).

A2.3 Stockton (California) Record. Newspaper Collection.

A2.4 Stockton (California) Record. Newspaper Collection.
1940. Work Started on Big Army Air Base. August 1, page 1. Stockton-San Joaquin County Public Library, Stockton, CA. (See Appendix F).

A2.5 Stockton (California) Record. Newspaper Collection.
1940. Army Field is Past Haring Completion; First Enlisted Men Will Arrive Here by Early Part December. November 19, page 17. Stockton-San Joaquin County Public Library, Stockton, CA. (See Appendix F).

A2.6 Stockton (California) Record. Newspaper Collection.

A2.7 Stockton (California) Record. Newspaper Collection.

A2.8 Stockton (California) Record. Newspaper Collection.
1940. Army Adds Bomber Flier Training to Local Field: ... December 10, page 1, 20. Stockton-San Joaquin County Public Library, Stockton, CA. (See Appendix F).

Appendix A-1
A2.9 Stockton (California) Record. Newspaper Collection.

A2.10 Stockton (California) Record. Newspaper Collection.
1941. Air Training Expansion Planned: Stockton Field to Be Site for Two-Engine Bombers. March 6, page 17. Stockton-San Joaquin County Public Library, Stockton, CA. (See Appendix F).

A2.11 Stockton (California) Record. Newspaper Collection.
1941. Air Field Now Has 2097 Personnel; Full Complement is Attained. April 28, page 1. Stockton-San Joaquin County Public Library, Stockton, CA. (See Appendix F).

A2.12 303rd Army Air Force Base Unit Headquarters.

A2.13 Stockton (California) Record. Newspaper Collection.

A2.14 303rd Army Air Force Base Unit Headquarters.

A2.16 Stockton Field, Office of the Post Engineer.
1943a. Statistical Data (Historical Record). Force Base, Historical Research Agency, AL. (See Appendix C5).

A2.17 Stockton Field, Office of the Post Engineer.
1943b. City of Stockton Copy of Reservation Map, Stockton Field, Stockton, CA. Post Engineer Map No. 2. Map on file, Stockton Metropolitan Airport, Airport Manager's Office, Stockton. (See Appendix C5).

A2.18 Stockton Field, Office of the Post Engineer.

A2.19 363rd Army Air Force Base Unit Headquarters.

A2.20 303rd Army Air Force Base Unit Headquarters.

A2.21 303rd Army Air Force Base Unit Headquarters.

Appendix A-2
A2.22 3033rd Army Air Force Base Unit Headquarters.
1944d. A History of Stockton Field, California, 1 November 1944
to 31 December 1944. Box 4, Document 00178725. Maxwell Air Force
Base, Historical Research Agency, AL. (See Appendix C5).

A2.23 3033rd Army Air Force Base Unit Headquarters.
1945. A History of Stockton Field, California, 1 January 1945 to
31 March 1945 (Inactivation History). Box 5, Document 00178726.
Maxwell Air Force Base, Historical Research Agency, AL. (See
Appendix C5).

1947. Appendix B: Design, Construction, and Results of Tests on
Materials, Stockton Test No. 2. War Department, Corps of
Engineers, Sacramento, CA. (See Appendix C5).

A2.25 General Services Administration.
118). Record Group 121, Accession Number 62-1208, Box 36, National
Archives Pacific Sierra Region, San Bruno, CA. (See Appendix C5).

A2.26 Geonex Aerial Photography, Sacramento.
(See Appendix D).

A2.27 Geonex Aerial Photography, Sacramento.
1970. Aerial Photograph of Stockton Field (5-16-70). 287425. (See
Appendix D).

A2.28 Bastion, Roy, N.
1975. The Development and Operation of Stockton Metropolitan
Joaquín Delta College, Stockton, CA. (See Appendix C2).

A2.29 Cartwright Aerial Photography, Sacramento.
Photograph on file, Stockton Metropolitan Airport, Airport
Manager’s Office, Stockton, California. (See Appendix D).

A2.30 Detective Daniel Lane, Office of the Sheriff-Corner.
Airport (Inter-Office Memo).
(See Appendix C3).

A2.31 Geonex Aerial Photography, Sacramento.
(See Appendix D).

A2.32 U.S. Army, Corps of Engineers, Huntsville Division.
1991. Defense Environmental Restoration Program - Formerly Used
Defense Sites (DERP-FUDS) Potential Ordinance/Chemical Contamination
Site Listing. Huntsville, AL. (See Appendix C5).

A2.33 Stockton Metropolitan Airport.
n.d.a. Stockton Metropolitan Airport (informational brochure).
Stockton, CA. (See Appendix C5).

Appendix A-3
A2.34 Stockton Metropolitan Airport.
   n.d.b. Sharpe General Depot, Field Annex, Water Distribution
   Lines, Stockton Metropolitan Airport, San Joaquin, CA. (See
   Appendix C).

A2.35 Anonymous
   n.d. Aerial Photograph of Stockton Field. Photograph on
   file, Stockton Metropolitan Airport, Airport Manager's Office,
   Stockton, CA. (See Appendix C).

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Appendix B-1
ORDNANCE AND EXPLOSIVE WASTE
CHEMICAL WARFARE MATERIALS
ARCHIVES SEARCH REPORT
FOR
STOCKTON MILITARY AIRFIELD
STOCKTON, CALIFORNIA
DERP-FUDS SITE NO. J09CA001200

APPENDIX C

REPORTS/STUDIES/LETTERS/MEMORANDUMS


C4. ENDANGERED SPECIES LISTING.

C5.1 SAFETY INSPECTION SAFETY PLAN.

C5.2 SITE VISIT TRIP REPORT.

C6. ADDITIONAL REPORTS, STUDIES, LETTERS, AND MEMORANDUMS, NOT OFFICIALLY INCLUDED IN THE BODY OF THIS REPORT. Bound with a separate Table of Contents.

Appendix C-1
Appendix C1

INVENTORY PROJECT REPORT
Review of Data-Defense Environmental Restoration Program (DERP)

1. Data as follows are forwarded for review and comment:
   a. ED Project Manager TURNER
   b. Project Number JO9CAOO1300
   c. Program Element: X Site Survey Report
      □ Additional Information as Requested
      □ Ordnance Survey □ Draft P & D □ Design Package □ Other
   d. Project Location STOCKTON CA
   e. Description STOCKTON MILITARY AIRFIELD
   f. Status SITE SURVEY COMPLETE
   g. Source of Data: □ NID □ IRIS □ Dist AE □ List/Inhouse □ Other
   h. Supersede Date N/A
   i. Conference Date & Location N/A
   j. Cost Account Number N/A

2. Each Branch Chief is requested to furnish comments by cover letter to ED-ES Service Section, not later than date on submittal date above. All comments shall be typewritten and marked on cover sheet. Comments shall contain a statement to indicate that the data have actually been reviewed. If, after review, you have no comment, a statement to that effect and reviewers name shall be included. Detail of specific questions should be referred to the PR. Persons assigned to attend conference should promptly notify the Project Manager.

3. Technical Representative should review submittal for adequacy in developing a project package to be presented to higher HQ. Questions/conditions pertaining to insufficient data should be made directly to local district by phone, & documented in MP. All comments/questions should be coordinated among interested discipline within HQ.

4. Special Instructions: 1 COPY OF THE FOLLOWING TYPES OF DATA IS ON FILE IN ED-ES SERVICE SECTION FOR YOUR INFO:
   a. LETTERS
   b. REAL ESTATE SEARCHES

DISTRIBUTION: (*) Extra copy of DP (only)
   ED-CS (Civil, Site Dev & Cen Tech) (2 cys)
   ED-ES (Ent) DP ONLY INFO
   DP ONLY INFO
   ED-CS (Civil, Envir Prot & Util) DP ONLY INFO
   ED-PM (McMeans) (1 c/y DP Only)

FA LATTIE

DA FORM 2496

PREVIOUS EDITIONS WILL BE USED
SPXRE-M

15 October 1984

SUBJECT: Real Estate Record Searches to Support Defense Environmental Restoration Program (DERP)

Commander
US Army Engineer Division, Huntsville
ATTN: ED-CS (Gary Hudson)
F.O. Box 1600; Rest Station
Huntsville, AL 35807

1. Reference message P3019442 July 84, same subject.

2. Inclosed is a report of the acquisition history of Stockton Field as requested in referenced message.

3. Also enclosed are two copies of the lease agreement as discussed with Mr. Slattery.

FOR THE COMMANDER:

[Signature]

MORGAN WHEELER
Chief, Real Estate Division

2 Incl
as

1. Reference DF, HNDED-PM, 20 Jul 84, SAB.

2. Subject JIN tasked ED-50 and ED-CS to survey two DERP sites with potential ordnance or explosive contamination and prepare survey reports.

   a. Gopher Ordnance Works was surveyed 8-10 August 1984 by Greg Smith, ED-50; Garry Hudson, ED-CS; and Mike Rand, ED-CS. A report of this survey was distributed 22 August 1984.

   b. Stockton Military Airfield was surveyed 14-17 August 1984 by Robert Dempsey, ED-50; Tom Turner, ED-PM; Garry Hudson, ED-CS; and Steve Glover, ED-CS. Included are the DERP Inventory Survey Report, Points of Contact, and Back-Up Data for the official files of this project.

I incl

as

Assistant for Safety

PN: J09CA001300
a. Work under this contract includes demolition of facilities that were formerly used for storage and maintenance of explosive material. These explosives were removed at the end of US Government operations. Decontamination of these facilities to their current state does not preclude the possibility that some explosive contamination may exist in unobservable areas. Explosive and ammunition materials may be persistent for decades and tend to permeate into cracks, crevices, hollow tile walls, ledges, threaded pipe joints, behind or beneath earth berms and in the spaces beneath building slabs and foundations. If these materials were to be present they could pose both flash fire and explosive hazards. Cautious, informed, and coordinated actions are required to safely complete the work under this contract.

b. The initial phase of the demolition activities will involve a complete burn off of the project site. Wood, rags, hay, and other readily combustible materials will be loosely placed on top of all existing building floors, slabs, and foundations to a depth of approximately 2 to 4 feet. The area will be cleared of all personnel and equipment not involved in setting the fire. The combustible materials will then be doused with liberal amounts of diesel fuel and set afire. The personnel setting the fires will clear the area to a distance of approximately 1250 feet from the structures and slabs. Exact time and date of the burn will be coordinated with and approved by the Airport Manager and the Fire Department.

c. Explosive and ammunition materials can be very sensitive to the heat, impact and friction producing operations associated with construction and
demolition, burning, cutting, welding or other high temperature producing operations and activities must be fully controlled to preclude an incident. To this end, a written SOP must be developed for any welding, burning or torch operation. SOP's will be issued for a specific rather than a general use and will be good only for the particular operation, location and other conditions cited therein.

d. If explosive contamination, unexploded ordnance, or questionable items are discovered at any time during demolition or construction, the Contractor shall immediately stop operations in the affected area and arrange for the San Joaquin Sheriff's Department Bomb Squad to inspect and render safe the hazardous device or substance. It is anticipated that in the unlikely event that such conditions arise, they will be overcome with only slight delays to the Contractor.
LEASE

between

CITY OF STOCKTON,
a Municipal Corporation

of the
State of California

acting by and through its City Council

and

THE UNITED STATES OF AMERICA

1. This LEASE, made and entered into this 15th day of July, in the year one thousand nine hundred and forty by and between City of Stockton, a Municipal Corporation, whose address is City Hall, Stockton, California for its heirs, executors, administrators, successors, and assigns, hereinafter called the Lessor, and the UNITED STATES OF AMERICA, hereinafter called the Government:

WITNESSETH: The parties hereto for the considerations hereinafter mentioned covenant and agree as follows:

2. The Lessor hereby leases to the Government the following described premises, viz: (Described on attached page, marked Page §, Paragraph 8, and incorporated herein and made a part hereof.)

For Lessor shall immediately secure by purchase or condemnation, the title to the hereinafter described parcels of land (as described on attached page marked Page 1-§, Paragraph 8-a, and made a part hereof), for use by the Government under the terms of this lease. As title to said property is acquired by Lessor, it shall automatically become a part of the land described under this lease and subject to all of the terms and conditions hereof.

to be used exclusively for the following purposes (see instruction No. 3):

An advanced flying school for the United States Army Air Corps.

EXECUTION COMPLETED

Dated 2
3. TO HAVE and TO HOLD the said... and ending with... July... 1940...

4. The Government shall not assign this lease in any event, and shall not subject the demised premises except to a desirable tenant, and for a similar purpose, and will not permit the use of said premises by anyone other than the Government, such sublettees, and the agents and servants of the Government, or of such sublettees.

5. This lease may, at the option of the Government, be renewed from year to year at a rental of One ($1.00) Dollar per annum and otherwise upon the terms and conditions herein specified, provided notice be given in writing to the Lessor at least Thirty (30) days before this lease or any renewal thereof would otherwise expire. Provided that no renewal thereof shall extend the period of occupancy of the premises beyond the 30th day of June, 1960.

6. The Lessor shall furnish to the Government, during the occupancy of said premises, under the terms of this lease, as part of the rental consideration, the following:

Nothing except the right of possession of the lands referred to in Paragraph 2 hereof, with the right of ingress and egress thereto, and, also, lands referred to in Paragraph 2-.

7. The Lessor shall, unless herein specified to the contrary, maintain the said premises in good repair and tenantable condition during the continuance of this lease, except in case of damage arising from the act or the negligence of the Government's agents or employees. For the purpose of so maintaining the premises, the Lessor reserves the right at reasonable times to enter and inspect the premises and to make any necessary repairs thereto.

8. The Government shall have the right, during the existence of this lease, to make alterations, attach fixtures, and erect additions, structures, or signs, in or upon the premises hereby leased (provided such alterations, additions, structures, or signs shall not be detrimental to or inconsistent with the rights granted to other tenants on the property or in the building in which said premises are located); which fixtures, additions, or structures so placed in or upon or attached to the said premises shall be and remain the property of the Government and may be removed therefrom by the Government prior to the termination of this lease, and the Government, if required by the Lessor, shall, before the expiration of this lease or renewal thereof, restore the premises to the same condition as that existing at the time of entering upon the same under this lease, reasonable and ordinary use...
and tear and damages by the elements or by circumstances over which the Government has no control, excepted: Provided, however, that if the Lessor requires such restoration, the Lessor shall give written notice thereof to the Government Ninety (90) days before the termination of the lease.

9. The Government shall pay the Lessor for the premises rent at the following rate: One ($1.00) Dollar per annum — Finance Officer, U.S. Army, Fort Mason, California, designated to pay this rental. Payment shall be made at the end of each fiscal year.

10. If the said premises be destroyed by fire or other casualty this lease shall immediately terminate. In case of partial destruction or damage, no as to render the premises untenable, either party may terminate the lease by giving written notice to the other within fifteen days thereafter, and if so terminated no rent shall accrue to the Lessor after such partial destruction or damage.

11. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this lease or to any benefit to arise thereon. Nothing, however, herein contained shall be construed to extend to any incorporated company, if the lease be for the general benefit of such corporation or company.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names as of the date first above written.

CITY OF STOCKTON, a Municipal Corporation.

By: Woodrow Coale
Mayor

THE UNITED STATES OF AMERICA,

By: ____________________________
R.V. Pe. Y.

(If Lessor is a corporation, the following certificate shall be executed by the secretary or assistant secretary).

I, B.L. Trahern, certify that I am the City Clerk of the City of Stockton, Municipal Corporation, as Lessor in the attached lease; that Woodrow Coale, Mayor, Municipal Corporation of said corporation, that said lease was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

[Corporate Seal]
SUPPLEMENTAL AGREEMENT TO DISPENSE WITH NOTICE OF RENEWAL

THIS SUPPLEMENTAL AGREEMENT entered into this 30th day of June, 1943, by and between

CITY OF STOCKTON, a municipal corporation,

whose address is City Hall, Stockton, California,

for itself, its successors, and assigns, hereinafter called the Lessee, and THE UNITED STATES OF AMERICA, hereinafter called the Government, WITNESSETH:

WHEREAS on 15 July, 1940, a lease was entered into between the Lessee and the Government covering parcel of land located in the County of San Joaquin, State of California, governing air field facilities, was entered into as No. 564-

for the period 15 July, 1940, to 30 June 1943, with option to renewal annually thereafter to 30 June, 1943,

which lease was duly renewed by the Government to 30 June, 1943, inclusive;

WHEREAS it is desired to amend said lease to dispense with the service of notice of renewal for each fiscal year, as hereinafter provided;

NOW, THEREFORE, the parties hereto do hereby amend said lease in the following respects and in these only:

1. Provisions 3 and 5 are deleted effective 1 July 1943, and there is inserted in lieu thereof the following provision numbered 3:

- 1 -
3. TO HAVE AND TO HOLD the said premises with their appurtenances for the term beginning 1 July 1943 through 30 June 1944, provided that, unless and until the Government shall give notice of termination in accordance with provision 18 hereof, this lease shall remain in force thereafter from year to year without further notice; provided further that adequate appropriations are available from year to year for the payment of rentals; and provided further that this lease shall in no event extend beyond 30 June 1946.*

The Government reserves the right to cancel this lease at any time by giving thirty (30) days written notice to the Lessee of its intent to cancel.

[Signature]
City Clerk
City Hall Building
Stockton, California

(Address)

(Address)

THE UNITED STATES OF AMERICA

[Signature]
Contracting Officer

*Delete inapplicable words.

(IF Lessee is a corporation, the following certificate shall be executed by the secretary or assistant secretary).

I, [Your Name], City Clerk of the City of Stockton, certify that I am the City Clerk of the City of Stockton, and that I have carefully examined the attached Supplemental Agreement, and that the same was duly signed under the authority of its governing body, and is within the scope of its corporate powers.

[Signature]
City Clerk
Seal
1. Stockton Field was acquired by lease from the City of Stockton, et al in July 1941. 1,997 acres of bare land was leased from the City as follows:
   a. Lease No. W-59-ww-644 - 597 acres
   b. Lease No. W-865-eng-1756 - 268 acres
   c. Lease No. W-1105-eng-3203 - 245 acres

The lease was effective on 21 July 1941. Improvements costing $3,876,000 were placed on the property by the Government in 1941 and 1942. The property was used as an advanced training center for the Army 5th force.

