

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FOR
FORMERLY USED DEFENSE SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY

South Patrick Shores Subdivision
Banana River Naval Air Station

FUDS Property Number I04FL0027
Satellite Beach, Brevard County, Florida
Original: 23 October 1991
Revised: May 2019

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09/14/1940

Establishment NAS BR

NAVY DEPARTMENT

Washington

Op13C-jc
NS29/A4-2(400808)
Serial No. 194313

September 14, 1940

note folder

B
W

From: The Secretary of the Navy.
To: All Ships and Stations.
Subject: Establishment of U. S. Naval Air Station,
Banana River, Florida.

1. Effective October 1, 1940, the U. S. Naval Air Station
Banana River, Florida is hereby established.

2. This station is situated on a tract of approximately
1823 acres, on the strip of land between the Banana River and the
Atlantic Ocean. It lies in Latitude 28° 15' N., Longitude 80° 37' W.,
about 140 miles south of Jacksonville, Florida.

Lewis Compton
Acting

03/11/1948

Use of Lands Owned by Vernon Fry

IN REPLY NL-13(B.R.)
REFER TO (ATA-5)

ADDRESS
CHIEF OF NAVAL AIR ADVANCED
TRAINING

NAVAL AIR ADVANCED TRAINING COMMAND
HEADQUARTERS
UNITED STATES NAVAL AIR STATION
JACKSONVILLE, FLORIDA

Serial: 986

11 MAR 1948

From: CNAVanTra.
To: BuDocks.

Subj: Naval Air Station, Banana River, Florida - Use of Lands
Owned by Mr. Vernon C. Fry.

- Encls:
- (A) Memorandum of Mr. Vernon C. Fry undated but delivered to the CO, NAS, Banana River, Fla. on 14 February 1948.
 - (B) Explanatory note prepared by Mr. Gus C. Edwards referring to Encl. (A) and dated 16 February 1948.
 - (C) Letter of Mr. J. S. Zimmerman (former PWO at NAS, Banana River, Fla.) to RADM. Davison, dtd 24 February 1948.
 - (D) Statement from Cdr. W. C. Owens, CEC, USN, former PWO at NAS, Banana River, Fla.
 - (E) Ltr. of Mr. Gus C. Edwards to Lt. Cdr. J. S. Zimmerman, Oct. 15, 1942.
 - (F) Ltr. Mr. Gus C. Edwards to Lt. Cdr. Hawkins, USN, NAS, Banana River, Fla. 8 Nov. 1947.
 - (G) Ltr. CO, NAS, Banana River, to CNAVanTra, Serial 00158, 16 Feb. 1948.

1. During the initial phases of the construction of the Naval Air Station, Banana River, it appears that a portion of a tract of land of approximately twenty acres extent, to the south of the station was used for dumping purposes. This land is part of Section 23, Township 26 South, Range 37E, Brevard County, Florida. The situation, described in this correspondence, came to the attention of this Headquarters during the inactivation period when restoration measures were undertaken.

2. Enclosure (C) indicates that the area was used for dumping purposes when Mr. Zimmerman (then Lt. Comdr. CEC, USNR) reported for duty at the station. As Mr. Zimmerman states, he discovered that there were no negotiations, as such, for the use of the land and he, in turn, called upon Mr. Gus C. Edwards, Real Estate Agent of Cocoa, Florida, for such permission. Enclosure (E), resulted from this action. It is to be noted that Mr. Edwards stated, in Enclosure (E), that confirmation from the owner of permission to use the land would be sought. There is no record of correspondence of this nature having been received at the station. It is assumed that the verbal authority to use the land was considered sufficient by the station command. This view is reinforced by the testimony of Mr. Zimmerman (Encl. C) that the agent, Mr. Edwards, was apprised of the fact that the Navy was using the land and agreed to a method of maintenance of the dump and for restoration. Furthermore, the agent was of

NI-13(B.R.)
(ATA-5)

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X the opinion that these burning and filling operations would enhance the value of the property because the elevation of the land would be raised.

X 3. It is to be particularly noted that Mr. Edwards remained silent over a period of seven years concerning the actual use to which the property was put; the manner in which dumping operations were actually carried out; and the matter of rental or compensation. His verbal permission was given without request for remuneration. In Enclosure (B), Mr. Edwards admits that the question of compensation was not raised.

4. Following the authority to inactivate the station, work was begun by the NAS, Banana River, to clean up and restore the area. This cleaning-up process consisted of burning and burying all rubble, trash, etc. to a depth of 8 - 10 feet and covering it with 6 feet of soil. The surface was restored to a comparative level by bulldozing the eight acres more or less. Mr. Gus Edwards was notified that steps would be taken to restore the property and that his approval upon completion was desired. On 5 February 1948, the owner, Mr. Fry and his agent, Mr. Edwards made an inspection of the completed restoration with the station PWO. Both the owner and the agent indicated they were well satisfied with the restoration measures. The owner, however, indicated that he desired compensation for use of the property by the Navy.

5. In Enclosures (A) and (B), there is considerable discussion of the restoration measures. Mr. Zimmerman's letter outlines the restoration measures agreed upon in 1942, and further, sets forth his opinion that the restoration actually performed was considerably greater than that agreed upon. Mr. Fry asserts (Enclosure A) that a very complex problem is involved in the restoration process. This is an exaggeration. Mr. Edwards agreed in Enclosure (F) that considerable material had been hauled from the dump. An effort was made to remove scrap metal from the dump for sale with other scrap metal generated by the station inactivation. The dump area was burned over many times reducing the scrap lumber, and other combustible material to ashes. The letter of Mr. Fry (Enclosure A) appears to be an effort to establish circumstances as a basis for a claim. It is reiterated that both the owner and Mr. Edwards agreed on 5 February 1948 that the restoration was satisfactory. It is further to be noted that the estimate of \$15,000 - \$20,000 for restoration is made after the earth cover was placed over the area. (Enclosure A).

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Subj: Naval Air Station, Banana River, Florida - Use of Lands
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6. Enclosure (D) is a statement of the FWO at the NAS, Banana River, Florida, when inactivation was ordered. Attention is invited to the conditional consent to use the property (Enclosure E) and the fact that dumping actually carried out was broader in scope than that indicated in the permission given originally. It is considered significant, however, that this fact was realized and as indicated in paragraph 3 of Cdr. Owens' statement, plans were made to correct this situation as a matter of restoration. These instructions were passed on to Lieut. Davis, the relieving FWO. Mr. Edwards, in Enclosure (F), admits that this "junk" was being removed in this clean-up. The conversation of the agent with Cdr. Owens, abstracted in his statement, indicated that the restorative measures were considered adequate. As stated in Enclosure (G), at the conclusion of these measures both the owner and agent inspected the property on 5 February 1948 and expressed the opinion that the restoration was satisfactory.