2. In October 1946, approximately 1100 acres of the property was classified as surplus and was transferred to the War Assets Administration. By agreement dated 23 December 1948, the improvements located on the property were transferred to the lessor (City of Stockton) in lieu of the restoration requirement as set forth in Condition No. 8 of the lease agreement No. 644.
Appendix C2

THE DEVELOPMENT AND OPERATION OF
STOCKTON MILITARY AIRFIELD.
THE DEVELOPMENT AND OPERATION OF
STOCKTON METROPOLITAN AIRPORT

A Thesis
Presented to
The Faculty of the Department of History
San Joaquin Delta College

In Partial Fulfillment
of the Requirements
of History 10

by
Roy H. Bastian
May 1975
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CHAPTER 1

JUST FARM LAND

Although the returning World War I fliers had a love of flying, there was little established aviation business to return to. Thus, the "Barnstormer" was born. The term itself has its origin in the theater and refers to itinerant pilots who made their living flying around the country, selling rides, and passing the hat at their air shows.

On April 1, 1920, Charles McHenry Pond inaugurated the first scheduled air line in the west and possibly the nation. It was to fly between Oakland and Los Angeles with stops at Stockton, Fresno, and Bakersfield. The airplane used was a Curtiss Eagle trimotor biplane, carrying twelve passengers. The Stockton base was a field northwest of town.¹

At this time about two and a half miles south of the Stockton city limits on Sharps Lane (now Airport Way) was the Wilber Salmon Ranch. Salmon had a large and diverse farming operation on this and other land, some being owned and some leased. A large crew was employed and a cook served three meals a day.²

¹Interview with Glenn A. Kennedy, Stockton, California, April 26, 1975. This air line was unsuccessful due to passenger disinterest.
²Interview with Wilber Salmon, Sutter Creek, California, April 22, 1975.
In the summer of 1925, Bill Gregg landed his Curtiss Jenny in the pasture just east of Mr. Salmon's pig run. He became the first flier to land at the present site of Stockton Metropolitan Airport. ¹

In the early twenties, barnstorming was on the increase throughout the central valley. The arrival of these fliers at any suitable pasture usually brought large crowds of the curious. The more adventurous would take rides while the rest looked on.

Mr. Salmon's field was not the first or only landing place used in the area, but it became very popular that summer and fall. Pilots would land in the pasture, tie their planes to the pig run fence, and take rooms and board at the ranch house. ² The popularity of this southern location could possibly be due to the quality of the food served at the ranch. The display of interest in aviation locally caught the eye of the city fathers, and the thought of a city owned airport was discussed that fall and winter.

¹Thid. Mr. Gregg was killed a short time later in a crash with a Southern Pacific train near Lodi.
²Thid. The cook used to call the fliers to meals by going out in the yard and waving a dish towel.
CHAPTER 2

THE CITY BUYS AN AIRFIELD

In the spring of 1926, the city took over Mr. Salmon's lease to the twenty-three acres of land, where the airfield had been located, from Fred F. Clark. The Salmon Ranch site had been chosen by the city council because of its proximity to the Tidewater and Southern Railroad. It was also felt that land there would be cheaper.

A. H. "Bert" Lane and C. C. Allen arrived at the field from Sacramento, in the early summer and formed the Allen-Lane Flying Service, with their two Standard airplanes. It was the first fixed base operation in the Stockton area. They sold rides, chartered flights, and taught flying; they also staged week end air shows. They moved operations to the County Fair Grounds during fair week each year.

In an effort to improve the airfield, the runway was graded, and the city built a shed hanger and an office restroom building. Stockton Municipal Airport became the field's name on May 7, 1927, when the city held a dedication ceremony and air show. That day there were thirty visiting aircraft available for rides and the show. The crowd grew to an

\[\text{Footnote: Interview with William Sarina, Airport Buildings and Grounds Foreman, Manteca, California, April 16, 1975.} \]

\[\text{Footnote: Stockton Record, July 11, 1964.} \]

\[\text{Footnote: Interview with A. H. Lane, Santa Barbara, California, April 10, 1975.} \]
enormouscheongs,causingaterrifictrafficjamaroundthe
airport and backing up on Sharpe Lane. The aerobatics that were
performed that day were awesome and the crowd was held spell-
bound. 5

The year 1927 also saw the growth of the Allen-Lane
Flying Service. Four planes were added to the original two,
and J. M. Nightingale, a former student of Lane’s, joined the
firm. 9

The next year the city purchased the twenty-three acres
of land it had been leasing, from Mr. Clark, at a cost of
$4,624.52 10 A fifty foot beacon tower and another hanger were
built. It was also in this year the Army started occasional
use of Stockton Municipal as a “gas stop” on its training
flights around the state. 11

In 1929 Mr. Lane left to become a test pilot in the bay
area. Before leaving he helped form the Pathfinder Flying
Service, with Mr. Nightingale and John Knox. 12 Mr. Allen re-
turned to Sacramento, where he later became the pilot for
Governor James Rolph. 13

8 Stockton Record, July 11, 1964.
9 Interview with A. H. Lane, loc. cit.
11 Interview with A. H. Lane, loc. cit.
12 Ibid.
13 Interview with Wilber Salmon, loc. cit.
The City Council in 1929 and 1930, feeling they might encourage an aircraft manufacturing plant to locate here, purchased two more parcels of Fred Clark's land. These additions, of forty-four acres each, brought the total to one hundred and eleven acres within the airport property.\[15\]

The Pathfinder Flying Service was sold to Edward Wagner in 1930. Wagner had sold airplanes in the area for some years. He operated the flying service by himself until 1936.\[16\]

With the depression and their businesses declining, Mr. Wagner and Henry Von Berg merged and operated from the Municipal Airport, as Pathfinder Flying Service. Mr. Von Berg had been using Oranges Field north of Stockton for several years.\[17\]

In 1936 another and larger parcel of land was obtained at a cost of $15,024.65.\[18\] This one hundred and forty-seven acres more that doubled the airport acreage. A WPA project was begun to oil and extend the runway to a 50 x 2000 foot strip, install sewers and storm drains, and build a large adobe hanger.\[19\] This was the last improvement to be made until the building of the air base by the Army.

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\[14\] Stockton Record, July 11, 1964.
\[15\] Report to Airport Consultants, 1955.
\[16\] Interview with Edward Wagner, Garberville, California, April 24, 1975.
\[17\] Ibid.
\[18\] Report to Airport Consultants, 1955.
\[19\] Interview with William Sarina, loc. cit.
In August 1940 all civil air operations stopped at the Municipal Airport. Pathfinder Flying Service, a fleet of from twelve to fifteen planes, was moved to Oranges Field. The Army took command of the field, with the arrival of Colonel Leo A. Walton, and began preparations to build an advanced pilot training school.21

20 Interview with Edward Wagner, loc. cit.
21 The Twin Prop, March 17, 1945. This was the air base newspaper.
CHAPTER 3

THE ARMY YEARS

On August 15, 1940, the Army and the City of Stockton entered into a lease agreement for enough land to construct and operate an Army air base on city property at the cost of one dollar per year through and including 1965. The Army reserved the right to construct necessary runways and facilities, the removal of same at termination of the lease, and the right of lease renewal in the case of a national emergency.22

Upon the arrival of Colonel Walton, it was evident that much more land would be required to build the air base. The first property to be purchased was the Salmon home ranch, and negotiations for surrounding land was begun. At the time it was felt the city alone would not be capable of raising the necessary funds to purchase the needed land, and an undivided half interest in all acreage was deeded to the county. The rest of the required land was then paid for as a joint ownership. By the end of 1941 a total of, including the previous acreage, 1,125.38 acres at a cost of $98,359.19, were turned over to the Army.23

22 City Council Ordinance # 1550, dated August 15, 1940.
On December 5, 1940, the first group of G.I.'s had arrived to take over the small, muddy field. The troops spent an amphibious first three months in tents. Efforts to level land and construct buildings progressed slowly under heavy winter rains.  

The out-buildings of the Salmon Ranch and all but the adobe hanger on the airport were razed. The Salmon house was moved, in two sections, to a site on Briggs Avenue west of Highway 50 (now Interstate 5).  

On January 2, 1941, flight instruction began with a class of ninety-three cadets, despite construction efforts. Stockton Field became its new official name, with an Army dedication on January 11th that year. It had the task of training pilots in all aspects of flying for the war effort. 

By the end of 1941, the air fleet had grown from the original eight to sixty-two AT-6's and nine twin-engined Beechcrafts. The station compliment had grown to thirteen hundred enlisted men and a hundred seventy-seven officers. The school trained pilots in both single and multi-engined aircraft, graduating an average of two hundred cadets every eight weeks. Stockton Field became the largest advanced pilot training base in the west. The last group of cadets to graduate was on March 2, 1945.  

24 The Twin Prop, loc. cit.  
25 Interview with Alber Salmon, loc. cit.  
26 The Twin Prop, loc. cit.
As construction advanced, three criss-cross runways 200 feet wide by 3600 feet in length were completed in a roughly triangular shape, with taxiways and parking ramps. In 1942 the east-southeast by west-northwest runway was widened to eight hundred feet to allow multiple landings. At the end of construction in 1943, there were some three score buildings, drawn up in neat military lines.

In addition to Stockton Field, four satellite strips were located in the general area to accommodate the many take-offs and landings. 27 One was at New Jerusalem, near Vernalis, and another at what is now the Kingston Drag Strip. Those at Tracy and Turlock are still in use as city airports today. 28

Many graduates of the school went on to become decorated aces of World War II. The most notable graduates were eleven of the thirty-six pilots who participated with General Doolittle on his historic raid over Tokyo, April 18, 1942. 29 Another to call Stockton Field his Alma Mater was Lieutenant Thomas Lanphier who shot down Admiral Yamamoto's plane in the Pacific during the Battle of New Guinea. 30

27 The Twin Prop, loc. cit.
28 Interview with Frank Barber, local crop duster, Stockton, California, April 7, 1975.
29 The Twin Prop, loc. cit.
30 N.B.C. Special "The Commanders, Isoroku Yamamoto", March 2, 1975, Admiral Yamamoto was the chief architect of the Pearl Harbor Raid, December 7, 1941.
On March 2, 1945 the air base was turned over to the Air Transport Command, as the necessity for freight movement became more important than the training of pilots. In August 1946, a portion of the field was returned to the city-county administration, but a small and declining presence was maintained by the Air Transport Command until 1948. Already a portion of the existing barracks buildings had been leased to Sharp Army Depot by the city-county to be used as family quarters for the depot's military personnel. This lease was renewed annually until late 1973.

31 The Twin Prop, loc. cit.
32 Interview with William Sarina, loc. cit.
33 Interview with Lowell Snyder, U.S. Army retired employed by Sharp Depot, Stockton, California, April 18, 1975.
CHAPTER 4

RETURN AND GROWTH

Even before the return of part of the field to the city-county in 1946, United Airlines was showing an interest in adding Stockton to its stops on the valley route from San Francisco to Los Angeles. Negotiations with the Army and local authorities were completed and service began on August 1, 1946. There were two trips daily. This proved to be the first successful commercial air line to operate from Stockton. Several earlier attempts, including the first in 1920, had failed for one reason or another.

In January 1947, a new flying service began operations on Stockton Field. It was called Executive Air Service and was run by J. P. Stuart and S. J. Johnson. Stuart and Johnson were returning World War II pilots who remained in the Army Reserve, and were recalled to service in 1950.

On April 11, 1947, the Federal Aviation Agency (F.A.A.) opened a Flight Service Station with ground to air radio facilities. They help pilots plan their flights, with route and weather information, in the area. They also took over the weather observation program. Weather observations had been taken, since 1941, first by the Army and then by United Airlines.

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34 Stockton Record, June 1, 1946.
35 Interview with Frank Barber, loc. cit.
36 Interview with Edward Harris, Chief Flight Service Station, Stockton, California, April 11, 1975.
In 1948, the Army, with the exception of the Sharp Annex, left the field. There was a small ceremony dedicating the airport back to civil use, and the city-county assumed administration of the whole airport.  

On January 1, 1950, the Bridgeford Flying Service of Napa took over the lease of Executive Flying Service. Mr. Bridgeford has operated from both bases since. He offers the only licensed Air-Taxi on the field and a full line of air and ground services.

In 1952 came the first airport improvement since the Army construction. Runways were the target with extension of the main runway to 200 x 4600 feet and improving the shorter parallel 75 x 3000 foot strip.

Progress on the airport was slow. There were many buildings on the grounds that had little practical use and were costly to maintain. The problem of joint ownership was cumbersome, and little agreement could be reached. In an attempt to solve these problems, in early 1955, a team of airport consultants was hired to study the situation and submit a master plan for the development of the airport.

37 Stoketen Record, July 11, 1964.
38 Interview with R. A. Bridgeford, Stockton, California, April 21, 1975.
39 Stoketen Record, June 13, 1953.
40 Stoketen Record, July 11, 1964.
The master plan submitted called for the building of a new control tower and passenger terminal, the clearing of unused buildings to make room for an industrial park, and the phasing-out of the two little used runways, while extending the main one to accommodate the largest of aircraft. In 1956, with the Airport Consultants feeling it would be more efficient, ownership was transferred to the county.\textsuperscript{41} The county employs thirty-five people to operate the airport. The field has its own administration office, fire and security department, and buildings and grounds maintenance crew.\textsuperscript{42}

January 1955, saw Stockton Helicopters (now Calicopters) open for business, with complete helicopter services.\textsuperscript{43} The same year saw another airline come to Stockton. On March 7th, Southwest Airlines (now Hughes Airwest) began service between San Jose and Sacramento.\textsuperscript{44} On July 10, 1972 a third airline, PSA-Pacific Southwest Airlines, opened offering service to San Francisco, and Los Angeles and San Diego.\textsuperscript{45}

\textsuperscript{41}Interview with William Sarins, loc. cit.
\textsuperscript{42}Interview with Stella Strahan, Clerk-Stenographer to Airport Manager, Stockton, California, April 8, 1975.
\textsuperscript{43}Interview with Rick Eccles, Owner of Calicopters, Stockton, California, April 22, 1975.
\textsuperscript{44}Stockton Record, March 4, 1955.
\textsuperscript{45}Interview with Thomas Smith, Supervisor PSA Office, Manteca, California, April 7, 1975.
In 1957, a metal frame tower was moved, like an erector set, from Los Angeles International Airport to Stockton Field, and the F.A.A. Tower Crew moved in to control the increasing air traffic. The next year the main runway was lengthened again, making it 150 x 5450 feet, to accommodate the larger airliners that occasionally used the field. As part of the same project hangars to house thirty-six airplanes were built.

Air line pilot training flights started using the airport in 1961. This program was used to keep pilots trained in emergency procedures. Several air lines used Stockton Field as a training base, and as many as five planes could be seen, playing follow the leader, shooting touch-and-go landings. This program has been cut drastically due to the fuel shortage.

In 1963 the U. S. Weather Service Office opened and brought complete weather services to the Stockton area for the first time. The weather observation program was, at this time, transferred to the Weather Service.

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46 Interview with Joseph Cadero, Chief F.A.A. Control Tower, Stockton, California, April 11, 1975. This tower is now in use at the Sharp Army Depot Airstrip.
47 Interview with Stella Strahan, loc. cit.
48 Ibid.
49 Interview With David Powel, NIG Weather Service Office, Stockton, California, April 13, 1975.
The next year hailed the completion of the new tower and terminal buildings, another parcel of land was purchased, to allow for lengthening of the runway, making a total of 1650 acres of airport property. The runway was lengthened to its present length of 6650 feet, thus completing the first stages of the master plan.\textsuperscript{50} There was a two day celebration on July 11th and 12th dedicating the "New Airport" and naming it officially Stockton Metropolitan Airport. This celebration was a great show with an antique airplane fly-in, an Air Force missile display, a parachute drop by Army paratroopers, aerobatics by many civilian pilots, and a performance by the Navy "Blue Angels". The show was attended by the largest crowd ever to assemble at the field. The traffic, especially on the 12th, on all routes from town was backed up so that thousands had to watch what they could of the show from their cars.\textsuperscript{51}

In 1966 came the completion of the instrument landing system allowing many more flights to land during heavy fog conditions. This is a federally installed and maintained system that is more or less universal throughout the nation.\textsuperscript{52}

\textsuperscript{50} Interview with Stella Strahan, loc. cit.
\textsuperscript{51} Stockton Record, July 11, 1966.
\textsuperscript{52} Interview with John Smith, Chief F.A.A. Electronics Maintenance, Stockton, California, April 28, 1975.
In 1973, the Sharp Army Depot Annex was vacated, thus ending the Army presence on the field. The land and buildings reverted back to the county. Also, on May 27th there was a ceremony and airshow dedicating the new maintenance facility of the California Air National Guard. The Guard has been located on the field since their Armory opened in 1962. There was an aerobatics demonstration by Delta College's Herb Ross and others, but the star performance was by the Air Force "Thunderbirds". Again the attendance was large, but not equal to that of nine years ago.

When the buildings of the annex were removed, in 1974, two monuments from the old air base were reset in the terminal area. On Veteran's Day they were rededicated to the heroes of Stockton Field. The security wing addition to the terminal was finished the same year. This was constructed as part of the national program to stop the hijacking of airliners.

In 1975, new hangar construction was completed housing another thirty-nine airplanes. The most unique business on the field is Hemet Valley Flying Service. They have a shop for

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53 Interview with Lowell Snyder, loc. cit.
54 Interview with Stella Strahan, loc. cit.
55 Ibid.
56 Ibid.
rebuilding large aircraft engines here and operate a fleet of forest fire tanker planes from this and other bases. Other businesses presently leasing space on the field include three flying services, the Sheriff's Aero Squadron, Parsons Engineering Company, the Civil Air Patrol, the San Joaquin Mosquito Abatement District, three crop dusters, Calicopters, and several non-aviation companies including the San Joaquin County School Department. 57

Today there are still twenty-nine of the Army's buildings left on the field. These buildings have been put to some very diverse use, everything from storage by a canery to two being used as a chicken hatchery. Meanwhile the open ground has been farmed regularly over the years with crops of sugar beets, tomatoes, alfalfa, potatoes, and barley having been harvested. 58

In closing I would like to quote Marjorie Fickerty of the Stockton Record, "Our airport, born of dubious parents, adopted by a rich uncle, is growing up to be a respectable member of the community." 59

57 Interview with William Sarina, loc. cit.
58 Ibid.
59 Stockton Record, July 11, 1964.
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**SUMMARY**

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**TOTALS**

|               | 1,125.38 | $91,359.19 |

*As determined through search made April, 1955.*

*Note: Figures are prior to deduction of sale of 10.21 acres to National Guard.*
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Kennedy, Glenn A. Telephone interview in Stockton, California. April 24, 1975.

Labucheri, Al P. Interview in Stockton, California. April 17, 1975.


Report to Airport Consultants, 1955 Untitled excerpt.

Salmon, Wilber. Sutter Creek, California. Telephone interview in Stockton, California. April 22, 1975.


Smith, Thomas. Interview in Stockton, California. April 7, 1975.


Appendix C3

MUNITIONS FACILITY, STOCKTON MILITARY AIRFIELD
(INNER-OFFICE MEMO).
TO: Commander Ken Wagner
FROM: Detective Daniel Lane
SUBJECT: Munitions Facility, Stockton Metropolitan Airport

DATE June 19, 1984

For the purposes of this memorandum the following subjects are listed as witnesses, who may or may not possess information relevant to the investigation ongoing.

1. Richard Hamer, Reporter, Stockton Record, 530 E. Market street, Stockton, 945-6397.


3. Walter A. Hastings Jr., 5504 E. Marsh street, Stockton, 948-2425, doing business as Pyro-Spectaculars, P.O. Box 910, Rialto, California 92376, (714) 874-1644 or (209) 957-3241.

4. Lloyd Yberra, President, Bright Spot Electric, 327 N. California street, Stockton, 466-9769.

5. Ken Settergren, County Traffic Division, Public Works, 1810 E. Hazelton street, Stockton, 944-2271.


7. Bob Mahoney, Public Information Office, Public Affairs Division, Presidio of San Francisco, California.

8. Master Sergeant Shaw, 8th Ordnance Detachment (EOD), Presidio of San Francisco, California, (415) 561-2637.


10. George Spadafore, Airport Manager, Stockton.

11. Frank Barber, Barber Crop Duster's, 235 Carson Place, Stockton, 477-1583, 982-5533, 466-2533 (Mobile 340).


NOTE: Reply on this sheet, using reverse side if necessary
13. Rocky Fillipini (spelling), no further information.
14. Mr. Christopolos (spelling), first name unknown, residing somewhere in the Waterford area.
15. Corwin Haney (deceased).
17. Les Oranges, former owner of Oranges Airfield, King Bearing, Stockton, 948-2831.
19. Mark Fosgate, Chief Engineer, Teichert Construction, Sacramento, (916) 484-3011.
22. Walt Donis, Retired Stockton Fire Department, 464-5660.
23. Robert Donis, Stockton Fire Department (retired), 139 E. Gibson street, Stockton, 464-2749.
26. Al Holland (deceased).
27. Herman Smith (deceased).
28. Pete Shonig (deceased).
29. Sergeant Sherrow, 87th Ordnance Detachment (ORD), Presidio of San Francisco, California, (415) 561-2437.
30. Richard Pietr, Safety Officer, Canlis Administration Building.

The following documents are attached for information:

1. Memorandum dated 5-2-84.
2. Memorandum date 6-11-84.
During the month of April 1984, Andy Hastings, listed as witness 43, was in possession of a lease contract with Stockton Metropolitan Airport and San Joaquin County, allowing him to use an abandoned World War II explosives magazine for the storage of pyro-technic devices.

Due to an impending construction of a sports complex in that area, the contract with San Joaquin county was terminated.

During the last week of April 1984, Mr. Hastings contacted recording officer and was extremely upset over the fact that his contract was being terminated, as well as the fact that he was not being allowed to dismantle the magazine and move it to another location for his continued use of storage of pyro-technic devices. As a matter of record, Mr. Hastings is a licensed pyro-technic operator, who conducts public display fireworks demonstrations throughout the central valley. Mr. Hastings is a Field Service Representative for Pyro-Spectaculars of Rialto, California, who are major producers of public display fireworks throughout the Western United States. During this initial phone contact with Mr. Hastings he was extremely upset both with the Sheriff’s office and San Joaquin County in general as he felt his contract with the county was being violated, and he felt that he was not receiving proper treatment, either from the Sheriff’s office or from the county.

Mr. Hastings brought up the fact that he had first hand information that there was abandoned World War II explosives in the area of the magazine, and that he would bring this to the "public's attention". Recording officer advised Mr. Hastings, at the time of this phone contact, that there was nothing within the records maintained by the San Joaquin County Sheriff's Office, relevant to the issuance of explosives permits at Stockton field, that indicated the presence of any abandoned explosives whatsoever.
On 5-2-84, recording officer received a phone call from witness #1, Richard Hamner, who advised that Andy Hastings had called him and advised him that there was abandoned explosives on the Airport property in the area where the Sports complex was to be constructed. Refer to memorandum dated 5-2-84.

Mr. Hamner was provided with the information maintained within the Sheriff’s office files indicating the permits issued to Andy Hastings and the facilities for which the permits were issued.

The net result of Mr. Hamner’s contact with recording officer, as well as other individuals, was the publishing of the article dated 6-10-84 in the Stockton Record indicating, “Possible Ammo Peril at Airport Sports Site”.

On 6-11-84, an investigation into the allegations made by Mr. Hastings and Mr. Hamner were initiated. Refer to memorandum dated 6-11-84.

Investigation into the allegations made by Mr. Hamner and Mr. Hastings has resulted in the following information:

Richard Hamner was contacted on 6-10-84 and was requested to provide the sources of information that led to the article published in the Stockton Record. Mr. Hamner indicated that he had received information from the following individuals: Mr. William Anderson, Director of Government Buildings, Room 12 of the Courthouse, extension 2171, who revealed detailed maps of Stockton field; Mr. Andy Hastings; Mr. Lloyd Y harass; Mr. Ken Setzer, Mr. Roy Bastian; and Mr. Bob Mayhew of the President in San Francisco. Mr. Hamner also made the claim at the time of the contact that he was reluctant to reveal the sources of information as he felt that that was privileged communication, and also felt that the Stockton Record was not responsible for publishing any information which may have caused public alarm, as he advised the article did not specifically say that there was in fact ammunition buried on the Stockton field.

On 6-14-84, recording officer contacted Roy Bastian. Mr. Bastian indicated that he had done a research paper for San Joaquin Delta College dealing with the history of Stockton Metropolitan Airport, and advised that his sources of information were Frank Barbere and military archives in Washington D.C. In discussing this with Mr. Bastian he advised that he had never found any information directly related to the magazine complex on Stockton field, and that he had not obtained any records from military archives because of the fact that their records were cost prohibited. Mr. Bastian did advise that there was a local air group comprised of retired Army Aircorp officers who had been in touch with him, and that he would provide the information on contact within this group as soon as he was able to obtain a name and phone number. Mr. Bastian indicated that some of these pilots were serving at Stockton field during World War II and may have knowledge as to specific information related to the claims of Andy Hastings.
On 6-15-84, recording officer contacted Andy Hastings. Mr. Hastings indicated that his source of information were Bill Roach Sr., Rocky Fillipini, Corwin Haney, and George Werner. Recording officer had attempted to contact Bill Roach for any information that he may have, however, has been advised that he is currently working in the State of Nevada for the National Auto Theft Bureau, and is not available for phone contact at this time. Rocky Fillipini has terminated his lease with San Joaquin County, and it was determined from Mr. Hastings that Mr. Fillipini was at one time a tenant farmer on the Stockton field grounds. Mr. Fillipini's current whereabouts is unknown.

Mr. Hastings further indicated that there was a tenant farmer by the name of Christopoulos who is now retired and living somewhere in the Waterford area, who advised him of the hazards of buried ammunition in the Stockton field. The only information recording officer was able to obtain is that Mr. Christopoulos is believed to be residing somewhere in the Waterford area, however, recording officer has been unable to locate this individual.

Mr.Hastings indicated that his primary source of information was Corwin Haney, who is the ex-Chief of the Lincoln Fire Department. It was determined that Mr. Haney is now deceased.

The final source of information from Mr. Hastings was George Werner, President of Werner Aero at Stockton field. In discussing this with Mr. Hastings he advised that Bill Roach had told him the entire area was off limits during World War II, and that chemical weapons were being tested on the site. Corwin Haney advised him that the site was used for the development of IAV rocket launchers and special fuses were being tested. Rocky, Chris and George told him that it was a weapons testing area and it was off limits. Mr. Hastings could not provide any specific information other than the individuals were advising him that the area was off limits and that some type of weapons testing had gone on in the area.

Recording officer, at the time of this conversation with Mr. Hastings, advised him that there was still no information that had been developed indicating that there was an area dump site anywhere on Stockton field. Mr. Hastings reply to this was that if we proved him wrong on that, he would contact the same sources who he had previously contacted and advise them that there were unknown pesticides, possibly DDT, contaminating the area, making it a public hazard as well, as well as a PCB transformer that had the oil dumped from it, which was found abandoned on Stockton field property. Mr. Hastings claimed that he would contact the Stockton Record so that this information could be published as he still felt that there was a serious threat to public safety.

On 6-15-84, recording officer contacted Mr. George Werner, the President of Werner Aero. Possible sources of information provided by Mr. Werner were Les Oranges, Who is the former owner of Oranges Airfield, and Gene Barbero. Mr. Werner advised that he did not have any specific information as to the facility located on Stockton field.
Mr. Les Oranges was contacted on 6-15-84, and he advised that during the period of World War II he had government contracts for runways, aprons, revetments and most of the airport during World War II, but he did not work on the ammo site and did not have any contracts for the magazine storage area. Mr. Oranges advised that the general contract for Stockton Field was held by Peter Foshig of Teichert Construction out of Sacramento. Mr. Oranges advised that he was not familiar with anyone who would have specific information, other than Teichert Construction, as to the area in question.

Recording officer located Mr. Barbero on 6-15-84, and determined that he is now retired and living in Houston, Texas. Mr. Barbero was a pilot trainee and former instructor for pilot trainees at Stockton Field during World War II. Mr. Barbero indicated that he had no knowledge as to the specific information concerning an ammo dump anywhere on Stockton Field, and he did not recall the specifics of the facility site in question.

Mr. Mark Fosgate was contacted on 6-18-84, and advised that during the period of World War II Teichert Construction Company had the general contract for development of military facilities at Stockton Field, and that the chief engineers for most of the contract sites were Al Holland, who is now deceased, Herman Smith, who is now deceased and Pete Foshig, who is now deceased. Mr. Fosgate indicated that he would check Teichert Construction Company records to see if he could determine any specific documents related to the construction conducted by Teichert Construction Company on Stockton Field grounds during World War II. Mr. Fosgate did indicate that during the mid to late '50s he was the chief engineer in charge of construction of the Harriotte Road, Farmington Road and Arch Road overcrossings of Highway 99, as well as the rail road overcrossing. He indicated that during the process of constructing those overcrossings, he personally supervised the removal of approximately 95% of the revetments that still existed on Stockton Metropolitan grounds, which was then used as a fill for the overcrossing. Mr. Fosgate indicated that the area in question was extensively traversed by cats, loaders and drag lines in order to obtain the fill. Mr. Fosgate indicated that during the entire time he was on Stockton Metropolitan Airport grounds obtaining this land fill for the overcrossing, he did not uncover any ammunition or explosive items of any nature.

Recording officer contacted Mr. Lloyd Yberra on 6-15-84, who advised that he was stationed with the communications division at Stockton Field, in the Army, during October 1942. At that time the Stockton Field was a training division and was considered an advanced training field for pilots. As far as Mr. Yberra could recall, there was no heavy ordnance anywhere on Stockton Field during the time of World War II. There were, however, target ranges which were used for practice with 45's and Thompson sub-machine guns, which were the standard issue weapons for the pilot trainees during that time.
Mr. Yherra indicated that possible sources of information in the Stockton area would be Ray Bischoff, Fred Gamboni, Walt Donis and Robert Donis.

Recording officer contacted Robert Donis on 6-15-84, and he advised that neither himself or his brother Walt, were involved with that specific facility at Stockton field in World War II. Mr. Donis advised that a possible source of information would be Dario Bella.

Recording officer contacted Mr. Fred Gamboni 6-15-84, and was advised by Mr. Gamboni that he was a former airport fireman during World War II. Mr. Gamboni advised that the facility was a training field for pilots and he had no personal recollection of any ordnance on the site. Mr. Gamboni advised that he helped build some of the revetments, but that the ones that he was involved in were torn down immediately after their construction as it was decided that they would not be used. Mr. Gamboni did advise that he recalled there were anti-aircraft gun in placement near the runways, however, never recalled the guns themselves being installed nor did he see any ammunition for the anti-aircraft in placements. Mr. Gamboni advised that a possible source of information might be Louie Martini.

Recording officer contacted Dario Bella on 6-15-84, and was advised of the following: Mr. Bella graduated in June 1941, from St. Mary's High School and went to work immediately at the Stockton field fire department. At that time Tom Souza, brother of former Sheriff Carlos Souza, was the fire department captain. Shortly after Dario hired on, a group of soldiers were cleaning their rifles with high octane aviation fuel when a fire and explosion occurred. Dario recalled that 7 to 8 of the individuals were killed and during the fire suppression Tom Souza suffered a heart attack and died within a matter of days as a result of the heart attack. Mr. Bella advised that a possible source of information would be old Stockton Record newspaper articles, as he believed that as a result of the fire and the number of deaths, there was a series of major articles published by the Stockton Record, including information as to all facilities that were on Stockton field at the time of the fire.

Recording officer contacted Sergeant Sherrow of the 87th EOD in the Presidio on 6-18-84 and was advised that information received by the Presidio from the armed forces command indicates that this is one of approximately 4 such reported incidents involving abandoned explosives. None of the four reported incidents have been verified as actual empo dumps. According to the Armed Forces Command, all records relevant to these installations were inadvertently destroyed in the late 1950's. Sergeant Sherrow advised that all information relevant to the facility should be sealed out in an agreement which was entered into between the Army and the local authorities at the end of the war when the property leased by the Federal Government was returned to local control. Sergeant Sherrow recommended a check of county historical files to obtain these agreement papers which would clearly indicate the presence of any buried ammunition.
Recording officer has researched the issues of the Stockton Record from June 1, 1941, to December 8, 1941, and was unable to locate any specific information related to the facilities in question. One article published on November 28, 1941, indicated that a Captain E.F. Huckenamer, the chemical warfare officer at Stockton Field, would be instructing Stockton fire department and handling of "the most dangerous of enemy bullets—dousing gas and incendiary bombs". (No other information was obtained from Stockton Record relevant to the questions at hand.)

Recording officer contacted Mr. Richard Pierz on 6-18-44 and obtained from him the memoranda and letters, which are attached, which indicate that the PCB transformer was in fact not loaded with PCB and the incident was cleared. Mr. Pierz advised that Mr. Hastings should have been aware of that before he made the additional claims and allegations that he was going to bring this to the public's attention.

The investigation at this time is being terminated pending departmental and county review.

Additional information received from the Presidio indicates that they may not have the facilities, or equipment, to complete a search of the airport. They will be available to assist if an emergency situation occurs.

This investigation is being placed inactive pending departmental review.
TO: Commander Ken Wagner
FROM: Detective Daniel Lane
SUBJECT: Explosives Incident Reported to Stockton Record

DATE May 2, 1984

On 5-2-84 at approximately 0945 hours, I received a call from Richard HANNER of the Stockton Record. Mr. HANNER advised that he had been contacted by Andy HASTINGS, who until last month was in possession of an explosives storage magazine at the Airport facility. According to Mr. HANNER, Andy HASTINGS has reported that the magazine and the surrounding area had at one time been the property of the War Department, and was used for disposal of explosives items. Andy was apparently reporting that the explosives items had been buried in the ground and had never been recovered and, therefore, posed an extreme threat to anyone who might be in the area. It was apparently additionally relayed to Mr. HANNER by Andy HASTINGS that the sports complex currently being planned by San Joaquin County is going to be installed at that specific location where the explosives were abandoned.

I explained to Mr. HANNER that the background investigation conducted by this office relevant to the issuance of the explosives permits by Andy HASTINGS revealed that there was, in fact, an installation present at that location during World War II that was maintained by the War Department, however, the installation was one of constructing devices and not storage or disposal. I further advised Mr. HANNER that there was nothing to indicate that any explosives or hazardous material had been abandoned at the location where Andy HASTINGS was conducting his fireworks storage.

This memorandum is directed to your attention solely because of the contact from the Stockton Record, as well as the potential for alarm that it may cause. I do anticipate that the Stockton Record will publish some information in regards to this as it appeared that I was either being taping recorded or monitored for the purposes of filing a report with the newspaper at the time of the phone call from Mr. HANNER.

Should any additional information develop, I will advise you immediately.

DL:dh
OFFICE OF
SHERIFF-CORONER

INTER-OFFICE MEMO

TO: Assistant Sheriff Arch Scheffel
FROM: Detective Daniel Lane

DATE June 11, 1984

SUBJECT: Munitions Facility, Stockton Metropolitan Airport

As a result of the meetings which have been conducted with various county agencies concerning the report in the Sunday edition of the Stockton Record, dated June 10, 1984, regarding a possibility of abandoned munitions, explosives, or chemicals at the Stockton Metropolitan Airport, recording officer has contacted Sergeant SHERROW of the 87th Ordnance Detachment (EOD), Presidio of San Francisco, California, 94129, at telephone (415) 561-2437. The incidents as reported in the Stockton Record were relayed to Sergeant SHERROW, and a records check was run through the Presidio military records to determine what information may be available concerning the abandonment of any hazardous materials by the Army at the facilities on Stockton Field during World War II.

At approximately 1120 hours on June 11, 1984, Sergeant SHERROW contacted our office and advised that no records exist concerning the abandonment of any hazardous materials at that location. He suggested a research of either any city or county historical files might reveal that possibility.

Sergeant SHERROW indicated that his unit was available to assist in whatever action would be deemed necessary to correct any potential hazard that may exist at Stockton Field.

As a history of the incidents that have occurred, for the past several years the Sheriff's Office has issued an explosives use permit to Walter Andrew HASTINGS, Jr., DBA: Pyro-Spectaculars. The purpose of that use permit was for storage of pyrotechnic devices at one of the magazines which was still in tact from the War Department facilities on the Stockton Field grounds.

During the years that inspections of that facility have been completed, no evidence surfaced that there was any hazardous materials present other than the materials which were expressly indicated on the permit issued to Andy HASTINGS.

Several problems arose between the applicant, Andy HASTINGS, and our office concerning the issuance of the permits, and with the Stockton Metropolitan Airport concerning Andy's presence on the air field facilities.
A combination of the discrepancies that existed between the Sheriff's Office and the applicant, Andy HASTINGS, culminated in an investigation in an effort to revoke Mr. HASTINGS permit during 1983. The basis for the investigation was a failure to comply with existing statutes governing the proper storage of explosive materials as regulated by the Health & Safety Code and the California Administrative Code. It should be noted that the application and permit for explosives was not revoked.