7. It is the opinion of this Headquarters that Case No. 64 Fort Pierce Civil mentioned by owner and agent, has no bearing on the situation under discussion. Any adjudication of the land use at Banana River would, of necessity, depend on the conditions prevailing there and not at Fort Pierce, Florida. The land, in question, was wild and unimproved. It is considered that Mr. Edwards' opinion expressed in 1942, i. e. that the dumping operations would enhance the value of the land, is more representative of the actual situation than the confusing and confused opinions now set forth by the owner and agent in the enclosures.

8. Verbal authority granted by Mr. Edwards may be considered as a license to use the land. It is considered significant that no statement appears in any of the correspondence which controverts the fact that use was authorized.

9. Since request is made for compensation, and for a period of years, Mr. Fry has no recourse except by claim against the government. Funds for rental payments are derived from appropriations current at time of use. Appropriations applicable to the years involved, have lapsed for the most part. Therefore it does not appear that funds could be made available for rental, even if the same were now considered necessary. Enclosure (A), furthermore does not specifically make a request for rental per se, but rather for an annual amount to constitute a restoration claim, or a total of \$14,000. This is considerably less than the estimated amount given in the owner's memorandum indicating that the extent of the alleged damage is not entirely clear or firm in the mind of the claimant but is based on a judgment obtained at another location which has come to his attention.

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Subj: Naval Air Station, Banana River, Florida - Use of Lands
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10. It is the opinion of this Headquarters that the measure of damage, beyond normal wear and tear, is the diminishment of value arising from use of the land from date of entry until the use ceased. An exception to this formula would be an award of damage for a lesser sum if the restoration could be made for less than the impairment in value. It is apparent from all the enclosures to this letter that substantive restoration has been made. As a matter of record, the restoration actually accomplished is greater than that agreed upon, and in all probability has increased the value of the land over and above its natural, wild state. In view of these facts, and the further fact that unauthorized use is not involved, this Headquarters cannot recommend the claim. It is apparent from the Enclosures that consistent diligent efforts were made to restore the property to the satisfaction of the owner.

11. It is requested that BuDocks advise what instructions should be given to Mr. Fry. In the event that BuDocks desires to correspond with Mr. Fry, his permanent address is:

Mr. Vernon C. Fry
1208 Guaranty Trust Building
Detroit, Michigan

cc: Com7
BuAer

Ralph Davison

RALPH DAVISON

MAR 12 1948
C 10-70-BR

NL-13(B.R.)
(ATA-5)

11 MAR 1948

Serial: 986

Subj: Naval Air Station, Banana River, Florida - Use of Lands
Owned by Mr. Vernon G. Fry.

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1206 Guaranty Trust Building
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BuAer

RALPH DAVIDSON

NI-13(B.R.)
(ATA-5)

Serial: 386

11 MAR 1948
11 MAR 1948

Subj: Naval Air Station, Banana River, Florida - Use of Lands
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4. Following the authority to inactivate the station, work was begun by the NAS, Banana River, to clean up and restore the area. This cleaning-up process consisted of burning and burying all rubble, trash, etc. to a depth of 8 - 10 feet and covering it with 6 feet of soil. The surface was restored to a comparative level by bulldozing the eight acres more or less. Mr. Gus Edwards was notified that steps would be taken to restore the property and that his approval upon completion was desired. On 5 February 1948, the owner, Mr. Fry and his agent, Mr. Edwards made an inspection of the completed restoration with the station FWO. Both the owner and the agent indicated they were well satisfied with the restoration measures. The owner, however, indicated that he desired compensation for use of the property by the Navy.

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TRAINING

NAVAL AIR ADVANCED TRAINING COMMAND
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UNITED STATES NAVAL AIR STATION
JACKSONVILLE, FLORIDA

Serial. 986

11 MAR 1948

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NAS, Banana River, Fla.
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Oct. 15, 1942.
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(G) Ltr. CO, NAS, Banana River, to CNAVAnTra, Serial 00158,
16 Feb. 1948.

1. During the initial phases of the construction of the Naval Air Station, Banana River, it appears that a portion of a tract of land of approximately twenty acres extent, to the south of the station was used for dumping purposes. This land is part of Section 23, Township 26 South, Range 37E, Brevard County, Florida. The situation, described in this correspondence, came to the attention of this Headquarters during the inactivation period when restoration measures were undertaken.

2. Enclosure (G) indicates that the area was used for dumping purposes when Mr. Zimmerman (then Lt. Comdr. GEC, USNR) reported for duty at the station. As Mr. Zimmerman states, he discovered that there were no negotiations, as such, for the use of the land and he, in turn, called upon Mr. Gus C. Edwards, Real Estate Agent of Cocoa, Florida, for such permission. Enclosure (E), resulted from this action. It is to be noted that Mr. Edwards stated, in Enclosure (E), that confirmation from the owner of permission to use the land would be sought. There is no record of correspondence of this nature having been received at the station. It is assumed that the verbal authority to use the land was considered sufficient by the station command. This view is reinforced by the testimony of Mr. Zimmerman (Encl. C) that the agent, Mr. Edwards, was apprised of the fact that the Navy was using the land and agreed to a method of maintenance of the dump and for restoration. Furthermore, the agent was of

VERNON C. FRY
1208 Guaranty Trust Bldg.
Detroit

Tab 1

MEMORANDUM

Consent to use of part of Sec. 23, Twp. 26 S., Range 37 E., Brevard County, Florida. Given by Gus C. Edwards, Cocoa, Fla., as representative of Vernon C. Fry, Detroit, Michigan, to U. S. Banana River Naval Air Base. Conditional upon property being returned at end of war period in same condition as when first taken. (See explanatory note attached).

As the latter part of this proposition can be arrived at without difficulty, I am computing the use as follows: this is based upon a Federal Jurys award at Fort Pierce wherein they awarded the owner \$10.00 per acre per year, and in the case in question there has been actually used 20 acres for a period of 7 years, making the use or rental \$1400.00.

As to restoring the property to its original condition, a very unusual and complex proposition is involved, presenting a problem not easily solved.

On the surface it would appear that nothing should be complained about, for as I rode over the ground I saw nothing to object to, but on inquiring about the meaning of what appeared as back filling of excavating work, I learned that great long trenches 15 feet deep had been dug over an estimated 20 acres, and that these had been filled with all kinds of material, wrecked planes, motors, flying jackets, lime, cement, tin cans and every kind of rubbish except lumber, which had been disposed of by fire (this being the first purpose for which the property had been obtained.)

Now coming to the matter of restoring the property to its original condition, a very complicated question presents itself; how shall this be done? Will all these trenches be uncovered and all the buried material removed to some other place: What would that cost? I do not know. I can only guess possibly \$15,000.00 or \$20,000.00 possibly more, only an expert could tell.