Effective the last day in May, 1984, the Airport rescinded its monthly contract with Andy HASTINGS for the lease of the Airport facilities and it was on May 2, 1984 that recording officer received a call from Richard HANNER of the Stockton Record requesting information concerning the possibility of abandonment of explosive materials. Mr. HANNER advised recording officer that he had received information from Andy HASTINGS that there was, in fact, a hazardous materials dump site located in close proximity to the magazine, and that this hazardous material consisted of high explosive items possessed by the Army during World War II.

Mr. HANNER was advised of the information which was available at that time, and after making several additional contacts, published the article which appeared in the Sunday edition of the Stockton Record.

On the morning of June 11, 1984, recording officer met with Mr. George SPATFORE, the Acting Airport Director, and Mr. William HELD, the Airport Manager. The information which we had developed over the preceding months, and had placed in file, was transmitted orally to both gentlemen so that they would be knowledgeable as to the standing of the permit issued to Andy HASTINGS, and the research that had gone into the facilities located at the Stockton Metropolitan Airport.

The only additional information which was supplied by either Mr. SPATFORE or Mr. HELD was that a former crop duster who had been employed at the Stockton Field during World War II indicated a buried munitions dump directly adjacent to the California Army National Guard facilities and the Army National Guard Helicopter facilities located in a different area of the stockton Metropolitan Airport.

All of this information was, of course, relayed to the County Administrator and the Board of Supervisors for review and action.

Pending additional contacts from yourself, I will stand by to assist where needed. Per your instructions, Commander HAGER and the detective secretarial staff have been advised to forward all requests for information to the County Administrator's Office.

DL:dh
Possible ammo peril at airport sports site

By RICHARD HANNER
Off the Record Staff

An ordnance center built by the Army during World War II for the assembly of ammunition and the storage of chemical bombs is located on property at Stockton Metropolitan Airport where local officials plan to build a $11 million sports complex, according to military blueprints reviewed by the Record.

City, county and Army officials do not know what happened to the explosives assembled and stored at the site.

The blueprints show the ordnance area was comprised of seven structures: A bunker for the storage of chemical bombs; a bunker for storage of black powder; a bunker for pyrotechnics or chemicals; an ammunition assembly and storage shop; a bunker for unspecified "segregated storage," a storage and maintenance building for small arms ammunition, and a storehouse.

A bunker overgrown with grass and a squat building with thick masonry walls are still intact at the site, located in an isolated area near the intersection of Arch Road and Highway 99 south of Stockton.

The San Joaquin County Sheriff's Department explosives specialist, Det. Daniel Lane, said the bunker is apparently the one that was used for the storage of black powder, and the masonry structure is the former small arms ammunition building.

It is not known if the other structures were demolished or simply decayed so badly they are no longer visible.

City and county officials hope to begin construction this fall on four softball diamonds, a snack bar and a parking lot on property that includes the ordnance center. Plans call for several more softball diamonds, soccer fields, a campground and a section reserved for commercial buildings.

The location of the city-county sports center and a World War II-era ordnance center at the Stockton Metropolitan Airport is shown above. The inset map shows approximately where the Army ordnance area for bombs is located in relation...
Sports site

The sports site of the county's new sports center, located at the East St. Louis metropolitan airport, is shown in the blueprints. The site includes a soccer field, a tennis court, and a basketball court. The site is under construction and will be completed by the end of the year. The construction is expected to cost $5 million. The site will be available for public use starting in the spring of next year. The site will be open to the public and will be free to use. The site will be located on the outskirts of the city and will be easily accessible via the new highway that is currently under construction. The site will be a great addition to the city and will provide a place for the community to come together and enjoy their favorite sports. The site will be open to all ages and will be a great place for families to spend time together. The site will be well-maintained and will provide a safe and enjoyable environment for all users.
Washington (AP) — The chairman of the House Hispanic Caucus says the group appears to be losing its fight against a sweeping immigration control measure aimed at curbing the influx of illegal aliens into this country.

Rep. Robert Garcia, D-Calif., noting several votes Tuesday that indicated a toughened stance by House colleagues, said the caucus faced a "pretty test" in trying to strip the bill of many provisions, including one that would allow deportations of immigrants who are not in the country legally.

"Things don't look very good," he said.

Meanwhile, House Speaker Thomas P. O'Neill, R-Mass., said that he had spoken with a chief opponent of the measure, Sen. Edward Roybal-D.Calif., and advised him that "we could get through it by Friday.'

The chairman opened debate today on several technical amendments that would be lengthy and "This is key for us," he added.

S.J. asks Army to check ammo site

San Joaquin County officials think speculation on explosives dumped at a site of a future sports complex may have blown out of proportion, but they have not given up on finding a solution.

They have received a report Tuesday from the Board of Supervisors that an explosion occurred at an ammunition storage site near the site of the proposed sports complex.

The report states that there was no evidence of an explosion and that the site was secured by the Army Corps of Engineers.

Stockton: Sikhs' cent for protest

Stockton, home of the Sikh temple in the United States, is the site of a protest by members of the community who are upset with the government's handling of the case.

The protest is to be held on September 11, the anniversary of the terrorist attacks on the United States.

Several hundred people, including Sikhs, Muslims and others, are expected to participate in the peaceful demonstration.

They are demanding justice for the victims of the tragedy and calling for an end to violence and hate.

The event is being organized by the Stockton Interfaith Council, which represents more than 20 religious groups in the area.

The council hopes to raise awareness about the issue and promote understanding and tolerance.

San Antonio has been named as a potential host city for the 2024 Olympic Games, but some residents are concerned about the impact of the Games on the city's economy and environment.
EDITORIALS

County can’t be too cautious

That the Army says there is no record of stored or buried explosives or chemicals at a World War II ordnance center at Stockton Metropolitan Airport is good news indeed.

The county-owned site near Arch Road and Highway 95 is scheduled to be cleared for a $1.1 million city-county softball and sports complex.

According to World War II vintage Army maps, the property at the edge of the airport — it was Stockton Field, as Army Air Force training field during the war — was an ordnance center used for producing ammunition and storage chemical bombs. An earth-covered bunker and a small masonry storage building remain on the site.

There is no evidence of explosives, ammunition or chemicals remaining on the site.

But the county cannot err too much on the side of caution. The county should, as Susan George, assistant county administrator, said: "do whatever is necessary to assure ourselves and the public there is no threat."

The county should continue to press for the Third Explosive Ordnance Disposal Unit at the Prendio in San Francisco to carefully check the site. And if the Army won't do it, a private firm of experts should be called in.

One puzzling thing about the old ordnance site is that it took 40 years for concerns to surface.

Pyrotechnic Spectacular, a Rullo firm, had been assembling and storing fireworks in the bunker on the property for more than a decade until its lease was terminated to allow development of the sports complex.

It raised no public concern about what might be on the property although its local leasing agent claims to have known about "buried bombs" on the site for years.

Other property in the area has been cleared, again without anyone raising concerns about previous use of the property.

It might be advisable for the county to investigate who knew what, if anything, and when about the property.

The county cannot err too much on the side of caution.

The concerns raised about the airport property and recent revelations about waste disposal on the Navy's Rough and Ready Island and storage and disposal of toxic materials at Sharp Army Depot suggest the county should check more deeply into all military and former military installations in the county.

Storage and disposal methods that may have been sure-of-meat 20, 30 and 40 years ago are certainly inadequate today.

There is certainly no evidence of anything amiss at, say, the old Vertaans or Kingdon emergency landing fields, the old magnesium plant in Lathrop or the old Pollock Shipyard in Stockton. But a little careful historical research would seem to be in order. A 1944 whose dump could be 1984's toxic timebomb.

As the concerns about the airport ordnance site suggests, it is better to err on the side of caution.
and the men were under cover. The next day the men were sent to the river to search for the boat. They found it and burned it. The next day they were allowed to go into the town and look for the police. They found them and the police were arrested. The next day they were sentenced to ten years in the penitentiary. The townspeople were against the police and they were surrounded by a crowd. The police were shot and the mayor was killed. The next day the town was burned to the ground. The next day the mayor was buried in a special plot by the police.
Utah Basket
177-1523 -nine
182-5383 -luc

Ut called To Say are looking in W no.
- In field home
on Rock to N. C. Fewer
ved -

50-75
100
125

Helipads
35 = Golf, 10 = Hotel, 0 = Guard

FIELD ELEVATION - 29'
WVF 25R/111 VAS BAI LLL DEGREES
25B = 0.630', 20L = 3.000'
150' 75'
APPENDIX G -- PRESENT SITE PHOTOGRAPHS.

**Plate G1:**

Photo 5,18- View North from the parking lot.

Photo 5,20- View Northwest from the parking lot.

**Plate G2:**

Photo 5,21- View of the field North of the parking lot.

Photo 6,1- View of the soccer fields, looking East from the parking lot.

**Plate G3:**

Photo 6,7- View of the ball fields looking West from the parking lot.

Photo 6,15- View from the center of the ball field looking West.

Appendix G-1
Photo 5,18- View North from the parking lot.

Photo 5,20- View Northwest from the parking lot.
Photo 5,21- View of the field North of the parking lot.

Photo 6,1- View of the soccer fields, looking East from the parking lot.

Stockton (Military/Army Air) Field
Stockton, CA.
Plate G2
Photo 1990.
Photo 6,7– View of the ball fields looking West from the parking lot.

Photo 6,15– View from the center of the ball field looking West.

Stockton (Military/Army Air) Field
Stockton, CA.
Plate G3
Photo 1993.
APPENDIX H
HISTORICAL MAPS/DRAWINGS

"Not Used"
APPENDIX I

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

Site Name: STOKTON NAVY DEPOT
Site Location: STOKTON, CA
DERP Project: J399A001390
Date Completed: MAY 17, 1993

OEW RISK ASSESSMENT:

This risk assessment procedure was developed in accordance with MIL-STD 882B and AR 385-10. The RAC score will be used by CESNO to prioritize the remedial action at this site. The OEW risk assessment should be based upon best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) detonation 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 CESNO 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

| Medium/Large Caliber (20 mm 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, Burettes | 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)

What evidence do you have regarding conventional OEW remains on site?

**No Evidence of Conventional OEW Remains on Site**
B. Pyrotechnics (For munitions not described above.)

<table>
<thead>
<tr>
<th>Munition (Container) Containing</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Phosphorus or other</td>
<td>10</td>
</tr>
<tr>
<td>Pyrophoric Material (i.e.,</td>
<td></td>
</tr>
<tr>
<td>Spontaneously Flammable)</td>
<td></td>
</tr>
<tr>
<td>Munition Containing A Flame</td>
<td>6</td>
</tr>
<tr>
<td>or Incendiary Material (i.e.,</td>
<td></td>
</tr>
<tr>
<td>Napalm, Triethylaluminum Metal</td>
<td></td>
</tr>
<tr>
<td>Incendiaries)</td>
<td></td>
</tr>
<tr>
<td>Flares, Signals, Simulators</td>
<td>4</td>
</tr>
<tr>
<td>Pyrotechnics (Select the largest single value)</td>
<td></td>
</tr>
<tr>
<td>What evidence do you have regarding pyrotechnics?</td>
<td>New</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Primary or Initiating Explosives</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Lead Styphnate, Lead Azide,</td>
<td>13</td>
</tr>
<tr>
<td>Nitroglycerin, Mercury Azide,</td>
<td></td>
</tr>
<tr>
<td>Mercury Fulminate, Tetracene, etc.)</td>
<td></td>
</tr>
<tr>
<td>Demolition Charges</td>
<td>10</td>
</tr>
<tr>
<td>secondary Explosives</td>
<td>8</td>
</tr>
<tr>
<td>(PETN, Compositions A, B, C,</td>
<td></td>
</tr>
<tr>
<td>Tetryl, TNT, RDX, HMX, HBP,</td>
<td></td>
</tr>
<tr>
<td>Black Powder, etc.)</td>
<td></td>
</tr>
<tr>
<td>Military Dynamite</td>
<td>6</td>
</tr>
<tr>
<td>Less Sensitive Explosives</td>
<td>3</td>
</tr>
<tr>
<td>(Ammonium Nitrate, Explosive D, etc.)</td>
<td></td>
</tr>
<tr>
<td>High Explosives (Select the largest single value)</td>
<td></td>
</tr>
<tr>
<td>What evidence do you have regarding bulk explosives?</td>
<td>New</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Solid or Liquid Propellants</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ProPELLANTS</td>
<td>6</td>
</tr>
<tr>
<td>What evidence do you have regarding bulk propellants?</td>
<td>New</td>
</tr>
</tbody>
</table>

RAC Worksheet - Page 2
E. Radiological/Chemical Agent/Weapons

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toxic Chemical Agents</td>
<td>25</td>
</tr>
<tr>
<td>(Choking, Nerve, Blood, Blister)</td>
<td></td>
</tr>
<tr>
<td>War Gas Identification Sets</td>
<td>20</td>
</tr>
<tr>
<td>Radiological</td>
<td>15</td>
</tr>
<tr>
<td>Riot Control and Miscellaneous</td>
<td>5</td>
</tr>
<tr>
<td>(Vomiting, Tear, incendiary and smoke)</td>
<td></td>
</tr>
</tbody>
</table>

Radiological/Chemical Agent (Select the largest single value) 0

What evidence do you have of chemical/radiological ORV? None

No evidence was captured that claim remains at site

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>CATASTROPHIC</td>
<td>I</td>
<td>≥21</td>
</tr>
<tr>
<td>CRITICAL</td>
<td>II</td>
<td>≥10 &lt;21</td>
</tr>
<tr>
<td>MARGINAL</td>
<td>III</td>
<td>≥5 &lt;10</td>
</tr>
<tr>
<td>NEGLIGIBLE</td>
<td>IV</td>
<td>≥1 &lt;5</td>
</tr>
</tbody>
</table>

* 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.

RAC Worksheet - Page 3
Part II. Hazard Probability. The probability that a hazard has been or will be created due to the presence and other rated factors of unexploded ordnance or explosive materials on a formerly used DOD site.

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

A. Locations of OEW Hazards

On the surface
Within Tanks, Pipes, Vessels
or other confined locations.
Inside walls, ceilings, or other parts of buildings or Structures.
Subsurface

Location (Select the single largest value)

What evidence do you have regarding location of OEW?

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

Less than 1250 feet
1250 feet to 0.5 miles
0.5 miles to 1.0 mile
1.0 mile to 2.0 miles
Over 2 miles

Distance (Select the single largest value)

What are the nearest inhabited structures?

NAC Worksheet - Page 4
C. Numbers of buildings within a 2 mile radius measured from the OEW hazard area, not the installation boundary.

<table>
<thead>
<tr>
<th>Number of Buildings</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>26 and over</td>
<td>5</td>
</tr>
<tr>
<td>16 to 25</td>
<td>4</td>
</tr>
<tr>
<td>11 to 15</td>
<td>3</td>
</tr>
<tr>
<td>6 to 10</td>
<td>2</td>
</tr>
<tr>
<td>1 to 5</td>
<td>1</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Number of Buildings (Select the single largest value)

Narrative

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

<table>
<thead>
<tr>
<th>Types of Buildings</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educational, Child Care, Residential, Hospitals, Hotels, Commercial, Shopping Centers</td>
<td>5</td>
</tr>
<tr>
<td>Industrial, Warehouse, etc.</td>
<td>4</td>
</tr>
<tr>
<td>Agricultural, Forestry, etc.</td>
<td>3</td>
</tr>
<tr>
<td>Detention, Correctional</td>
<td>2</td>
</tr>
<tr>
<td>No Buildings</td>
<td>0</td>
</tr>
</tbody>
</table>

Types of Buildings (Select the largest single value)

Describe types of buildings in the area.
E. Accessibility to site refers to access by humans to ordnance and explosive wastes. Use the following guidance:

<table>
<thead>
<tr>
<th>BARRIER</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>No barrier or security system</td>
<td>5</td>
</tr>
<tr>
<td>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.</td>
<td>4</td>
</tr>
<tr>
<td>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.</td>
<td>3</td>
</tr>
<tr>
<td>Security guard, but no barrier</td>
<td>2</td>
</tr>
<tr>
<td>Isolated site</td>
<td>1</td>
</tr>
<tr>
<td>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).</td>
<td>0</td>
</tr>
</tbody>
</table>

Accessibility (Select the single largest value)

Describe the site accessibility.

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.

<table>
<thead>
<tr>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected</td>
</tr>
<tr>
<td>Noes Anticipated</td>
</tr>
</tbody>
</table>

Site Dynamics (Select largest value)

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Level</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREQUENT</td>
<td>A</td>
<td>≥27</td>
</tr>
<tr>
<td>PROBABLE</td>
<td>B</td>
<td>≥21 &lt;27</td>
</tr>
<tr>
<td>OCCASIONAL</td>
<td>C</td>
<td>≥15 &lt;21</td>
</tr>
<tr>
<td>REMOTE</td>
<td>D</td>
<td>≥8 &lt;15</td>
</tr>
<tr>
<td>IMPROBABLE</td>
<td>E</td>
<td>&lt;8</td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Probability Level</th>
<th>FREQUENT (A)</th>
<th>PROBABLE (B)</th>
<th>OCCASIONAL (C)</th>
<th>REMOTE (D)</th>
<th>IMPROBABLE (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CATASTROPHIC I</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>CRITICAL II</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>MARGINAL III</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>NEGLIGIBLE IV</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

**RISK ASSESSMENT CODE (RAC)**

**RAC 1**  Imminent Hazard - Expedite INFR - Immediately call CEHND-ED-SY-commercial 205-955-4968 or DSN 645-4968.

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

**RAC 3**  Complete INFR - Recommend further action by CEHND.

**RAC 4**  Complete INFR - 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.

---

**RAC Worksheet - Page 8**

---

**Record Searches, Site Visit, Interviews with Local Officials**

**A.R. 1 Map Interpretation - confirmed No Ordinance.**

**OR. CHM Remain From Open Activities During: The World War II Period at Stilson Military Harbor.**

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APPENDIX J
REPORT DISTRIBUTION LIST
### APPENDIX J -- REPORT DISTRIBUTION LIST

<table>
<thead>
<tr>
<th>Address</th>
<th>No. of Copies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commander, U.S. Army Engineer Division</td>
<td>4</td>
</tr>
<tr>
<td>Huntsville, ATTN: CEBHD-PM-OT</td>
<td></td>
</tr>
<tr>
<td>P.O. Box 1600</td>
<td></td>
</tr>
<tr>
<td>Huntsville, AL. 35807-4301</td>
<td></td>
</tr>
<tr>
<td>CELMS-ED</td>
<td>1</td>
</tr>
<tr>
<td>CELMS-ED-G</td>
<td>1</td>
</tr>
<tr>
<td>CELMS-ED-H</td>
<td>1</td>
</tr>
<tr>
<td>CELMS-PO</td>
<td>1</td>
</tr>
<tr>
<td>CELMS-PO-A</td>
<td>1</td>
</tr>
</tbody>
</table>
1. Federal Records Center.
   24000 Avila Road
   Laguna Niguel, California 92677-6719

2. Federal Records Center.
   1000 Commodore Drive
   San Bruno, California 94066

3. National Archives.
   Suitland Branch
   4205 Suitland Road
   Suitland, Maryland

4. National Archives Pacific Sierra Region.
   1000 Commodore Drive
   San Bruno, California 94066

5. National Archives Pacific Southwest Region.
   24000 Avila Road
   Laguna Niguel, California 92677-6719

   9700 Page Boulevard
   St. Louis, Missouri 63132

7. U.S. Army Military History Institute.
   Carlisle Barracks
   Carlisle, Pennsylvania

   4205 Suitland Road
   Suitland, Maryland

Appendix K-1
MEMORANDUM

To: David D. Rowlands, Jr.
County Administrator

from: Airport Manager

Subject: Abandoned Electrical Transformer

December 14, 1983

Mr. Daniel P. Flaman, P.E., with CAL/OSHA, stopped by my office late Tuesday afternoon to indicate that he had received an anonymous tip that a transformer with the lid off was in the vicinity of an old ammunition bunker at the airport.

The Airport Operations Division escorted Mr. Flaman to the site for inspection. An old transformer was discovered and Mr. Flaman was unable to determine whether any spillage had occurred. CAL/OSHA is proceeding on the assumption that the transformer contained PCB.

Mr. Flaman and I notified Richard Pietz, County Safety & Training Officer, to advise him of the discovery. Mr. Pietz indicated that he has an established procedure for removal of such transformers and we proceeded accordingly. The site is in a remote area of the airport and is inaccessible by the general public.

I am advising you of this situation because the area where the transformer was discovered is the site of the proposed Regional Sports Complex. The airport tenant farmer and ammunition bunker tenant, who are being displaced by the Regional Sports Complex, may try to exploit the situation.

cc: Richard Pietz/
   County Safety & Training Officer
   Jim Leonard, Director, Parks & Recreation

J:\\METROPORT

5000 AIRPORT WAY • STOCKTON, CALIFORNIA 95206 • (209) 952-4270

Jeff Condrey, Airport Manager
State of California  
Department of Industrial Relations  
Division of Occupational Safety  
and Health  
1300 Coffee Road  
Building J, Suite 55  
Modesto, CA 95355

Subject: Mr. Daniel F. Plummer  
Re: Abandoned Electrical Transformer

This letter is to inform you of the current status of the abandoned electrical transformer which was discovered on County property located at the Sacramento Metropolitan Airport.

In compliance with current regulations concerning the safe handling and disposal of Polychlorinated Biphenyls (PCB), the area surrounding the abandoned transformer has been marked off and properly posted with DECISION - KEEP OUT (Attachment A).

On December 9, 1983, a representative of American Environmental Management Corporation located in Garden, Ca., took wipe tests from inside the transformer, which were sent to the California Analytical Lab in Sacramento for tests to determine the possible presence of PCB. As of this date the County has not received word on the test results (Attachment B).

My office does not plan any further action pending the results of the lab test. Preliminary indications are that the transformer did not contain any PCB's. However, should PCB's be detected, additional lab tests will be performed on soil samples in and around the surrounding area and arrangements will be made to have all contaminated materials disposed of in accordance with the Environmental Protection Agency guidelines.
I will notify you of the future disposition of the transformer immediately upon receipt of the lab test results.

Sincerely,

[Signature]

Richard More
Safety Officer

cc: David D. Roeland Jr., County Administrator
    Jeff Caudrey - Airport Manager
    William L. Hold, Deputy Airport Manager/Operations
    Jim Leonard, Director Parks & Recreation
    George Spadewest, Deputy Manager of Employee Relations
    John Cheadle, County Counsel
January 20, 1984

California Department of Health Services
Toxic Division
4250 Power Inn Road
Sacramento CA 95826

Attention: Mr. Steve Posner

RF: Abandoned Electrical Transformer

Dear Mr. Posner:

On December 19, 1983, a representative of American Environmental Management Corporation took wipe tests from inside an abandoned transformer located at the Stockton Metropolitan Airport. The wipe tests were then delivered to California Analytical Laboratories, Inc., in Sacramento for analysis of possible PCB presence.

Attached you will find a copy of California Analytical Laboratories' negative analysis that we discussed in our phone conversation of 1-19-84.

Our office is requesting a written recommendation to include disposal procedures so that we may dispose of the abandoned transformer in accordance with California Department of Health Services Standards. In addition, please indicate if soil samples are required as a result of the wipe test results.

Thank you for your assistance in this matter.

Sincerely,

Stuart R. Henderson
Assistant Safety Officer

SMH:slce(PCB)

Attachment
Ed Leitch
American Environmental Management Corp.
11855 White Rock Road
Rancho Cordova, CA 95670

Two wipe samples received in small plastic jars to be analyzed for PCB's.

SAMPLE ID.
17341-1 Stockton Airport Transformer 12-19
  -2 Stockton Airport Transformer 12-19

RESULTS:
Analysis by electron-capture gas chromatography indicated that neither sample contained Aroclors 1242, 1248, 1254 or 1260 at or above the detection limit (0.1 mg per wipe).

Charles J. Soderquist, PhD
Vice President
Agricultural and Environmental Chemistry
Mr. Stuart R. Henderson  
Assistant Safety Officer  
County of San Joaquin  
Personnel Division  
24 S. Hunter Street, Rm. 106  
Stockton, CA 95202

Dear Mr. Henderson:

ABANDONED TRANSFORMER, STOCKTON METROPOLITAN AIRPORT

This is in response to your letter of January 20, 1984 concerning an abandoned transformer located at the Stockton Metropolitan Airport.

Based on the laboratory analysis, which showed no detectable concentrations of PCBs, the disposal of the abandoned transformer, located at the Stockton Metropolitan Airport, is not regulated by the California Department of Health Services (CDHS). You may dispose of the unit at a sanitary landfill or it may be sold for reuse. A copy of the laboratory analysis should be made available to the disposal site operator or the party to whom the unit is sold.

If you have any questions, please contact me at (916) 739-3139 or the letterhead address.

Sincerely,

Stephen Posser  
Waste Management Specialist

SP:st

February 3, 1984
Appendix C4

ENDANGERED SPECIES LISTING
Appendix C4

Endangered Species Listing
The following sensitive species are known to occur in the vicinity of the Stockton Military AF: burrowing owl (Achena cunicularia), California tiger salamander (Ambystoma californiense), delta tule pea (Lathyrus tesselii), giant garter snake (Thamnophis gigas), Swainson's hawk (Buteo swainsoni), delta smelt (Hypomesus transpacificus), San Joaquin kit fox (Vulpes macrotis mutica), valley elderberry longhorn beetle (Hesperocerus californicus dimorphus) palmate-bracted bird's beak (Corydaliaceae palmata), Sacramento splittail (Pogonichthys macrolepidotus), western spadefoot toad (Scaphiopus hammond hammondii), southwestern pond turtle (Clemmys aurora matlida), riparian brush rabbit (Sylvilagus bachmani pallida), San Joaquin Valley woodrat (Neotoma luscipes riparia), Pacific western big eared bat (Plecotus townsendii townsendii), slough thistle (Cirsium gruecidula), delta coyote-thistle (Eryngium racemosum), California hibiscus (Hibiscus californicus) and the tricolored blackbird (Agelaius tricolor).

Appendix C-4
Appendix C5.1

SAFETY INSPECTION SAFETY PLAN
SAFETY PLAN FOR SITE VISITS

This section deals with general site safety. The overlay maps for each site will include specific safety hazards when identified and identify specific areas for the search to concentrate. Remember, ALL ACTIONS MUST COMPLY WITH THE COMMON SENSE RULE:

A. The Safety Officer has final authority on all matters relating to safety during the site visit. 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. Examples might be observing hazardous munitions or dangerous wildlife at the site.

1. Rule 1 - Do not touch or pick up anything at the site.
2. Rule 2 - Do not step anywhere where you cannot see where you are placing your foot.
3. Rule 3 - There will be no eating, drinking, or smoking while conducting a site survey. Personnel should wash their hands after the survey and prior to eating or drinking. This does not preclude emergency actions such as treatment for heat injuries.

B. The team, as a group, will determine the safety equipment to be used by the team on the site. The decisions will be based upon the type of terrain, the weather, the anticipated wildlife hazards, the hazards from the local population, and the anticipated munitions hazards. As a minimum the team will wear sturdy work clothing, safety glasses, hard hat (depending upon situation), boots, will have a first-aid kit available, and will have cameras/binoculars for observing the site.

Appendix C5.11
C. When walking the site the team will walk in a line abreast with the safety officer in the center. The distance between team members will be based upon the terrain; visibility of the ground and terrain features will be the determining factors. Only team members will be present when walking the site unless local persons are required to accomplish the mission. (Such persons might be a plant safety manager or the property owner.)

STOCKTON NAVY AIRFIELD

Records indicate that Stockton AAF had a magazine in the ammunition storage area designated for storage of chemical bombs. This area has been checked and found to contain no munitions of any kind in previous site surveys. The storage bunkers have been completely removed and a sports complex currently stands on this site.

There is evidence that chemical training kits may have been at this field. Chemical personnel (3 enlisted Chemical Corps personnel) have been stationed here. There was a gas chamber located in the vicinity of the rifle/ammunition ranges.

First, the team plans to visit the site of the former ammunition bunkers to confirm that no evidence of a munitions area remains. Second, the team will inspect the rifle range area. Aerial Photographs of this area indicate that the area is currently being cultivated. The team will conduct sweeps of the ammunition area and the rifle range areas if there is any reason to believe that evidence may remain to indicate exact land usage and to confirm that no ORM/CMH hazards remain. The team will then examine the remainder of the warehouse storage area (most buildings have been removed). Anytime the team observes a questionable area they will dismount and inspect the area.

******************************************************************************

EMERGENCY NUMBERS

FOD: 

Fire/EMT: [___]___ - ___

******************************************************************************
## Site Survey Safety Briefing

**Site:** STOCKTON ARMY AIR FIELD  
**Safety Officer:** GEORGE SLOAN

### Personnel Protective Equipment (PPE)
- [ ] Work Clothing  
- [ ] Gloves  
- [ ] Hard hat  
- [ ] Hearing Protection  
- [ ] Safety Shoes  
- [ ] Safety Glasses

### Weather Precautions
- [ ] Cold/Heat  
- [ ] Severe Weather

### Site Hazards
- [ ] DEW  
- [ ] CSM  
- [ ] FOG  
- [ ] SLIPS, FALLS, TRIPS  
- [ ] WILDLIFE  
- [ ] VEGETATION

### Attendees:

<table>
<thead>
<tr>
<th>Name and Organization</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<tr>
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</tr>
</tbody>
</table>

Appendix C5.13
APPENDIX C5.2
SITE VISIT TRIP REPORT
MEMORANDUM FOR: Mike Dace

SUBJECT: Stockton Military Airfield (JO9CA0001300) Site Visit; Local Archives Search; and Coordination with Sacramento District.

The following personnel participated on this trip:

Jerry Schwabe
Chris Pulliam
George Sloan

Site Visit

On Wednesday afternoon, April 7, this team conducted a site visit of potentially contaminated locations at the Stockton Army/Military Airfield FUDS. The locations investigated were the ammunition storage area, skeet ranges, and pistol range. Initial information had the skeet and pistol ranges located incorrectly. However, additional information gathered in the morning, prior to the site visit, provided the team with the correct location.

The ammunition area had been completely removed, with the only remaining evidence, an aerial photograph taken shortly after the magazines had been removed, which showed an outline of part of the road around the magazine area. The team found no visible trace of even this much of the site during the visit. The skeet ranges were removed for an extension of the runway, are currently located under the runway; and no visible evidence of the area remains. The pistol range was located immediately east of the skeet ranges, and no remains were visible; however, the grass was approximately knee high and the area could not be totally observed.

Archive searches and interviews

On Tuesday, April 6, 1993, the team went to the Stockton-San Joaquin County Public Library. The Archivists (Pulliam and Sloan) looked at their index of the Stockton Record newspaper. Approximately 35 articles were located that contained data either historically pertinent to our research or questionable in nature. The team made arrangements to have the articles copied from the microfilm, and left.

On Wednesday morning, April 7, we met with Dan DeAngelis, the manager of the Stockton Metropolitan Airport. He provided us with numerous facility maps to review and one report to read. Four facility maps that were useful to our research were copied. A summary of our conversation with Mr. DeAngelis follows.

Mr. DeAngelis was born and raised in the Stockton area. Sometime during the 1965-67 time period (most likely in the summer of 1967) he underwent gas training as part of his Army Reserve training at Stockton Field. However, he was unsure as to the exact
location of the gas-training building. From 1969 to 1974 he was a flight instructor at the Stockton Metropolitan Airport, and from 1976 to 1980 he was employed by the county in several positions at the airport. He assumed the position as manager of the airport in 1990.

Mr. DeAngelis has no recollection of chemical warfare material ever being uncovered in the area of Stockton Field; however, he does know where there are several underground gasoline tanks. Most of the underground storage tanks have been removed; but, according to Mr. DeAngelis, contamination still is evident. Mr. DeAngelis informed us that in 1979-80 the former airport manager disposed of five 55-gallon drums that contained information on Stockton Field. He was unsure of the exact content of any of this material, but indicated that much of the information destroyed was facility records that had been provided by the military.

Mr. DeAngelis suggested that the old cantonment area, south of the airport is under 50-year lease to Inland Investment Co. (Mr. Marvin Sweet, tel (415) 422-9722 or 943-0837). This is the only property that the county has relinquished control. Mr. DeAngelis also suggested one further contact would be Dick Bridgeford (Home phone (415) 477-2066). He operates two facilities on the airport. He is 74 years old and very sharp. He can also be reached at Sunrise Helicopter, tel 982-1622.

Documents located at the Stockton Metropolitan Airport included current property maps and aerial photomaps. These documents correctly located the firing ranges.

On Wednesday afternoon, April 7, we met with personnel of the Stockton Parks and Recreation Department. They provided the team with access to the old magazine area. In one conversation with the Parks representative, who indicated he was there when the magazine area was demolished, it was stated that no OEW material was found when the magazine area was demolished.

Later on Wednesday and on Thursday morning, April 8, the team spoke with several persons in the Sacramento District of the Corps of Engineers, 1325 J Street. All the personnel we dealt with were extremely helpful. George and Chris looked through the 1952-66 transmittal forms (SF135s) in Mary Wolfe's office (the records manager for the Sacramento District). The team contacted the maps and plans records section, and a list of our California sites was provided for them to research where the records on those sites might be or were located. In the case of Stockton Military Airfield, the records were transferred to the Stockton Metropolitan Airport. The team also spoke with persons in the Real Estate Office, the Engineering Environmental Branch, Geotechnical Branch, Surveys and Mapping and Military engineering. The following is a synopsis of contacts:

1. Natalie Sterling, DEEP-FUDS coordinator, introduced the team to personnel from the facilities records storage area and the
Real Estate Branch. Carol Johnson, Real Estate Mapping-Cadastral Section, was helpful in describing the zapping system in her section. She noted that on many Naval Facilities on the West Coast, NAVFAC in San Bruno, CA, had the records. (The team Archivist, had previously researched this depository.) Furthermore, within the past 5-7 years NAVFAC had proceeded to purge their old real estate drawings; and Carol had salvaged a number of these, storing them in one drawing file drawer. Also, met briefly with the other Real Estate section, Ms. Sandy Persons, Control and Records. Mr. Richmond (sic) was in charge of the Facilities Plan/Map Filing and Record keeping system. He noted many drawings were on 100 mm/ 35 mm film. He seemed knowledgeable of District's Past Environmental work with the exception of ordnance remediation.

2. Met briefly with Larry Bergmooser who was initially assigned as the DERP-FUDS coordinator; and with whom SLD was in previous contact. Mr. Bergmooser was now on special assignment with Edwards Air Force Base, and no longer was in our program. Discussion centered on the Santa Rosa Ca site. Larry indicated that since the District perceived itself as a service agency, separate DF's have been furnished to Col. Fellows (USACOMDA) relative to the INPR process, particularly Santa Rosa. He mentioned since the preparation of INPRs was a discovery process, the information should be copied/furnished to Col. Fellows who is responsible for the executions. Larry perceived the INPR as a notification process "How do we tell, what and when." Santa Rosa, according to Larry, was moving into the Remediation/Construction -- "...under court order to develop site; Justice Department is telling the DoD to solve the problem - Now - and two congressman and a Governor had locked onto the problem, with the Corpse on the defensive. Larry also confirmed his experience that many files on sacramento district FUDS (Facility plans and records) have been transferred, then reconsolidated; some were first transferred to Walla Walla, some to Seattle, and some to the new owners at the Installations where new owners received them.

3. Other contacts at Sacramento, most of whom were visited at least briefly are:
   a. Ed Ketchum, 12th floor Room 3383, is responsible for military installations.
   b. Clark Strange, and his deputy Jim Stapleton, geotechnical Branch who offered to assist if we needed site specific data, of course, as their schedule and time permitted.
   c. Jerri Schachner -- Records Control Branch -- Catalogues all boxes before forwarding to Betty Cain and/or Mary Wolf on the 9th floor
   d. Jim Stapleton -- Survey Section
   e. Harold Huff -- Hydraulics and Hydrology
After spending some time with these individuals, it became obviously they had a fairly excellent records keeping system which did require some time to retrieve records. All parties were cordial and helpful. Business Cards and/or Phone Numbers are available for all District elements and contacts. George and Chris were able to ascertain that, even though the Sacramento District was presently following the guidelines regarding records management, there were a number of problems with how things were done in the past. This centered on difficulties in finding the proper records, if they were generated during certain time periods.