Someone might say it is not necessary to go through with such an undertaking. Possibly not. Yet when all the conditions that are involved are given due consideration it might become necessary to do that very thing. Let us look at the problem as it stands. The Banana River Air Base is up for disposal, subject to a recapture clause in the lease or sale. Will anyone be interested in acquiring this property and investing any of their own capital in it under these conditions? I am sure not. Only such of the Base as can be used as it stands with possible small minor changes. But some proposition may come along wherein a permanent investment on adjoining land coupled with the air base would be disclosed that this buried material should have to be removed; or for a foundation the ground would be found to be unsettled. The result can easily be surmised. I have only presented these conditions to show how difficult it is for me to present a figure which would be only just and fair to all concerned.

After you have discussed this matter with those who will recommend a settlement I can meet you and possibly dispose of the matter without undue loss of time.

Respectfully submitted,

/s/ Vernon C. Fry

Encl. (A)

DECLASSIFIED
Authority NWD 974372

EXPLANATORY NOTE

Cocoa, Florida
February 16, 1948

I have signed the foregoing statement by Mr. Fry and amend his statement as follows:

By striking out the last sentence of Paragraph 1 and adding that there was absolutely nothing said in any way about compensation. The war was on in full blast and all of us were eager to cooperate in the war effort. When I inquired of the Naval Officers who came to see me as to what use the Navy would put the land, I was informed that the Navy wanted to have a place where it could destroy by fire crating material, form lumber and other combustibles. I inquired specifically whether there would be anything left in the way of metals, crushed stone, or other such material and if the land would be left at the termination of its use in the same condition it was when received except that it would, of course, be clear of growth.

On the question of compensation for the use of the land, it might be well for the Navy to consult the judgment rendered in Case No. 64 Fort Pierce Civil, being a case of the United States of America vs certain lands at Jensen Beach and elsewhere on the Beach in St. Lucie and Martin Counties. For wild lands in this area, the Federal Court awarded \$10 per acre per year for the use of the lands. The most unimproved lands affected by that judgment were of the same general type as the lands here in question, namely; wild unimproved beach lands. It would, therefore, seem reasonable for the Government to allow in this case at lease \$10 per acre per annum for the time the same was used by the Government.

/s/ Gus C. Edwards

GUS C. EDWARDS

Gull. (B)

Take up
IN REPLY REFER TO
FILE

IN REPLY ADDRESS
~~PERSONAL SERVICES~~
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
638 State Street
Madison 5, Wisconsin

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

February 24, 1948

Rear Admiral Ralph Davison USN
Naval Air Advanced Training Command
Headquarters
United States Naval Air Station
Jacksonville, Florida

Dear Admiral Davison:

Your letter of February 20, 1948, concerns the matter of use of certain acreage to the south of the Naval Air Station, Banana River, Florida, for dumping purposes and for destroying scrap lumber, concrete, etc. Your letter further states that "This use was evidently planned for while you were the Public Works Officer of the station, i.e., in the latter part of the year 1942."

I reported for duty as Public Works Officer in September 1942 and found that the Naval Air Station was using the area in question for dumping purposes. On checking the records and with personnel who were familiar with the situation, I found that the Navy had not negotiated with either the owner or the agent for the use of the land. I, therefore, called in the agent, Mr. Gus C. Edwards, Real Estate Agent of Cocoa, Florida, for such permission. Mr. Edwards had sold either all or a great part of the Station property to the Navy, and was very much interested in the further development of the Naval Air Station at Banana River. He was also owner or agent of additional properties in the area which he was desirous of selling to the Navy if they required the property. When Mr. Edwards was called into my office, he stated that if the Navy cleaned up the premises and would not make a fire hazard that in his opinion it would be perfectly alright for the Navy to continue to use this property as it had been doing. I believe if you will check the files, you will find a memorandum regarding Mr. Edward's visit.

To the best of my recollection, practically immediately the letter of October 15, 1942, from Mr. Edwards to me was received. It was agreed that the Navy would continue to put an earth cover over the area as it was burned off. A bulldozer was assigned to the dump whose duties it was to dig deep furrows, push the non-inflammable material in the furrows and put an earth cover over it. Of course, the elimination of a fire hazard was of paramount importance to the Naval Air Station, and this was kept under complete control. In fact, no fires were lit that could not be put out before dark. Mr. Edward's letter of October 15, 1942, makes no mention of any further restitution, either monetary or otherwise. It was Mr. Edward's opinion at the time that by dumping in this area, it would increase the value of the property in that it would raise the elevation of the



Encl. C

Ltr. to Rear Admiral Ralph Davison USN -2-

February 24, 1948

land. Mr. Edwards seemed to be very happy about this arrangement at that time and never during my duty at Banana River, until July 1948, did he state otherwise. I cannot recall whether or not Mr. Edwards sent any further information regarding the owner's stand in this matter, but since Mr. Edwards was the owner's agent and made this commitment, it was felt that it was a lease that the Navy had negotiated with him.

In your letter of February 20, 1948, you requested that I forward to your headquarters my understanding of the use of the property, in affidavit form, with particular emphasis on the following:

(a) The matter of actual permission to use the land, either in verbal or written form, from owner or agent. This has been covered in paragraphs above.

(b) The agreement to restore the property, if any, and the manner of restoration agreed upon. This has been covered in paragraphs above. It is my belief that the Navy has gone farther than was agreed upon to restore the property. It was never agreed that the trash should be put to a depth of 8-10 feet and covered with 6 feet of soil. The only agreement had with Mr. Edwards was that shallow furrows would be cut and a reasonable soil cover put over the dump material.

(c) The claim or authority of Mr. Edwards, as representative of the owner, and his prerogatives to permit such use. Mr. Edwards represented himself as the agent of the owner. Knowing that Mr. Edwards was a real estate operator and represented many owners, I did not feel it was necessary to question his agency agreement with Mr. Vernon C. Fry.

(d) The matter of compensation involved in the use of the land, if any. This has been explained above. The matter of monetary compensation for the use of the dump area was never raised by Mr. Edwards. It was his feeling that the property, due to the raising of the elevation, would be benefited. His only request was that the area would be restored at the owner's request. This was agreed upon.

(e) Any data bearing on the attempts to lease the property. If no lease or license was sought, reasons why a lease was not considered necessary or advisable. In this regard, it is to be noted that a license for such use need not legally have been in writing. This matter has been explained in paragraphs above in that the writer was faced with an accomplished fact that the dump was in use at the time he reported for duty as Public Works Officer; that the agent's permission in writing, such as the letter of October 15, 1942, was considered a lease or a license which permitted the Navy to use the property. You will note that no mention for a monetary compensation was made in the letter of October 15.

It is hoped that the information given above will be beneficial in negotiations between the Navy and Mr. Fry. I will gladly cooperate with you in this matter at

Ltr. to Rear Admiral Ralph Davison USN

-3-

February 24, 1948

your request. Should this information not be in the form desired, your indication will be followed. If you find that my presence would be of any assistance, upon receipt of orders from the Navy Department, I would be glad to come to Jacksonville.

Very truly yours,

G. B. Zimmerman
G. B. Zimmerman
District Airport Engineer

JSC:gz

MARE ISLAND NAVAL SHIPYARD
VALLEJO, CALIFORNIA

3 March 1948

From: Commander W. C. Owens (CEC) USN
To: CNAVanTra
Via: ComNavShipYd Mare

Subj: Use of Land South of the Naval Air Station, Banana
River, Florida, for Dumping Purposes - Request for
Statement on

Ref: (a) CNAVanTra ltr NI-13(B.R.) (ATA-5) Ser. 723 dtd
25 Feb 1948 to Comdr W. C. Owens, CEC, USN

1. Ref (a) requested that a statement be submitted covering
all negotiations with the owner's agent concerning restoration
of subject property with particular emphasis, if possible, on:

- (a) The restoration agreed upon.
- (b) The willingness to accept this restoration by the agent.
- (c) Any conversation bearing on intended use of the land by
the owner or agent which would require a certain type
or degree of restoration.
- (d) Any data brought out in conversations concerning permis-
sion to use this land.

2. Paragraph 1 of Ref (a) notes that the Naval Air Station,
Banana River, Florida, began using the private property south
of the station limits for dumping purposes in the fall of 1942.
The addressor did not report for duty to the NAS, Banana River,
until 17 April 1947 and accordingly was not involved in the
original determinations which resulted in the use of the
particular private property for dumping purposes. However,
shortly after my assumption of duty as Public Works Officer,
I made it a matter of primary concern to determine the owner-
ship status of all properties then being used by the Station.
In connection with such determination, it was learned that the
property south of the Station limits, being used for dumping
purposes, was privately owned and was being used for such
dumping purposes with the written conditional consent of the
agent for the owner, Mr. Gus C. Edwards. The letter signed by
Mr. Edwards and addressed to Lieutenant Commander Zimmerman,
(CEC) USN, a former Public Works Officer of the NAS, Banana
River, was, and should still be, in the files of the Station
Public Works Office.

(Continued)

3. In connection with the inactivation of the NAS, Banana River, the restoration of the privately owned dump property became a matter of major concern as literally anything and everything had been dumped in the area in violation of the conditional consent of Mr. Edwards which restricted dumping to burnable materials only. In the interest of forestalling possible damage claims against the Government due to the dumping of unburnable materials on the property, a letter was prepared and forwarded to Mr. Edwards over the signature of the Commanding Officer of the Station requesting that Mr. Edwards make a joint inspection of the property with Station representatives to determine the measures which should be taken to restore the property to his entire satisfaction. When after an unduly long period of time this letter remained unanswered, I called Mr. Edwards' office by telephone for an explanation, and the gist of his remarks as I recall then was essentially that he had been out of town and had not had sufficient time since his return to reply to the Station letter; also that he had made a recent inspection of the property concerned, considered the Station's restorative measure then in progress adequate and intended to reply to the Station letter very shortly. Mr. Edwards' reply was in fact received within a short period of time and as I recall requested that he be advised upon completion of the Station's restoration work in order that he might make a final inspection and determine that adequate and satisfactory restoration had been made.

4. Both of Mr. Edwards' letters referred to above, the one consenting to NAS, Banana River, use of the privately owned property for dumping purposes and the other requesting notification upon completion of the Station's restoration of the property, were brought to the attention of Lieutenant W. G. Davis, (CEC) USN, my relieving officer, prior to my detachment on 10 December 1947 - both letters as a matter of fact then being held on Lieutenant Davis' desk for ready reference.

5. The foregoing information may be summarized in accordance with the headings outlined in Paragraph 3 of Ref (a) as follows:

- (a) The restoration agreed upon. No definite agreement made but verbal consent to measures being taken by the NAS, Banana River, to restore the property given in telephone conversation.
- (b) The willingness to accept this restoration by the agent. Agent verbally expressed himself as being satisfied with measures being taken by the NAS,

(Continued)

Banana River, during the early stages of restoration and by letter reserved final agreement until an inspection might be made upon completion of the Station work.

- (c) Any conversation bearing on intended use of the land by the owner or agent which would require a certain type or degree of restoration. None.
- (d) Any data brought out in conversations concerning permission to use this land. None. Inasmuch as Mr. Edwards had given his written consent to use of the property for dumping purposes prior to my arrival at Banana River, it was not considered necessary to reopen the question of such use.

6. If, as indicated in Paragraph 2 of Ref (a), the claim being made by the owner concerns compensation for use of the property rather than damages for unauthorized use, it is considered, in view of the written consent of Mr. Edwards, the owner's agent, to Station use of the property, that such claim is entirely without legal foundation.

W. C. Owens
W. C. OWENS

GUS C. EDWARDS
REGISTERED REAL ESTATE BROKER
104 WILLARD STREET
COCCA, FLORIDA

Oct. 15, 1942.

Lieutenant-Commander J. S. Zimmerman,
U. S. Naval Air Base
Banana River, Florida.

Dear Lieutenant-Commander:

With regard to your request for permission to dump and destroy upon that certain acreage which lies immediately south of the south line of the Base, scrap lumber, concrete, etc., for the purpose disposing of the same, will say that the owners are non-residents, but I see no reason why there can be any objection to this, provided destructible materials are burned in the same limited area and the fire not allowed to spread; and provided such indestructible materials such as cement, concrete, etc., are piled in piles, and not scattered, so the owners might use same for road materials, and the like.

As soon as I can, I will obtain a confirmation of this from the owners and advise you further.

Yours very truly,

/s/ Gus C. Edwards

GUS C. EDWARDS

Encl. (E)

GUS C. EDWARDS
REGISTERED REAL ESTATE BROKER
EXCLUSIVE REPRESENTATIVE FOR COCOA BEACH PROPERTIES
COCOA, FLORIDA

8 November 1947

NA59/F/hs
A3-1(1)

M.H. Hawkins
Lt. Commander, USN
United States Naval Air Station,
Banana River, Florida.

Dear Commander:

Your letter of the 13th of August came while I was on vacation.

Since my return I have passed the property in question and while I did not go out into the property I noted there were a number of ridges still standing. I presume that these were made by excavations where debris has been buried, and that they will be leveled with bulldozers before you are completely through.

I have noticed junk wagons hauling considerable material away from there and presume in time the entire property will be free and clear of debris, the ground leveled to its former state, and at that time you will want me to come down and inspect the property, which I will be pleased to do.

Sincerely yours,

/s/ Gus C. Edwards

GUS C. EDWARDS

GCE/ec

Guel. (F)

In Reply
Refer To File No.

UNITED STATES NAVAL AIR STATION
Banana River, Florida

NA59/P/kc
A3-1(1)
Serial #00158

16 February 1948

From: Commanding Officer
To: Chief, Naval Air Advanced Training

Subj: Area of Private Property located south of the station
used as a dump by the Navy - Information concerning.