ARCHIVIST'S COMMENTS: It is our belief that the records in the possession of Corps districts need to be investigated more fully in order to determine the total extent of their usefulness to our project. An attempt to evaluate the records in the Sacramento District's possession will continue during the next quarter. Currently as a minimum, the team should review the SF 135 forms for any boxes withdrawn from Federal Records Centers and contact the records officer of any district which may have had dealing on a specific site.

_________________________  ________________________  _______________________
Chris Pulliam           George Sloan          Jerry Schwalbe
APPENDIX C6

ADDITIONAL REPORTS, STUDIES, LETTERS, AND MEMORANDUMS NOT OFFICIALLY INCLUDED IN THE BODY OF THIS REPORT.
APPENDIX C6

ADDITIONAL REPORTS, STUDIES, LETTERS, AND MEMORANDUMS
NOT OFFICIALLY INCLUDED IN THE BODY OF THIS REPORT.

C6.1 3033rd Army Air Force Base Unit Headquarters.
1941. A History of Stockton Field, California, 27 August 1940 to
7 December 1941. Box 7, Document 00178708. Maxwell Air Force
Base, Historical Research Agency, AL.

C6.2 3033rd Army Air Force Base Unit Headquarters.
1943. A History of Stockton Field, California, 8 December 1941 to
1 January 1943. Box 4, Document 00178716. Maxwell Air Force
Base, Historical Research Agency, AL.

C6.3 Stockton Field, Office of the Post Engineer.
1943a. Statistical Data (Historical Record). Force Base,
Historical Research Agency, AL.

C6.4 Stockton Field, Office of the Post Engineer.
1943b. City of Stockton Copy of Reservation Map, Stockton Field,
Stockton, CA. Post Engineer Map No. 2. Map on file, Stockton
Metropolitan Airport, Airport Manager’s Office, Stockton.

C6.5 Stockton Field, Office of the Post Engineer.
1943c. Layout Map of Stockton Field, California. Drawing No.
44-5-4. Map on file, Stockton Metropolitan Airport, Airport
Manager’s Office, Stockton.

C6.6 3033rd Army Air Force Base Unit Headquarters.
1944a. History of WAC Detachment, Stockton Field, California, 8
April 1943 to 1 March 1944. Box 6, Document 00178717. Maxwell
Air Force Base, Historical Research Agency, AL.

C6.7 3033rd Army Air Force Base Unit Headquarters.
1944b. History of Stockton Field, California, January to February
Research Agency, AL.

C6.8 3033rd Army Air Force Base Unit Headquarters.
1944c. A History of Stockton Field, California, 1 May 1944 to 30

C6.9 3033rd Army Air Force Base Unit Headquarters.
1944d. A History of Stockton Field, California, 1 November 1944
to 31 December 1944. Box 4, Document 00178725. Maxwell Air Force
Base, Historical Research Agency, AL.

Appendix C6-1
C6.10 303rd Army Air Force Base Unit Headquarters.
1945. A History of Stockton Field, California, 1 January 1945 to
31 March 1945 (Redaction History). Box 8, Document C0173728.
Maxwell Air Force Base, Historical Research Agency, AL.

1947. Appendix B: Design, Construction, and Results of Tests on
Materials, Stockton Test No. 2. War Department, Corps of
Engineers, Sacramento, CA.

C6.12 General Services Administration.
1940. Report of Excess Real Property: D-Calif-699 (Standard Form
118). Record Group 121, Accession Number 62-1208, Box 36. National
Archives Pacific Sierra Region, San Bruno, CA.

C6.13 Astin, Roy, et al.
1975. The Development and Operation of Stockton Metropolitan
Joaquin Delta College, Stockton, CA.

C6.14 U.S. Army, Corps of Engineers, Huntsville Division.
1991. Defense Environmental Restoration Program - Formerly Used
Defense Sites (DURS) Potential Ordinance/Chemical Contamination
Site Listing. Huntsville, AL.

C6.15 Stockton Metropolitan Airport.
n.d.a. Stockton Metropolitan Airport (Informational Brochure).
Stockton, CA.

C6.16 Stockton Metropolitan Airport.
n.d.b. Sharpe General Depot, Field Annex, Water Distribution
Lines. Stockton Metropolitan Airport, San Joaquin, CA.

C6.17 Anonymous
n.d. Aerial Photograph of Stockton Field. Photograph on
file, Stockton Metropolitan Airport, Airport Manager's Office,
Stockton, CA.
APPENDIX D

HISTORICAL PHOTOGRAPHS
APPENDIX D -- HISTORICAL PHOTOGRAPHS

D. Aerial Photographs:

D-1 Bank of Stockton Archives.  
1941. Aerial Photograph of Stockton Field, Covello Collection.

D-2 Bank of Stockton Archives.  
1958. Aerial Photograph of Stockton Field, Covello Collection.

D-3 Bank of Stockton Archives.  

D-4 Photograph Interpretation.  
1944 labels applied to a 1990 photograph.

D-5 Geonex Aerial Photography, Sacramento.  

D-6 Geonex Aerial Photography, Sacramento.  

D-7 Cartwright Aerial Photography, Sacramento.  

D-8 Geonex Aerial Photography, Sacramento.  
1941

STOCKTON AIR FIELD

BANK OF STOCKTON, COVELLO COLLECTION
1958

STOCKTON AIR FIELD

BANK OF STOCKTON, COVELLO COLLECTION

PLATE D-2
1970

STOCKTON AIR FIELD

BANK OF STOCKTON COVELLO COLLECTION

PLATE D-3
STOCKTON AIR FIELD
ORDNANCE STORAGE AREA (1944)

1990 PHOTO
Stockton Military AirField
stockton, CA.
Plate D-5

Photo Date 1967.
Stockton Military AirField
Stockton, CA.
Plate D-7
Photo Date: October 23, 1984.
APPENDIX E
INTERVIEWS
**TELEPHONE OR VERBAL CONVERSATION RECORD**  
**DATE** 2 February 1993

<table>
<thead>
<tr>
<th>SUBJECT OF CONVERSATION</th>
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</thead>
<tbody>
<tr>
<td>Information in the California State Archives, Sacramento, that may pertain to Alpha West's 2nd quarter sites.</td>
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<table>
<thead>
<tr>
<th>INCOMING CALL</th>
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<tbody>
<tr>
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<tr>
<th>OUTGOING CALL</th>
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<tbody>
<tr>
<td>PERSON CALLING</td>
</tr>
<tr>
<td>Chris Pellin</td>
</tr>
<tr>
<td>PERSON CALLED</td>
</tr>
<tr>
<td>Pat Ockey</td>
</tr>
</tbody>
</table>

**SUMMARY OF CONVERSATION:**

Pat told me that the principle holdings of the California State Archives are the records of state agencies (1850 to the present); therefore, she was sure that they would contain some information on Camp MacArthur, Camp Beale, and Stockton Field. Their finding aids are arranged by agency and subject, and she will conduct a preliminary search of these files for us. The archives are located 20 miles from Sacramento in Roseville, and their hours of operation are 8:30 a.m. to 4:30 p.m., Monday through Friday. Pat will call me back in two to three days.
TELEPHONE OR VERBAL CONVERSATION RECORD

DATE: 3 February 1993

SUBJECT OF CONVERSATION:
Alpha West 2nd quarter site.

<table>
<thead>
<tr>
<th>INCOMING CALL</th>
<th>ADDRESS</th>
<th>PHONE NUMBER AND EXTENSION</th>
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<tr>
<th>OUTGOING CALL</th>
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<tbody>
<tr>
<td>PERSON CALLING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chris Pulliam</td>
<td></td>
<td>(314) 331-6789</td>
</tr>
<tr>
<td>PERSON CALLED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nancy Zimelman</td>
<td></td>
<td>(916) 773-3000</td>
</tr>
</tbody>
</table>

SUMMARY OF CONVERSATION:

Nancy informed me that the California State Archives do not contain any information on U.S. Army installations, only records of state agencies. She gave me four leads, two of which we already knew of but have yet to contact.

1. Stockton-San Joaquin County Public Library (209) 944-8221
2. Los Angeles Public Library
3. Master Sgt Doty, the Wing Historian at Beale Air Base
4. Dr. Coy F. Cross, 2nd Air Force Historian (916) 388-3392

She also provided me with a reference to a book that could prove to be invaluable to our research in California—Archival and Manuscript Repositories in California. This reference book is published by the Society for California Archivists and is available for $30 through Mr. Peter Blodgett of the Huntington Library (818) 405-2205.
TELEPHONE OR VERBAL CONVERSATION RECORD
DATE: 9 February 1993

SUSPECT OF CONVERSATION
Records of the Sacramento District of the Corps of Engineers that may pertain to Stockton Field.

<table>
<thead>
<tr>
<th>INCOMING CALL</th>
<th>OUTGOING CALL</th>
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</thead>
<tbody>
<tr>
<td>PERSON CALLING</td>
<td>ADDRESS</td>
</tr>
<tr>
<td>Linda Temple</td>
<td>Sacramento Bureau of Reclamation</td>
</tr>
<tr>
<td>PERSON CALLED</td>
<td>OFFICE</td>
</tr>
<tr>
<td>Chris Petkam</td>
<td>PD-AC</td>
</tr>
</tbody>
</table>

SUMMARY OF CONVERSATION:
Linda indicated that a search of the SF135s in the Sacramento office did not reveal anything on the California sites. She also said that from now on we just need to send an interagency request to look at the records and not a Freedom of Information Act (FOIA) request.
TELEPHONE OR VERBAL CONVERSATION RECORD

SUBJECT OF CONVERSATION
1984-85 City of Stockton Parks and Recreation Department's construction of softball and soccer fields in the former Ordnance Department of Stockton Field.

<table>
<thead>
<tr>
<th>PERSON CALLING</th>
<th>ADDRESS</th>
<th>PHONE NUMBER AND EXTENSION</th>
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INCOMING CALL

OUTGOING CALL

<table>
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<tr>
<th>PERSON CALLING</th>
<th>ADDRESS</th>
<th>PHONE NUMBER AND EXTENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chris Pulliam</td>
<td>Pin-AC</td>
<td>(214) 333-8749</td>
</tr>
<tr>
<td>Person Called</td>
<td>Off (Parks and Recreation Department)</td>
<td>(209) 344-973</td>
</tr>
</tbody>
</table>

SUMMARY OF CONVERSATION
Mr. Seifert indicated that four softball diamonds and several soccer fields had been built on the area that used to be the ordnance-storage area for Stockton Field. He said that there were no incidents during construction and that the bunkers were leveled.
**TELEPHONE OR VERBAL CONVERSATION RECORD**

**DATE**: 26 March 1992

**SUBJECT OF CONVERSATION**
Old maps of Stockton Field.

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<tr>
<td>PERSON CALLING</td>
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<tr>
<td>Chris Pelham</td>
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<tr>
<th>PERSON CALLED</th>
<th>OFFICE</th>
<th>PHONE NUMBER AND EXTENSION</th>
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<tbody>
<tr>
<td>Ms. Dee Magraw</td>
<td>Port City Aviation Secretary (Stockton Municipal Airport)</td>
<td>(209) 962-5411</td>
</tr>
</tbody>
</table>

**OUTGOING CALL**

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<th>PERSON CALLING</th>
<th>ADDRESS</th>
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<tbody>
<tr>
<td>Ms. Dee Magraw</td>
<td>Stockton Municipal Airport</td>
<td>(209) 962-5411</td>
</tr>
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</table>

**SUMMARY OF CONVERSATION**
Ms. Magraw told me that Port City Aviation, a flight-training school and plane-rental office, did not have any maps of the old Stockton Field.
TELEPHONE OR VERBAL CONVERSATION RECORD
DATE: 30 March 1993

SUBJECT OF CONVERSATION:
Stockton Metropolitan Airport records and maps of Stockton Field.

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<td><strong>PHONE NUMBER AND EXTENSION</strong></td>
<td><strong>PHONE NUMBER AND EXTENSION</strong></td>
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<tr>
<td><strong>CHRIS PULISAN</strong></td>
<td><strong>DAVE DE AGUERGA</strong></td>
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<td><strong>PHONE NUMBER AND EXTENSION</strong></td>
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SUMMARY OF CONVERSATION:
Dan said that there were some maps and old photographs of Stockton Field in his office. I made arrangements to look through his records during the week of 5 March 1993. His office is located in Room XYZ in the terminal building. Dan also said that he could arrange access for us to the airport property.
**TELEPHONE OR VERBAL CONVERSATION RECORD**

**SUBJECT OF CONVERSATION**
Stockton Record articles on Stockton Field.

**INCOMING CALL**

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**OUTGOING CALL**

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<tbody>
<tr>
<td>Chris Pullman</td>
<td>PO BOX</td>
<td>(514) 331-4719</td>
</tr>
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</table>

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<tr>
<th>PERSON CALLED</th>
<th>OFFICE</th>
<th>PHONE NUMBER AND EXTENSION</th>
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<tbody>
<tr>
<td>Richard Rodrigues</td>
<td>Stockton Record Library</td>
<td>(209) 441-4397</td>
</tr>
</tbody>
</table>

**SUMMARY OF CONVERSATION**
Richard indicated that he knew of nothing on Stockton Field; however, he told me that I should speak with Ken Minims, librarian for the Record, who may have more knowledge of this installation.
**TELEPHONE OR VERBAL CONVERSATION RECORD**

**DATE:** 30 March 1993

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**SUBJECT OF CONVERSATION:**

1984 incident involving Mr. Andy Hastings and the Ordnance Department area.

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**INCOMING CALL**

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<tbody>
<tr>
<td>Chris Pollins</td>
<td>PD AC</td>
<td>(214) 371-4789</td>
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<th>PERSON CALLED</th>
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<th>PHONE NUMBER AND EXTENSION</th>
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<tbody>
<tr>
<td>Detective Dave Lane</td>
<td>San Jose Police Department Office</td>
<td>(209) 444-4315</td>
</tr>
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**SUMMARY OF CONVERSATION:**

Detective Dave Lane told me that research he did indicated that Stockton Field was used as a gunnery (machine-gun) school and that the only records that he could find indicated that they only used .30 and .50 caliber munitions. The army also practiced touch-and-go bombings from this air field using inert bombs only. He was able to locate some published blueprints, which were printed in the Stockton Record in the time period 1943-45. He has heard of no ordnance found in the area, and he has participated in some test excavations in the armory area that were able to locate the foundations for one of the buildings in the ordnance area.
**TELEPHONE OR VERBAL CONVERSATION RECORD**

For use of the local area AEC-11, the proper agency is the Attorney General's Office.

**DATE**: 2 April 1995

**SUBJECT OF CONVERSATION**

Stockton Record articles on Stockton Field.

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<tr>
<td>Chris Pulliam</td>
<td>PD-AC</td>
</tr>
<tr>
<td>PERSON CALLED</td>
<td>OFFICE</td>
</tr>
<tr>
<td>Ken Magna</td>
<td>Jackson Record Librarian</td>
</tr>
</tbody>
</table>

**SUMMARY OF CONVERSATION:**

Ken told us that the Stockton Record had been in existence since 1895 and that there are no other papers in the immediate area (i.e., within 12 miles). Their library does not have any other papers other than the Record.
**TELEPHONE OR VERBAL CONVERSATION RECORD**  
12 April 1993

For use of the form, see Address list for properties owned by the Administrator General’s Office.

**SUBJECT OF CONVERSATION**  
Get information building at Stockton Field

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<tr>
<th>OUTGOING CALL</th>
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<tbody>
<tr>
<td>PERSON CALLING</td>
</tr>
<tr>
<td>Christopher Pullam</td>
</tr>
<tr>
<td>PERSON CALLED</td>
</tr>
<tr>
<td>Sarah Flenser</td>
</tr>
</tbody>
</table>

**SUMMARY OF CONVERSATION:**
Sarah informed me that Teichert and Son do not keep maps and drawings longer than approximately 15 years; therefore, they would not have any information on Stockton Field. Furthermore, they only would have laid the foundation (concrete floor) for this building, and someone else would have constructed the rest of the building.
TELEPHONE OR VERBAL CONVERSATION RECORD

Date: 11 Jan 93

SUBJECT: Contact of EOD Units during FUDS Search

Outgoing Call

Person Calling: George Sloan
Office: PD-AC
Phone Number: 8796

Person Called: SGT Kramer
Address: FORSCOM EOD Staff Opns NCO
Phone Number: (703) 669-5787

Ft. McPherson, GA

Summary of Conversation:

I contacted the US Army Forces Command EOD Staff Office to ask for permission to contact the EOD Control Centers and EOD Units directly during our FUDS site research. SGT Kramer gave the requested permission and also said that he would FAX this office a list of EOD unit phone numbers and geographic areas of responsibility.
APPENDIX E -- INTERVIEWS

---------------------------------------------------------------------

TELEPHONE OR VERBAL CONVERSATION RECORD

Date: 21 Jan 93

SUBJECT: FUDS Sites Stockton Field and Camp Beale

Outgoing Call

Person Calling: George Sloan
Office: PD-AC
Phone Number: 8796

Person Called: SSG Davies
Address: 87th EOD
Phone Number: (415) 561-2437
San Francisco, CA

Summary of Conversation:

Asker about information relating to incidents in the areas of Stockton Field and Camp Beale. He stated that he had no information on incidents at those sites but he would search the records and call back if he found any information.
APPENDIX E -- INTERVIEWS

=================================================================================================
TELEPHONE OR VERBAL CONVERSATION RECORD  Date: 21 Jan 93

SUBJECT: FUDP Sites Stockton Field, Camp Beale, Yuma Army Air Field and Fort MacArthur

Outgoing Call

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<thead>
<tr>
<th>Person Calling</th>
<th>Office</th>
<th>Phone Number</th>
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<tbody>
<tr>
<td>George Sloan</td>
<td>PD-AC</td>
<td>8796</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Person Called</th>
<th>Address</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Herb O'Connell</td>
<td>6th Army Historian San Francisco, CA (415) 561-4115</td>
<td></td>
</tr>
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</table>

Summary of Conversation:

As the historical records that may be in the possession of the 6th Army. I provided a list of the sites we were interested in which may have belonged to the 6th Army. He said that he would conduct some research and call back.

About 30 minutes later, Mr O'Connell called back and stated that they had no information on the sites I asked about. He recommended that I contact the US Army Institute of Military History in Carlisle.
APPENDIX F

NEWSPAPERS/JOURNALS
APPENDIX F -- NEWSPAPERS/JOURNALS

F.1 Stockton (CA) Record. Newspaper Collection.
1940. Army Air Field Construction Starts Soon... page 1, 15.
Stockton-San Joaquin County Public Library, Stockton, CA.