Encl: (A) Letter from Mr. Gus C. Edwards to Lt. Comdr. J. S.
Zimmerman dtd 15 Oct 1942.
(B) Letter from Mr. Gus C. Edwards to Lt. Comdr. M. H.
Hawkins dtd 8 Nov 1947.
(C) Copy of NAS, Banana River, 1tr NA59/P/hs - A7-1(L),
Ser 04159 to Mr. Gus C. Edwards dtd 13 Aug 1947.

1. With the limited information concerning subject property, it is assumed the Naval Air Station was given verbal authority to use an area of private property south of the station for a dump during the latter part of the year 1942. However, there is no record of correspondence stating authority had been granted, but the station would be advised, as indicated by enclosure (A).

2. This property is owned by Mr. Vernon C. Fry, of the state of Illinois, and managed locally by Mr. Gus C. Edwards, real estate broker of Cocoa, Florida.

3. Following the authority to inactivate the station, work was begun by the Public Works Department of clearing and restoring the area used as a dump. The clearing-up process consisted of burning and burying all rubble, trash, etc. to a depth of 8-10 feet, covered by 6 feet of soil. The surface was restored to a comparative level area by bulldozing approximately 8 acres, more or less.

4. Mr. Gus C. Edwards was notified that steps would be taken to restore the property and desired his approval upon completion, in accordance with enclosure (C). On 5 February 1948, the owner, Mr. Vernon C. Fry, and Mr. Gus C. Edwards made an inspection of the completed restoration with the Public Works Officer. Both the owner and manager of the property indicated they were well satisfied with the restoration measures to the Public Works Officer. The owner indicated, however, he would desire some compensation for use of the property by the Navy.

5. Pending the decision as to compensation awarded for use of this property by the Navy, the owner has not made a reply to enclosure (C).

M. H. HAWKINS

Encl. (6)

06/03/1948

Claim for Use of Lands Owned by Vernon C Fry

IN REPLY N1-13(BR)
REFER TO (ATA-51)
ADDRESS
CHIEF OF NAVAL AIR ADVANCED
TRAINING

NAVAL AIR ADVANCED TRAINING COMMAND
HEADQUARTERS
UNITED STATES NAVAL AIR STATION
JACKSONVILLE, FLORIDA

Serial # 2187

8 1111 1948

AIR MAIL

From: Chief of Naval Air Advanced Training
To: Chief of Bureau of Yards and Docks
Subj: Naval Air Station, Banana River, Florida - Claim for use
of lands owned by Vernon C. Fry
Refs: (a) BuDocks spdltr ND7/N1-13, T10-70-BR, E-412/JEC/pb
dtd 30 Apr 1948 to CNAVVanTra
(b) CNAVVanTra ltr Serial 1167 dtd 22 Mar 1948 to BuDocks
Encl: (A) Ltr dtd 31 May 1948 from Mr. Russell Snow to CNAVVanTra

1. Reference (a) requested that the Bureau of Yards and Docks be furnished further information concerning the use by the Naval Air Station, Banana River, Florida, of twenty acres of land owned by Mr. Vernon C. Fry.

2. In the process of obtaining the assessed value and taxes on the twenty acres, it was discovered that the Public Records of Brevard County listed Kumprop, Inc. rather than Mr. Vernon C. Fry as the owner of the property. As stated in enclosure (A), title to the property is now in question and it is therefore recommended that any claim for payment of rental or restoration be held in abeyance pending decision as to the owner of the property.

3. Representatives of this Headquarters also discussed the questions of rental and restoration with Mr. W. D. Jones, Jr., who has, as a Special Assistant to the Attorney General, defended the Government in several suits concerning Government use of private property in the Florida area. Mr. Jones' opinions are as follows:

(a) Rental. Mr. Jones stated that Mr. Fry's claim for a rental of \$10.00 per acre per year was erroneous since the cited Ft. Pierce suit, in which Mr. Jones participated, allowed such rental only for cultivated farm land. As shown in the photographs forwarded by reference (b), the property in question is "ocean barrier land" and was covered by palmetto. The rental for barrier land established by the same suit is either the value of the taxes or 2.5% of the assessed value of the property. The value of the taxes for the twenty acres is \$8.89 per year or \$53.34 for the six years. The assessed value of the property is \$333.25 and the

NL-13(ER)
(ATA-51)
Serial #

3 JUN 1948

2100
Subj: Naval Air Station, Banana River, Fla - Claim for use of lands
owned by Vernon C. Fry

alternative computed value would therefore be \$8.33 per year or \$49.98
for the six years.

(b) Restoration. With regard to restoration, Mr. Jones stated
that the following policy, which has been approved by the Department of
Justice and expressed in Suit No. 1241 Miami Civil, U. S. v. 76 acres
of land, more or less, in Broward County, Florida, is pertinent. The
purpose of restoration is to make the lessor whole, that is, to compen-
sate for any loss which the lessor may have suffered from the use of
his property other than normal wear and tear and depreciation. The
degree of restoration required may therefore be established as the cost
of actually performing the restoration or it may be established as the
monetary difference between the value of the property at the beginning
of the lease and the value of the property at the termination of the
lease. Since the assessed value of the property in question is \$333.25
and since the clearing performed and the road constructed by the Navy
are of value, it is evident that there must be only a slight, if any,
difference between the 1942 value of the property and the 1948 value of
the same property.

4. At Mr. Jones' suggestion, it is further recommended that if, after
the title dispute is resolved, a settlement in line with the precedents
set forth in paragraph 3 above cannot be effected, the Bureau of Yards
and Docks should advise the owner of the property to bring suit in the
U. S. District Court for the Southern District of Florida.

CC: (w/encl)
CO, NAS, Banana River

D. W. Harrigan
D. W. HARRIGAN
By Direction

RECEIVED 13 23

RECEIVED 13 23

NAVY AIR STATION DIVISION
BANANA RIVER

NAVY DEPT
OFFICE OF THE
DIRECTOR

7-10-70-BR
C10-70-BA

RUSSELL SNOW
LLOYD CAMPBELL
Attorneys at Law
Cocoa, Florida

COPY

May 31, 1948

Captain G. C. Miller
U.S.N.R.,
Director of Administration,
Naval Air Advanced Training Command,
United States Naval Air Station,
Jacksonville, Florida

In re: Your file N1-13 ATA-51
Serial 2033

Dear Captain Miller:

Your letter of May 20 to Kumprop, Inc. relative to land in section twenty-three (23), township thirty-six (36) south, range thirty-seven (37) east, has been received.

The title to the land referred to in your letter is vested in Kumprop, Inc., under a deed arising out of a tax foreclosure proceedings in the year 1938. Prior to that time the title to this land was held by Florida Beaches, a corporation of which Mr. Vernon C. Fry was President. A suit is pending by Florida Beaches to recover this property but the suit has not been concluded, and as the title now stands it is vested in Kumprop, Inc., and if the title of Kumprop, Inc. is sustained, Mr. Fry has had and will have no interest in the property. If the suit is won by Florida Beaches they will recover the property. It is suggested that no expenditures be made on account of the rental of this property until the suit is disposed of.