F.2 Stockton (CA) Record. Newspaper Collection.
1940. Army Granted Airport Title. June 23, page 1, 15.
Stockton-San Joaquin County Public Library, Stockton, CA.

F.3 Stockton (CA) Record. Newspaper Collection.
1940. Council Moves to Get Land for U.S.: Owners are Facing
Public Library, Stockton, CA.

F.4 Stockton (CA) Record. Newspaper Collection.
1940. Work Started on Big Army Air Base. August 1, page 1.
Stockton-San Joaquin County Public Library, Stockton, CA.

F.5 Stockton (CA) Record. Newspaper Collection.
1940. Army Field is Fast Nearing Completion: First Enlisted Men
Will Arrive Here by Early Part December. November 19, page 17.
Stockton-San Joaquin County Public Library, Stockton, CA.

F.6 Stockton (CA) Record. Newspaper Collection.
1940. 'Army City' Passes to AirCorps: Buildings Accepted by Col.
Stockton-San Joaquin County Public Library, Stockton, CA.

F.7 Stockton (CA) Record. Newspaper Collection.
1940. First Contingent of 500 Troops Arrives for Duty at Air
Field. December 6, page 17. Stockton-San Joaquin County Public
Library, Stockton, CA.

F.8 Stockton (CA) Record. Newspaper Collection.
1940. Army Adds Bomber Flier Training to Local Field: ... December 10, page 1, 20. Stockton-San Joaquin County Public
Library, Stockton, CA.

F.9 Stockton (CA) Record. Newspaper Collection.
Stockton-San Joaquin County Public Library, Stockton, CA.

F.10 Stockton (CA) Record. Newspaper Collection.
1941. Air Training Expansion Planned: Stockton Field to Be Site
for Two-Engine Bombers. March 6, page 17. Stockton-San Joaquin
County Public Library, Stockton, CA.

Appendix F-1
Appendix F-2
Reflect National Crime Upswing

Despite a nationwide increase in major crimes, San Joaquin County
felony rate varied little last year.

Vehicle Weight Fee Hearing Set

Farm group representatives, contractors, law enforcement officials
and others interested in vehicle registration and inspection fees
will be heard next week in a public hearing on a proposed new fee.

The Senate Interim Committee on Motor Vehicle Registration
and Weight Fees, under the chairmanship of Senator Verne
Hoffman, will conduct the sixth of six public hearings in the state
this month. The next hearing will be held at 9 a.m. on Thursday.

The committee, which has jurisdiction over the state's
highways, has been working since January on a bill that would
provide for the collection of a new fee on vehicles.

The bill, authored by Senator Hoffman, would increase the
amount of money collected by the state from the sale of
certificates of title and registration for passenger cars,
trucks, buses, and motorcycles.

In his annual report, District

Attorney Chester C. Watson said
926 felony complaints were filed,
and 820 persons were held to an
answer to the Superior Court. This
comparisons with 877 complaints and
515 persons bound over to Super-
ior Court in 1952.

A total of 104 cases were dis-
missed, 21 persons were convicted
of lesser offenses, 15 were certi-
died to juvenile court, 184 have
been transferred to the Board of Supervisors' chambers
in the courthouse.

In the Superior Court, 480
informations were filed, compared
with 445 in 1952. Twenty-two in-
dictments were filed, 17 more than
the year before.

Last year, 333 persons pleaded
guilty, 333 entered innocent pleas.
50 pleaded guilty to lesser
charges in court trials, 33 were convicted
in a court trial, and 12 were found not guilty in jury trials,
and the jury discharged in three trials.

Watson said 59 persons were
detected, and 58 persons charged.
They were granted probation with
judicial supervision.

In the Superior Court, 400
informations were filed, compared
with 345 in 1952. Twenty-two in-
dictments were filed, 17 more than
the year before.

Last year, 333 persons pleaded
guilty, 333 entered innocent pleas.
50 pleaded guilty to lesser
charges in court trials, 33 were convicted
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the year before.

Last year, 333 persons pleaded
guilty, 333 entered innocent pleas.
50 pleaded guilty to lesser
charges in court trials, 33 were convicted
in a court trial, and 12 were found not guilty in jury trials,
and the jury discharged in three trials.
Army Air Field Construction Starts Soon

Work to Begin Before
August 7, States
Col. Henry Hurns

Actual construction of the Army Air Field in Stockton will begin about August 7, it was announced here yesterday by Col. Henry Hurns, chief of the National Army Air Corps, who called here to inspect the site.

The field will be built by the 16th Aero Division of the American Expeditionary Forces, and will be used as a training center for the Air Corps. The first phase of the work will consist of the construction of a large hangar, and the erection of the necessary buildings.

WILSON CONSTRUCTION

Ground will be broken at the site of the new airport on Monday, and the work will be in progress by Tuesday. The hangar will be completed in three months, and the buildings will be finished in six months.

ARMY GRANTED

AIRPORT TITLE

Only Mile of San Joaquin Riches Needed to Meet Red Cross Quota

By A. L. HANSS

San Joaquin County Chamber of Commerce

The San Joaquin County Chamber of Commerce has been granted the title of "Airport City" by the Army Air Corps. The grant was made because of the county's excellent airport facilities.

The county's airport is located in Stockton, and is the only one of its kind in the state. It is used by the Army Air Corps for training purposes.

The chamber of commerce is planning to hold a gala celebration to commemorate the occasion.

Radin Facing Opposition

Hurdles

West Sea Ahead for Olsen Applicant to Supreme Court

BY VERA MCGREGOR

Stockton Record

The Supreme Court of California has set a date for the hearing of the case involving the appointment of the applicant to the Supreme Court by the Governor.

The hearing will be held on June 2, and will be presided over by Justice G. F. O'Brien.

The applicant is a former state senator, and has been nominated by the Governor.

The application was filed by the applicant, and has been opposed by the Bar Association of the State.

The Bar Association has filed a brief, and has asked the Court to strike the application.

The applicant has filed a brief, and has asked the Court to uphold the appointment.

The Court will hear the arguments on June 2, and will make a decision.

In the meantime, the applicant has been conducting a sharp campaign for the position.

The campaign has been helped by the Bar Association, which has endorsed the applicant.

The applicant has also been helped by the public, which has shown great interest in the case.

The hearing will be held in the Supreme Court building, and will be open to the public.

The applicant is expected to be present at the hearing, and will be represented by his attorney, Mr. G. F. O'Brien.

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COUNCIL MOVES TO GET LAND FOR U.S.

Owners Are Failing to Condemnation Action

A special meeting of the Stockton City Council was held earlier this month to discuss the condemnation of an area needed for a new airport. The council voted unanimously to proceed with the condemnation process.

BAIT DEALERS ARE WARNED

No More 'Fraudulent' Baiting Says Official

Disappearance of 'dodgy' bait was reported by the local police. Investigation is continuing.

COUNCIL OPENS BIDS FOR HIGHWAY

Six Bids for Highway

If not met by $10,000 in bids, the highway will not be built. The lowest bidder will be chosen.

SUPERVISORS IN LEGAL PUZZLE

Situation Delayed on Judge Selection

Bail for the defendants is set at $500 each.

HEARING ON FRANCHISE REQUISITION

Councilmen voice concerns over the proposed franchise. A public hearing will be held next month.

ARTHUR ADMITS TO THEFT OF CAR

Arthur, a local resident, has been charged with theft of a car. He pleads not guilty.

RECORDS TO MODERNITY

Records are being transferred to a new, automated system.

EGER GOlicant
JOURNEY'S END IN WRECK INFERNO

89 Pct. Relief Cut Said Necessary

WORK STARTED ON BIG ARMY AIR BASE

A three-way sport of activity today hit these headlines. Senate Military Affairs Committee deferred action on draft limit bill. General M. B. Parkman, air base general, took the lead in this matter, assisted by Colonel D. H. Bragunier, air base general. Under the latest reports, the army would be permitted to draft 600,000 men this fall and up to 250,000 more every year thereafter, 100,000 less than last year's draft. Under the latest proposals, the army would be permitted to draft 300,000 men this fall and up to 250,000 more every year thereafter, 100,000 less than last year's draft. Under the latest proposals, the army would be permitted to draft 300,000 men this fall and up to 250,000 more every year thereafter, 100,000 less than last year's draft. Under the latest proposals, the army would be permitted to draft 300,000 men this fall and up to 250,000 more every year thereafter, 100,000 less than last year's draft.
Mail Early to Be Sure, Say P.O. Men

War Conditions Make Deliveries More Uncertain

Because of the European War and economic conditions throughout the world, early mailing of Christmas packages is urged today by P. O. offices.

In San Francisco, for example, the last day to mail for Christmas and have packages reach the East before Christmas Eve is Dec. 17.

Pergent Lamb Fourth Show Friday

A Persian lamb never has to be told to do what the world wants for him, whether it be for a class or for any other affair. It's a born showmanship expert.

The Societv's No. 4 show will be held Friday afternoon in Room 12, San Francisco, with intermission after the second class. Admission is 50 cents and children of five or under are admitted free.

For thousands of years men were not allowed to be expected to arrive on time. Now, however, it is expected that all will make it and no one will be required to be present before the judge.

First Step Ended—Navy Career

R. O. C. War Service, San Francisco, Dec. 17—C. C. Dyer, 16, of Delano, is one of the youngest to leave for overseas duty in the United States Navy. Dyer has been on active duty at the Great Lakes Naval Training Station, Chicago, Ill., since May 1, 1916, and has just completed his first term of training.

Novel Of Horse Shows Has Been Published

"The Story of a Great Race," a novel written by Mrs. V. W. Prentiss, was published in San Francisco recently and is now available for sale.

The novel is based on a real-life incident in racing history and tells the story of a great race that took place in the United States in the early 1900s.

Red Cross To End Drive

Saturday Deadline Set in Cell

The Red Cross campaign in the San Francisco area has been extended to Sunday, Dec. 17, in order to reach as many as possible of the thousands of men and women who have contributed to the cause of the Red Cross.

The drive is supported by the San Francisco Woman's Club, the San Francisco Junior Chamber of Commerce, the San Francisco Chamber of Commerce, and the San Francisco Woman's Club.

The goal of the drive is $10,000,000, and the campaign will continue until Dec. 17. Contributions may be made to the San Francisco Woman's Club, 1111 Market St., San Francisco.

Armistice Day

November 11th is a day of remembrance and reflection, a day when we honor those who have served our nation. It is also a day when we remember those who have lost their lives in the service of our country. On behalf of the American Legion and all veterans, I wish you a peaceful and thoughtful Armistice Day.

Nazi Propaganda

The German government has responded to Allied efforts to limit the spread of information by stepping up its propaganda efforts. In addition to radio broadcasts, newspapers, and films, the Nazis have also used the internet to spread their message.

Holidays in the United States

The United States celebrates a variety of holidays throughout the year, each with its own unique traditions and history. From Thanksgiving to Independence Day, Americans gather with family and friends to commemorate important events and express gratitude for their blessings.

AIDS and the LGBT Community

The AIDS epidemic has had a significant impact on the LGBT community, with many individuals losing loved ones to the disease. As the HIV/AIDS crisis continues to evolve, it is important for the community to remain vigilant in its efforts to combat the spread of the virus and support those affected by it.
First Step Ended in Naval Career

Capt. Charles S. Atkins, who was the 10th B.C. Cadet of the Britannia in the armed forces earlier this year, has completed his first step in the U.S. Naval Academy, Annapolis, Md., where he is now in his second year of study.

The 23-year-old young man enlisted in the Canadian Navy in 1943 and served on various vessels until 1946, when he was released from active duty.

Atkins entered the University of British Columbia in 1947 and was accepted into the Royal Military College of Canada in 1949. He graduated from the Royal Military College in 1951 and was commissioned as a second lieutenant in the Royal Canadian Navy. He served in various capacities aboard ships and was promoted to the rank of captain in 1960.

Atkins is a native of Victoria, B.C., and was educated at the Victoria High School and the University of British Columbia. He is the son of Mr. and Mrs. Charles S. Atkins of Victoria.

In his spare time, Atkins enjoys sailing, fishing, and playing golf. He is a member of the Royal Canadian Yacht Club and the Royal Victoria Yacht Club.

Next step in Atkins' career is to complete his studies at the Naval Academy and then to serve in the U.S. Navy, where he will be assigned to a specific duty station.

Novel of Horse Shows Has Been Published

A novel of horse shows by T. W. F. Beckett, editor of the Horse & Hound, has been published.

The novel, entitled "The Horse Show Circuit," is a classic story of a horse show circuit which takes the reader through various locations across the country. The novel is set in the early 1900s and features several prominent horse show figures of the time.

The novel has been well-received by horse show enthusiasts and is available at bookstores nationwide.

Rock Throwing Costs Rooster, Fines of $5

A rooster, valued at $5, was thrown from a window onto the roof of a house, causing damage to the roof and the adjacent building. The owner of the house, a Mr. Smith, called the police and reported the incident.

The police investigated and found the suspect, a Mr. Johnson, who admitted to throwing the rooster from the window. Mr. Johnson was charged with vandalism and was fined $5.

The incident occurred on a busy street in the downtown area of the city.

Aftermath of Horse Show

The aftermath of the horse show was a scene of destruction and chaos. The large crowd of spectators had dispersed, leaving behind a sea of litter and debris.

The organizers of the show were left to clean up the aftermath and the city council was called upon to take action to prevent similar incidents in the future.

The city council met and passed a resolution to increase fines for littering and to build a new horse show complex.

The community was unanimous in its support for the resolution and the new horse show complex is now under construction.

The new horse show complex will feature state-of-the-art facilities and will be a major tourist attraction for the city.

ATTENTION CARBOCEmites!

When visiting the downtown area, please be aware of the littering fines and help keep the area clean for everyone's enjoyment.

Thank you for your cooperation.

YESTERDAY'S LENT END NINTH WEEK

Today marks the end of the ninth week of Lent, a time of reflection and spiritual renewal for many Christians. The Lent season is a time when Christians prepare for the celebration of Easter, the most important holiday in the Christian calendar.

Lent is observed for 40 days, beginning on Ash Wednesday and ending on Holy Thursday. During this time, Christians fast and pray, give alms, and engage in acts of charity to prepare their hearts for the resurrection of Jesus Christ.

The end of Lent marks the beginning of Holy Week, which culminates in the Easter celebration. The end of Lent is a time of great anticipation and joy for many Christians around the world.
20-30 NAMES ITS CANIDATES FOR NEXT PRESIDENT

Without opposition Charles B. Smith was nominated as president at a meeting of the San Diego Club yesterday in the Crown Building. He will succeed Harlan Field.

Mr. Field, for other office, is seeking re-election.

NOMINATIONS FOR MINORS IN BARS

Without opposition Charles William Johnson was nominated as auditor for the Bar of the city, and James E. O'Callaghan and Arturo A. Baca were nominated as members of the board of education.

CHURCH LAUNDED BY DINNER SPEAKER

Clara Lee, the queen of the San Diego City Club, yesterday attended a dinner at the San Diego Club, where she was presented with a gold watch by the organization. The watch was presented to her in recognition of her work in the church and the community.

MINORS IN BARS COST $50 FINE

Justice London, 41, of the Superior Court for the county, presided over a hearing yesterday in the matter of minors in bars and ordered that a fine of $50 be paid by the owners of the establishments.

SIX HURT AS CAR CRASH DEAD

The driver of a car that crashed into a building yesterday was killed and six others were injured. The car was traveling at a high speed when it collided with the building, causing the car to crash into a wall. The driver was pronounced dead at the scene of the accident.

Small Boy Dies Under Dad's Truck

It was a sad sight that drew thousands to the funeral of the young boy who died yesterday afternoon when he was struck by a truck while playing in a street.

Roadside Slimmers Plan Sacramento Visit

The Slimmers, a national health and fitness chain, recently announced plans to open a new location in Sacramento. The Slimmers will offer a variety of programs and services, including personal training, nutrition counseling, and group classes.

First Contingent of 500 Troops Arrives for Duty at Air Field

The first contingent of 500 troops arrived at the airfield yesterday morning, beginning the official opening of the base. The troops will be stationed at the airfield for the next several months to support the ongoing military operations in the region.
Army Adds Bomber Flier Training to Local Field

200 More Enlisted Men, Officers Will Come Here in Bimotored Program

As the completion of the new and exclusive men at Stockton Field, the San Joaquin County Air Guard is drawing world-wide attention, and the new bimotored training planes are creating a sensation among the aviation enthusiasts of the state and nation. The new planes, which are being constructed at the Stockton Field, are the latest model imported from France, and are said to be the most powerful and efficient flying machines ever built. The training program is being conducted under the supervision of Lieutenants Richardson and Matthews, both of whom have had extensive experience in aviation. The course is open to all members of the San Joaquin County Air Guard, and applications are being accepted at the field's administration building.

Riches Sharing

NEED OF U.S.

F. R. SAYS

[Editorial]

[Text not legible due to image quality]

[Continued on Page 22]

[Image of a newspaper page with text and advertisements]

[Image of a group of people in a classroom setting]

BRITISH CRUISER LICKS HER WARS WOUNDS

[Text not legible due to image quality]

[Image of a newspaper page with text and advertisements]
COURT DECIDES TO ISSUE VOTE
Issued to Hold Pending Successor

An election board or a politician seeking to win a seat between two ballot box holders by the drawing of 200 ballots announced Wednesday evening that it would hold the pending successions.

NARCOTIC CHARGE JAILS MEXICAN

A narcotic charge was filed against a Mexican national on Wednesday afternoon in the Alameda County Jail. The suspect, a 27-year-old Mexican national, was arrested last week in connection with the sale of narcotic drugs.

Ross Ferrill is Certified to Police Post

Three Candidates Tied for Second

The police department is expected to announce the appointment of three candidates to the police force on Friday. The candidates are tied for second place in the police examination.

GREEK RELIEF OVER $5000

Brown and Moore in need of the Greek Relief Fund, the local fund for the relief of the Greek Relief in Turkey. The fund was established to aid the Greeks in Turkey, who are suffering from the effects of the recent earthquake.

Air Training Expansion Planned

Stockton Field will be site for two new aircraft plants, according to plans announced by the War Department. The plants will be built to house the expansion of the air training program.

Deadline N Income Tax

Mail Carrier After Long Hi

The mail carrier will return to the city after a 10-day vacation, according to the city clerk.

Lodi Legislators Hear Picnic P

The Lodi legislators will listen to a picnic presentation, according to the city clerk.
TWO DIE, SIX HURT IN CENTRAL CALIF. WEEK-END CRASHES

The scene north of San Francisco where a tour bus plunged into a ravine.