Yours very truly,

SNOW & CAMPBELL

rs-eab

By /s/ RUSSELL SNOW

Copy to Mr. J. C. Bills, Jr.,
713 Citizens Building
West Palm Beach, Fla

Copy to Mr. Gus C. Edwards,
Cocoa, Fla

APR 10 1948

MAILED
MAY 1 1948

Encl (A)

IN REPLY **W1-13(PR)**
REFER TO **(ATA-51)**
ADDRESS
CHIEF OF NAVAL AIR ADVANCED
TRAINING

NAVAL AIR ADVANCED TRAINING COMMAND
HEADQUARTERS
UNITED STATES NAVAL AIR STATION
JACKSONVILLE, FLORIDA

Serial # 2181

AIR MAIL

From: Chief of Naval Air Advanced Training
To: Chief of Bureau of Yards and Docks
Subj: Naval Air Station, Banana River, Florida - Claim for use
of lands owned by Vernon C. Fry
Refs: (a) BuDocks spdltr WD7/W1-13, Flc-70-WR, E-412/JSC/pb
dtd 30 Apr 1948 to CHAVanTra
(b) CHAVanTra ltr Serial 1167 dtd 22 Mar 1948 to BuDocks
Encls: (A) Ltr dtd 31 May 1948 from Mr. Russell Snow to CHAVanTra

1. Reference (a) requested that the Bureau of Yards and Docks be furnished further information concerning the use by the Naval Air Station, Banana River, Florida, of twenty acres of land owned by Mr. Vernon C. Fry.
2. In the process of obtaining the assessed value and taxes on the twenty acres, it was discovered that the Public Records of Strevard County listed Kumprop, Inc. rather than Mr. Vernon C. Fry as the owner of the property. As stated in enclosure (A), title to the property is now in question and it is therefore recommended that any claim for payment of rental or restoration be held in abeyance pending decision as to the owner of the property.
3. Representatives of this Headquarters also discussed the questions of rental and restoration with Mr. W. D. Jones, Jr., who has, as a Special Assistant to the Attorney General, defended the Government in several suits concerning Government use of private property in the Florida area. Mr. Jones' opinions are as follows:
 - (a) Rental. Mr. Jones stated that Mr. Fry's claim for a rental of \$10.00 per acre per year was erroneous since the cited Ft. Pierce suit, in which Mr. Jones participated, allowed such rental only for cultivated farm land. As shown in the photographs forwarded by reference (b), the property in question is "ocean barrier land" and was covered by palmetto. The rental for barrier land established by the same suit is either the value of the taxes or 2.5% of the assessed value of the property. The value of the taxes for the twenty acres is \$6.89 per year or \$53.34 for the six years. The assessed value of the property is \$333.25 and the

NAVAL DEPT
BD A & D

HL-13(BR)

(ATA-51)

Serial # 2181

3 11 1948

Subj: Naval Air Station, Panama River, Fla - Claim for use of lands
owned by Vernon C. Fry

alternative computed value would therefore be \$8.13 per year or \$49.98
for the six years.

(b) Restoration. With regard to restoration, Mr. Jones stated that the following policy, which has been approved by the Department of Justice and expressed in Suit No. 1241 Miami Civil, U. S. v. 76 acres of land, more or less, in Broward County, Florida, is pertinent. The purpose of restoration is to make the lesser whole, that is, to compensate for any loss which the lesser may have suffered from the use of his property other than normal wear and tear and depreciation. The degree of restoration required may therefore be established as the cost of actually performing the restoration or it may be established as the monetary difference between the value of the property at the beginning of the lease and the value of the property at the termination of the lease. Since the assessed value of the property in question is \$333.25 and since the clearing performed and the road constructed by the Navy are of value, it is evident that there must be only a slight, if any, difference between the 1942 value of the property and the 1948 value of the same property.

4. At Mr. Jones' suggestion, it is further recommended that if, after the title dispute is resolved, a settlement in line with the precedents set forth in paragraph 3 above cannot be effected, the Bureau of Yards and Docks should advise the owner of the property to bring suit in the U. S. District Court for the Southern District of Florida.

CC: (w/encl)
CO, NAS, Panama River

D. W. HARRIGAN
By Direction

06/28/1948

Claim for Use of Land

DECLASSIFIED
Authority NND 974372

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT
ClO-70-Br

TO : E-412

DATE: 28 June 1948

FROM : E-414

SUBJECT: Naval Air Station, Banana River, Florida. - Claim for use
of land owned by Vernon C. Fry.

Ref.: (a) Ltr Chief NAATC Ser 2181 to Chief, BuDocks, dtd
3 June 48.

1. While in Florida, at the request of the Bureau, ^Iengaged Mr. Register to appraise the subject property on a before-and-after basis.
2. Reference (a) does not appear to be in our files and it is suggested that it be carefully studied prior to settlement with Mr. Fry because it will be noted that there appears to be some doubt that the property is owned by Mr. Fry.

JK
Frank P. Cahill

Encl:

1. Reference (a)

DECLASSIFIED
Authority NND 974372

NI-13(BR)
(ATA-51)

Nickies
#1000

COPY

\$165,000

Serial # 2181

Ellen
Hall

3 June 1948

Riordan

AIR MAIL

From: Chief of Naval Air Advanced Training
To: Chief of Bureau of Yards and Docks

Bob

118.00
120.00

Subj: Naval Air Station, Banana River, Florida - Claim for use of lands owned by Vernon C. Fry

Refs: (a) BuDocks spdltr ND7/NI-13, T10-70-ER, B-412/JEG/pb dtd 30 Apr 1948 to CNAVAnTra
(b) CNAVAnTra ltr Serial 1167 dtd 22 Mar 1948 to BuDocks

\$200.00

Encl: (A) Ltr dtd 31 May 1948 from Mr. Russell Snow to CNAVAnTra

1. Reference (a) requested that the Bureau of Yards and Docks be furnished further information concerning the use by the Naval Air Station, Banana River, Florida, of twenty acres of land owned by Mr. Vernon C. Fry.

2. In the process of obtaining the assessed value and taxes on the twenty acres, it was discovered that the Public Records of Brevard County listed Kumprop, Inc. rather than Mr. Vernon C. Fry as the owner of the property. As stated in enclosure (A), title to the property is now in question and it is therefore recommended that any claim for payment of rental or restoration be held in abeyance pending decision as to the owner of the property.

3. Representatives of this Headquarters also discussed the questions of rental and restoration with Mr. W. D. Jones, Jr., who has, as a Special Assistant to the Attorney General, defended the Government in several suits concerning Government use of private property in the Florida area. Mr. Jones' opinions are as follows:

(a) Rental. Mr. Jones stated that Mr. Fry's claim for a rental of \$10.00 per acre per year was erroneous since the cited Ft. Pierce suit, in which Mr. Jones participated, allowed such rental only for cultivated farm land. As shown in the photographs forwarded by reference (b), the property in question is "ocean barrier land" and was covered by palmetto. The rental for barrier land established by the same suit is either the value of the taxes or 2.5% of the assessed value of the property. The value of the taxes for the twenty acres is \$8.89 per year or \$53.34 for the six years. The assessed value of the property is \$333.25 and the

J.T. Riordan
8/9/40 - 48 A/c \$2,400
Bernard & Talley

N1-13(BR)
(ATA-51)
Serial 2181

5-6810
John 9-1446
2-7711-501-502

Subj: Naval Air Station, Banana River, Fla - Claim for use of lands
owned by Vernon C. Fry

alternative computed value would therefore be \$8.33 per year or \$49.98
for the six years.

(b) Restoration. With regard to restoration, Mr. Jones stated that the following policy, which has been approved by the Department of Justice and expressed in Suit No. 1241 Miami Civil, U. S. v. 76 acres of land, more or less, in Broward County, Florida, is pertinent.. The purpose of restoration is to make the lessor whole, that is, to compensate for any loss which the lessor may have suffered from the use of his property other than normal wear and tear and depreciation. The degree of restoration required may therefore be established as the cost of actually performing the restoration or it may be established as the monetary difference between the value of the property at the beginning of the lease and the value of the property at the termination of the lease. Since the assessed value of the property in question is \$333.25 and since the clearing performed and the road constructed by the Navy are of value, it is evident that there must be only a slight, if any, difference between the 1942 value of the property and the 1948 value of the same property.

4. At Mr. Jones' suggestion, it is further recommended that if, after the title dispute is resolved, a settlement in line with the precedents set forth in paragraph 3 above cannot be effected, the Bureau of Yards and Docks should advise the owner of the property to bring suit in the U. S. District Court for the Southern District of Florida.

CC: (w/encl)
CO, NAS, Banana River

D. W. HARRIGAN
By Direction

Louis

Hol
Barnett
305

ref. G. C. Miller
C. L. MILLER
Captain, USN
Director of Administration

N1-13
(ATA-5)

ROBERT L. SMITH
LLOYD CAMPBELL
Attorneys at Law
Cocoa, Florida

COPY

Serial: 2033

21 May 1948

20 May 1948

Captain G. C. Miller
Headquarters
Director of Administration
Naval Air Advanced Training School
Kumprop, Incorporated
c/o Mr. J. C. Bills, Jr.
713 Citizens Building
West Palm Beach, Florida

See Your file N1-13 422-21
Serial 2033

Dear Mr. Bills:

In 1942 the Navy obtained permission from Mr. Gus C. Edwards of Cocoa, Florida, to use 20 acres of land in Section 23, Township 26 South, Range 37 East, Brevard County, Florida, lying immediately south of the Naval Air Station, Banana River. Mr. Edwards states that this property is owned by Mr. Vernon C. Fry of Detroit, Michigan, while the Public Records of Brevard County, Florida, show that this property was purchased by Kumprop, Incorporated, on 5 May 1944.

It is therefore requested that this Headquarters be advised whether the 20 acres are still owned by Kumprop, Incorporated, and if so, whether Mr. Fry has been authorized to act as a representative of that company.

Very truly yours,

/s/ G. C. Miller

G. C. MILLER
Captain, USNR
Director of Administration

Copy to Mr. J. C. Bills, Jr.
713 Citizens Building
West Palm Beach, Florida

Copy to Mr. Gus C. Edwards
Cocoa, Florida

RUSSELL SNOW
LOYD CAMPBELL
Attorneys at Law
Cocoa, Florida

C O P Y

31 May 1948

Captain G. C. Miller
U.S.N.R.
Director of Administration
Naval Air Advanced Training Command
United States Naval Air Station
Jacksonville, Florida

Re: Your file NL-13 ATA-51
Serial 2033

Dear Captain Miller:

Your letter of May 20 to Kumprop, Inc. relative to land in section twenty-three (23), township thirty-six (36) south, range thirty-seven (37) east, has been received.

The title to the land referred to in your letter is vested in Kumprop, Inc., under a deed arising out of a tax foreclosure proceedings in the year 1938. Prior to that time the title to this land was held by Florida Beaches, a corporation of which Mr. Vernon C. Fry was president. A suit is pending by Florida Beaches to recover this property but the suit has not been concluded, and as the title now stands it is vested in Kumprop, Inc., and if the title of Kumprop, Inc. is sustained, Mr. Fry has had and will have no interest in the property. If the suit is won by Florida Beaches they will recover the property. It is suggested that no expenditures be made on account of the rental of this property until the suit is disposed of.

Yours very truly,

SNOW AND CAMPBELL

By /s/ Russell Snow

Copy to Mr. J. C. Bills, Jr.
713 Citizens Building
West Palm Beach, Florida

Copy to Mr. Gus C. Edwards
Cocoa, Florida

CAHILL
'280-'50 Court

June 19, 1948

MEMORANDUM TO MR. J. ALVIN REGISTER:

APPRAISAL OF TWENTY (20) ACRES OF LAND, ALLEGEDLY OWNED BY
VERNON C. FRY - - LOCATED IN SECTION 23, TOWNSHIP 36 SOUTH,
RANGE 37 EAST.

Obtain additional details from Commander J. T. Riordon
(CEC U. S. Navy). He is located at the Naval Air Station. Con-
tact him through Captain Jones' Office. Get the date the Navy
began using the property, and the date the Navy surrendered the
property. It is suggested that you request Commander Riordon to
furnish photographs of the property the day the Navy entered,
and as of the present time.

The appraisal shall show the value of the property in its
original condition, with prices prevailing the day the Navy
assumed possession, and the day the Navy released possession;
the value in its present condition, the day the Navy assumed
possession, and the day the Navy released possession.

It is understood that the owner contends that the Navy de-
posited some debris on the land, and it has been covered to a
depth of approximately six feet (6'), with fine sand. This
should be ascertained and see if it has any effect upon the
value. Mr. W. D. Jones, Jr. Special Assistant to the Attorney
General, is familiar with the details.

It is also understood that you will proceed with this
appraisal within the week beginning June 21st, and a formal
appraisal agreement will be forwarded you as soon as the writer
returns to Washington, or approximately June 29th.

F. P. CAHILL, COMMANDER USNR
Head Appraisal Section,
Real Estate Division,
Bureau of Yards and Docks.

CC; Capt. H. B. Jones
CEC U. S. Navy.
CC: Commander J. T. Riordon,
CEC U. S. Navy

06/30/1948

Claim of Vernon C Fry

ND7/N1-13
C10-70-Br
B414/FPC:vr

30 June 1948

From: B-414
To: B-412

Subj: Banana River Air Station - Claim of Vernon C. Fry
Ref: (a) Appraisal dtd 28 June 48 by J. Alvin Register

1. Reference (a) shows the following:

a. The county records, in no way, show where Vernon C. Fry has any interest in the property.

b. The land at the time the Navy assumed possession had a value not in excess of \$20.00 per acre.

c. The land when the Navy released possession after all rubbish had been buried and the land had mostly been cleared and leveled had a value of about \$25.00. per acre.

d. That the land, used as a dumping area, was not damaged, but appears to have been benefited by the clearing of most of the palmetto growth.

e. That even if Vernon C. Fry had an interest in the land the maximum rental for the 5 years that it was used by the Navy would be \$120. or \$24.00 per year.