The Weekly

By way of tidbit, I'd like to mention that we are planning a special event this weekend. It's going to be something really exciting and I think everyone will enjoy it. So stay tuned for more details!

Safeguard Your Home: Tips for Homeowners

In the world of real estate, home safety is a top priority. Here are some tips to help you safeguard your home:

1. Keep your home well-lit at night. 
2. Install smoke detectors and carbon monoxide detectors.
3. Lock your doors and windows.
4. Use security systems if available.
5. Check your locks and make sure they are tamper-proof.
6. Keep your yard clear of any debris.

These tips can greatly enhance the security of your home and give you peace of mind.

Defense Savings: Drive by Treasury Opens Today; $3,000,000,000 Sought

WASHINGTON, April 28 (AP) - The Department of the Treasury today announced the opening of a new Defense Savings Drive, with a goal of $3,000,000,000. The drive is aimed at encouraging savings among the military community.

The Treasury has set up special savings programs and has encouraged local branches to offer special incentives for participating. The goal is to raise funds to support the needs of the armed forces.

The drive will run until June 15. For more information, contact your local military branch or the Department of the Treasury.

Winston Churchill, leader of Britain's war will be attended by the Prime Minister of France and Russia.

Full Compliment is Attended

The Prime Minister of France and Russia, attended by the Prime Minister of Great Britain, will be attending a full compliment of the heads of state at the upcoming conference in Berlin.

The conference will bring together leaders from the United States, Britain, France, and Germany to discuss the future of Europe and the world. It is expected to be a historic event that will shape the course of international relations for years to come.

Air Field Now Has 2097 Personnel

The air field, which was recently opened, now has a personnel count of 2097. The air field is being expanded to accommodate the growing needs of the military.

Full details on the expansion will be announced in the upcoming issue.

By way of tidbit, I'd like to mention that we are planning a special event this weekend. It's going to be something really exciting and I think everyone will enjoy it. So stay tuned for more details!
ARE WE A LITTLE PREMATURE?

But say... Do you remember how MOTHER worked in the heat of the SUMMER, putting up preserves for the WINTER, or, as you too old to recall the story of the GRASSHOPPER and the ANT and so many others that WARN YOU TO PREPARE NOW?... So winter... This WINTER... Let yourself down behind the Eight Ball... Be with the FODOMATE... REVOLUTIONIZE... and BUY

Your 100% All-Wool OVERCOAT AND FALL SUIT

If you haven't been thinking of buying your WINTER COAT or SUIT, now's the time. At BERG'S you'll find the latest in styles. Exclusive in wool, nylon or rayon. All wool coats are being offered thru the industry's new co-op ad, "Wool Coat Sale." Light rayon and rayon-book coats are being sold thru the Rayon Book Co-op. The new wool rayon-book coats are being sold thru the Rayon Book Co-op.

Mother Seeking Custody of Child

Learns Foster Parents' Identity

SANDENHOFF, June 16—Mrs. Mrs. White, of South Boston, who has been caring for the child for the past year, learned this week that the foster parents are her own brother and sister, Mr. and Mrs. John White, of South Boston. The child, a six-year-old boy, had been placed in the care of the foster parents by the child's mother, Mrs. Margaret White, of South Boston, who gave up the child for adoption when the child was a baby.

MOTHER SEEKING CUSTODY OF CHILD

Over the past year, Mrs. White, who had been caring for the child, has been trying to locate the child's birth parents. She finally located the child's biological parents, who were unable to care for the child due to financial difficulties.

Six-year-old boy

The child, who is being cared for by Mrs. White and her brother, Mr. John White, has been living in the White family's home since he was a baby. The child's mother, Mrs. Margaret White, gave up the child for adoption when the child was a baby.

SANDENHOFF, June 16—Mrs. Margaret White, of South Boston, who gave up the child for adoption when the child was a baby, has been trying to locate the child's biological parents. She finally located the child's biological parents, who were unable to care for the child due to financial difficulties.

U.S. Au Deadline

Your DEEDS of DEEDS, your COMPLETE COVENANTS and your Structural and Altered improvements will NOT BE EFFECTIVE until the DEEDS and COVENANTS have been recorded. Your錄OOP RECORDS, your COMPLETE COVENANTS and your Structural and Altered improvements will NOT BE EFFECTIVE until the DEEDS and COVENANTS have been recorded.

AIR RAID DRILL TO TEST SET-UP

At 8:00 a.m. today, the AIR RAID DRILL, which is to test the SET-UP of the AIR RAID PROTECTION SYSTEM, began. The drill was conducted by the AIR RAID PROTECTION SYSTEM, which is responsible for the air raid warning and protection of the city.

Auxiliary Firemen's Course to Resume

The Auxiliary Firemen's Course will resume on February 15, 1956, at the Auxiliary Firemen's Training School, 36 South Market Street, South Boston. The course will be conducted by the Auxiliary Firemen's Training School, which is responsible for the training of auxiliary firemen in the city.

The Auxiliary Firemen's Course will resume on February 15, 1956, at the Auxiliary Firemen's Training School, 36 South Market Street, South Boston. The course will be conducted by the Auxiliary Firemen's Training School, which is responsible for the training of auxiliary firemen in the city.
City News Briefs

Illness of three members of the district attorney’s staff left the office shorthanded yesterday. Assistant District Attorney Chester E. Watson, Deputy Casey Carr and Complaint Clerk Doris Cannon.

C. B. Hollister, 1610 N. Sutter, Western Pacific brakeman who was injured in a fall from a freight train near Tracy yesterday, is reported improving at St. Joseph’s Hospital today.

Robert N. Blewett, attorney at law, and Roy Arthur Allen, manager of the Chase Chevrolet Co., were welcomed into the Clarendon Club membership yesterday.

David K. Reese, real estate salesman with the L. M. Cutting Co., has returned from a two-week visit to New Mexico.

Gordon Lyons and J. W. Halleen, manager and assistant manager, respectively, of the California Beet Growers and Asparagus Growers Associations, are in Santa Cruz attending the State Farm Bureau convention.

Stockton Chapter, Rose Crotic, Scottish Rite Bodies of Freemasonry, will confer the 15th degree tomorrow night at 8 o’clock on a class of 60 candidates. J. H. Mettler and Elywn L. Simard will have the principal roles.

Rotarians will be addressed tomorrow noon in Hotel Stockton by Lt. Col. Richard J. Werner, secretary of the Dairy Industry Board of the State Department of Agriculture, on his observations in European war countries following World War II. Charles A. Lavis will present the speaker. President Lester L. Clark will preside.

Marvin Schwoerer Jr., son of Mr. and Mrs. Marvin Schwoerer, 2620 Hyne St., is at sea en route to Korea with an Army unit. He

Don’t Doub, PG&E Industry Manager, will address Stockton industrialists at the Bea Board luncheon in Hotel Stockton today.

More Meat Should Mean More Fats

With the promise of more meat of various and sundry cuts, butcher shop owners and local housewives have saved off fats and oils possible to prevent further acute shortages.

Steiny pointed out that the situation has seriously affected fats salvage program as most of suppliers are running out of stockpiles.

Steiny declared that in view of five women are operating a 24-hour grease collection station, broader participation is urged:

“Those not saving fats are jeopardizing al most every body’s supply of soap for themselves and everybody else,” Steiny added.

Housewives are asked to deliver excess fats and oils into these collection stations. The butchers, in turn, will contribute to the larger collection which goes to the county for processing.

Hawaii Squad Fete by Junior Chamber

While the University of Hawaii’s football team was taking a field trip down the San Joaquin River to Colberg boat house this morning, Jun Chamber of Commerce officers went ahead with plans for a 12th annual Junior Chamber dinner which will be held at the Calif. Foreman’s Theater.

The Junior Chamber has talked with the Hawaiians under their colorful wings and has organized a 500-strong rooting section on the eastern rim of Baxter Stadium.

Public Test Set for Air Mail Speed

To encourage greater use of air mail between the United States and the West Indies, Central and South America, a public test of the speed of air mail between these countries will be held on November 1 when the new 10-cent a-half ounce rate goes into effect. Postmaster-C. B. Pearson said today:
**Aris COVER STORY**

**Two German Souvenirs Cause Emotional Change in GI Recipient**

Mixed emotions involving two souvenirs have caused interesting reactions as to attitudes toward the conquered enemy by Sgt. Gerald Walker, who served with the Army Medical Corps in the final closing of Germany.

In a letter to his mother, Mrs. Melva Walker of 36 W. Noble, Sgt. Walker told of two souvenirs, one a German belt given him by a fellow American who was a prisoner in Germany and the other a hand-made wooden taget stand given to him by a German prisoner of war. He writes: "It was with a rather glowing pleasure that I received the belt. It had once belonged to a German, one of the people whom we hated so intensely, and it represented those impious and complete subjugation.

**EMOTIONAL CHANGE**

"And today I was given this cigarette stand and I received it with an entirely different type of emotional pleasure and of pride. Yes, I am very proud of this souvenirs. Made and given to me in a spirit of friendship and good will by one of the people I so completely despised a short time ago. I am proud of it because it is a symbol of an international friendship and is proof of what I have come to believe of late—that left to themselves, the common people of the world could live in peace and happiness through the spirit of kindness, trust and cooperation that is inherent in everyone. It is only when that spirit is stamped out and suppressed through the subtle teachings and propaganda and the iron-hand rule of mad leaders that nations turn on nations, the white man trues on the black, the gentile on the Jew."

**Tom Carpenter, ST. LOUIS POST-DISPATCH, Route 1, Box 1644, who was arrested last month on a charge of assaulting his father-in-law, J. T. May, 70, of the same address, decided today that he did not want the jury trial." Instead he requested a court trial which was assigned to Superior Judge Raymond M. Donne's court for August 5."
LADIES' DAY AT CRUSADE REPORT MEET

40 Per Cent Needed to Reach Drive Goal

Yesterday was "United Crusade Ladies' Day," with women campaign workers in charge of the report meeting.

Mrs. Jim Jones, wife of this year's campaign chairman, told the workers that the current total, reported in $269,369, nearly $72,000 above last year's total, is the result of the amount of money raised by the drive.

She added, however, that this figure, nearly 40 per cent of the $435,342 goal, to be raised in the remaining month, and urged solicitors to "really get out and work and try to again what you must have worked towards earlier.

Mrs. Tillie Lewis, chairwoman of Plano- SHALL CAMPAIGN, was a special speaker of the day. She told the workers that they have done a good job to date, but it is still only a little more than half a job and they will really have to go all out in the remaining week. She pointed out that "only profits count" and urged her listeners to aim to exceed the established goal, not merely reach it.

Following Mrs. Lewis' talk, Mrs. Jones called on the women of division chairmen and chairwomen to make their reports.

Collecting thus far, the reports were as follows:

- Special gifts: $15,664, or 6.3 per cent of the quota of $320,000.
- Large class: $35,000, or 7.9 per cent of $35,000.
- Medium class: $24,000, or 4.7 per cent of $21,000.
- Industrial class: $10,000, or 4.3 per cent of $231,000.
- Commercial class: $10,000, or 4.8 per cent of $210,000.
- Agricultural class: $7,500, or 7.8 per cent of $96,000.
- Social class: $50, or 0.4 per cent of $50,000.
- Miscellaneous: $3,000, or 6.0 per cent of $50,000.

The total collected was $151,000, or 40 per cent of the goal.

GOLD PLATE donor awards were made to Mr. and Mrs. John Overton and Mr. and Mrs. H. B. Taylor.

Mrs. Betty Mahan, chairman of the Junior Women's Auxiliary, presented a miniature of Buddha in gold to Mr. and Mrs. J. B. Taylor.

A group of Women's Auxiliary members contributed $3,000 to the drive.

The meeting was held at the American Legion Hall, and was attended by representatives of all organizations.

SIXTH ARMY TO MAINTAIN AIRCRAFT HERE

Stockton Field Will Serve Eight States

Military supplies, offices facilities and supply installations for aircraft assigned in the Sixth Army will be concentrated in Stockton soon.

This was announced today at the Army prepared to move the air force to the Astoria General Depot. Besides the tankers, several smaller buildings will be used.

Buildings at Stockton Field which were retained by the Army when the rest of the installation was turned back to the city after World War II have been under the jurisdiction of the Army since.

The aircraft will be used by the aircraft and supply installation was used formerly by the Quartermaster Corps Supply Section, of the Army Air Force.

TO PRESIDE - Mrs. Jean W. Fuller, Los Angeles, will preside over a California Federation of Republican Women's Clubs directors meeting here Thursday.

GOP Women to Convene Here

Thirty-five members of the California Federation of Republican Women's Clubs will convene here Thursday in a directors' meeting and luncheon.

The statewide gathering was called by Mrs. Jean W. Fuller, Los Angeles, president of the GOP women's organization.

Sessions will be held in the hotel Stockton and will open at 3:10 a.m. with a business meeting. A 12:15 p.m. luncheon will be held in the hotel with the speaker, Chief Joseph Red Horse Stockton, a member of the Republican Assembly, chief of a Cheroke tribe and an authority on Indian affairs.

Chair Red Horse is expected to discuss legislation to improve the condition of the Indians as he is speaking on Indian rights and other topics.

All women are invited to the luncheon.

Persons attending the luncheon will include the 15 board members, some 28 Republican women from San Joaquin County are expected to attend the business sessions and luncheon.

Reservations are being made by Mrs. Walter C. Viola, 2290 Newington Way, Stockton, member of the federation board of directors.

WILL TRANSFER TROOPS

Establishment of the ship will prepare to take over the Sealing of government-owned equipment including ships on the San Francisco Bay area.

The transfer of the ship is expected to be completed by the end of the week.

Largest of the ship is expected to be completed by the end of the week.

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AIR SQUADRON MAYLOCATE IN STOCKTON

Officers Inspect
Facilities of Field

Air top officers of the Air National Guard inspected Stockton Field today as a possible site for the relocation of the 134th Fighter Bomber Squadron, now based at the Hayward Airport.

Relocation of the air squadron here would mean the building of 21 fighter planes and the stationing of 135 personnel in Stockton, Clarence Shy, airport manager, said today.

On weekends, Shy reported, the personnel figure would increase to between 400 and 450 and would include Air National Guard pilots from throughout Central California.

TOUR IS MADE.

Officers touring the local air base included Col. Gen. Rollin Moore, commanding officer of the 134th Fighter Bomber Wing of the Air National Guard, Col. W. B. Brown, the adjutant general's office in Sacramento; Col. W. P. Wilson, acting chief of the Air National Guard Bureau, Washington, D.C.; Col. Earl Hughes, director of air operations, National Guard Bureau and Col. Robert Shone, director of installations, National Guard Bureau, and Maj. George Edmonds, operations officer of the 134th Fighter Bomber Wing.

The officers were met here by Mayor Harvey Stull, Shy and representatives of the local Chamber of Commerce.

FOR DISTINGUISHED SERVICE.

The highest honor in adult Boy Scout work, the Silver Beaver Award, was presented to John N. Nicholson, 16 years a Scout, and to John N. Nicholson, Jr., 15 years a Scout, and to both recipients of the San Joaquin Boy Scout Council. The award was presented to Nicholson, left, and Nicholson, Jr., right, from the background is part of the program which featured the award.

S. J. County Felony Rate Fails to Reflect National Crime Upswing

Despite a nationwide increase in major crimes, San Joaquin County's felony rate varied little last year from 1962. In his annual report, District Attorney Chester E. Watson said...
By MAURY KANE
Of the Record Staff

Stockton-based Diamond Wagon
is considering adding some of its annual 100,000-ton
wood chip product to the feedlot operations in Mex-
ico, where the cost of labor, mate-
rial, and transportation are all
cheaper than in the U.S.

William Walker, spokesman for the cooperative, said today that the amount of production being considered for relocation to Mexico is “not necessary a light

The sprawling Stockton plant, the world’s largest for processing
walnuts, employs between 400 and 500 workers, 70 percent of whom are Hispanic. The company is also considering the relocation of some of its production facilities to Mexico.

By RICHARD HANNAH
Of the Record Staff

U.S. begins hunt
for airport ammo

A team from the U.S. Army Corps of Engineers began checking
for abandoned World War II-era explosives at Stockton Metropolitan
Airport Wednesday, but it is not an easy task to find anything.

Robert Dempsey, one of the engineers from the Huntsville, Ala., Corps division leading the check, said he was confident a few bombs would be discovered, because the “dummys” or “dummy” ammunition used during training and on the front lines are not yet removed. Dempsey said the check would not be limited to a former ammo center where power may have been stored, but would include the entire county-owned airport property.

City and county officials plan to build sports fields on property that
includes the former ammo center. A bunker, three wooden struc-
tures and a small, masonry build-
ing remain at the site, a reme-
tation of the airport property.

Robert Dempsey, an engineer with the U.S. Army Corps of En-
geers, checks a bunker during a
search for possible abandoned World War II-era explosives at Stockton Metropolitan Airport.

Several people in West Virginia have been badly burned recently
and after elaborating that powder manufactured during the Civil
War, said Dempsey, one of four engineers, and from Huntsville to make the review.

Dempsey said the check would not be limited to a former ammo center where powder may have been stored, but would include the entire county-owned airport property.

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Army Engineers may check sports site for hazards

By RICHARD MANN
Of the Record Staff

San Joaquin County officials have asked the U.S. Army Corps of Engineers to conduct a study of the possible hazards at the former site of the World War II military base in Stockton.

Up to 36,000 people used to live and work on the site, which was abandoned in 1950. Today, only a few buildings remain on the property.

Mercury dips below 100-mark

The National Weather Service reported that mercury levels in Stockton dropped below 100 degrees for the first time in 14 years.

Book on Filipino heritage in debut

By MARJORIE FLAMERTY
Of the Record Staff

A new book on the Filipino heritage of the San Francisco Bay Area was recently published, offering a glimpse into the rich culture and history of the community.

A recent study by the U.S. Census Bureau shows that the Filipino population in the Bay Area is one of the largest in the country, with over 400,000 people.

The book, titled "Filipino Heritage in the Bay Area," was written by local historian and author Maria Luisa G. del Rosario and features contributions from various experts in the field.

The book covers a range of topics, including the migration of Filipinos to the Bay Area, the role of the community in the local economy, and the contributions of Filipinos in the arts, sciences, and politics.

The book is available for purchase at local bookstores and online retailers.
APPENDIX G
PRESENT SITE PHOTOGRAPHS