Frank P. Cahill

DECLASSIFIED
Authority NND 9-74372

MEMBER
AMERICAN INSTITUTE
OF REAL ESTATE APPRAISERS

J. ALVIN REGISTER
REALTOR - APPRAISER
GRAHAM BUILDING
JACKSONVILLE 2, FLORIDA

June 28, 1948

Chief of the Bureau of Yards and Docks,
Navy Department,
Real Estate Division,
Washington 25, D. C.

Dear Sir:

As requested by Commander F. P. Cahill, I enclose report on the twenty (20) acres of land, allegedly owned by Mr. Vernon C. Fry, located in Section 23, Township 36 South, Range 37 East, Brevard County, Florida.

Yours very truly,

J. Alvin Register
J. ALVIN REGISTER. ✓

JAR:T

Filed w/ Appraisal
JAR
6/30/48

JUN 30 1948

NAVY DEPARTMENT
WASHINGTON

C 10-70-BR

ND7/H1-13
C10-70-Br
B414/FPG:vr

30 June 1948

From: E-414
To: E-412

Subj: Banana River Air Station - Claim of Vernon C. Fry
Ref: (a) Appraisal dtd 28 June 48 by J. Alvin Register

1. Reference (a) shows the following:

a. The county records, in no way, show where Vernon C. Fry has any interest in the property.

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d. That the land, used as a dumping area, was not damaged, but appears to have been benefited by the clearing of most of the palmetto growth.

e. That even if Vernon C. Fry had an interest in the land the maximum rental for the 5 years that it was used by the Navy would be \$120. or \$24.00 per year.

Frank P. Cahill

08/31/1948

Custody Transfer to Air Force

NAVAL AIR STATION
Seventh Naval District
Headquarters
NAS Jacksonville, Florida

SEE *Just*
8:31 *SE-24* *JW*

AA-2
(LST:at)

31 AUG 1948

Bu Aer file

Serial # 0730

From: Commander, Naval Air Bases, SEVENTH Naval District
To: Chief of the Bureau of Yards and Docks.

Subj: Former Naval Air Station, Banana River, Florida -
Temporary Custody Transfer to U. S. Air Force of.

Encl: (A) Photostat of Temporary Custody Agreement

1. In accordance with Navy Department instructions, the former Naval Air Station, Banana River, Florida, has been transferred to the temporary custody of the U. S. Air Force as of 0001 on 1 September 1948, pending arrangements for permanent transfer of the property.
2. Enclosure (A), a photostat of the agreement affecting the transfer of custody, is forwarded for information.

ERNEST W. LITON

cc: (W/Encl)
CNO
BuAer ✓
BuSandA
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CNAVanTra
ComSIX

na 59

WHEREAS, The Department of the Air Force has requested the Department of the Navy to transfer the property known as the former Naval Air Station, Banana River, Florida, to the Department of the Air Force, and

WHEREAS, the Department of the Navy has authorized the Commandant, SEVENTH Naval District, to transfer temporary custody of the said station to the Department of the Air Force pending arrangements for permanent transfer of the said property, and

WHEREAS, the Commander, Naval Air Bases, SEVENTH Naval District is presently accountable to the Navy Department for the custody of said premises, and

WHEREAS, the Department of the Air Force has authorized the Air Materiel Command to assume temporary custody of the said station pending arrangements for permanent transfer,

NOW THEREFORE, it is agreed that the Air Materiel Command shall assume temporary custody and responsibility of the property known as the former Naval Air Station, Banana River, Florida, as of 0001 on 1 September 1948 subject to the following conditions and provisions:

1. Pending permanent transfer, the Navy shall have use of such portions of the said station as may be required to conclude the removal of Navy personnel and property. Property to be removed includes that within the intent of Appendixes A, B, C, and I and that listed on Appendix E all subject to any modification by the Navy Department.

2. The Air Materiel Command shall assume custody of such personal property as is not required by the Navy upon receipt of invoices for the said property from the Navy.

3. The Air Materiel Command shall have immediate right of entry preparatory to assuming custody and security on 1 September 1948. The Air Materiel Command shall assume all utility and other charges for operation of the property as of that date.

4. All agreements herein contained shall be terminated as of the date on which the permanent transfer of the said station from the Department of the Navy to the Department of the Air Force is effected.

Agreed to this 27th day of August 1948.

THE COMMANDANT SEVENTH NAVAL DISTRICT
and

THE COMMANDER OF NAVAL AIR BASES,
SEVENTH NAVAL DISTRICT

Merton Litch Rudder

THE USAF
THE AIR MATERIEL COMMAND
WARNER ROBBINS AIR MATERIEL AREA

By *P. Andrew Key*

RC Burdick
Maj USAF
T-1 USAF

--/--/1949

USGS 24000 Topographic Tropic FL



Mapped by the U. S. Coast & Geodetic Survey
Edited and published by the Geological Survey
Control by U.S.G.S.
Culture and drainage in part compiled from
aerial photographs taken 1947
Topography by aneroid methods 1947 field check 1949
Hydrographic, 1927 North American datum
10,000-foot grid based on Transverse Mercator system,
best zone
Dashed land lines indicate approximate locations
Unchecked elevations are shown in brown
1000-meter Universal Transverse Mercator grid ticks
every 17.3 shown in blue



CONTOUR INTERVAL 5 FEET
ELEVATION IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET DATUM IS MEAN LOW WATER
DOTTED LINE INDICATES THE APPROXIMATE LINE OF MEAN HIGH WATER
DASHED LINE INDICATES THE APPROXIMATE LINE OF MEAN LOW WATER
DASHED LINE INDICATES THE APPROXIMATE LINE OF MEAN LOW WATER

U.S.G.S. FILE COPY TOPOGRAPHIC DIVISION

ROAD CLASSIFICATION

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|---|-----------------|
| Heavy-duty | Improved dirt |
| Medium-duty | Unimproved dirt |
| Loose surface, graded, or narrow hard surface | |

U.S. Route State Route

TROPIC, FLA.
N 26071 - W 9000 / 7.5
1949

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--/--/1985

United States Navy and Marine Corps Bases, Domestic

UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

PAOLO E. COLETTA, *Editor*
K. Jack Bauer, *Associate Editor*



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II. Bauer, K. Jack (Karl Jack), 1926-

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1974, Secretary of the Navy J. William Middendorf directed that NAPS move back to Newport by September of that year, adding that the Navy would save \$336,000 annually by doing so. In August the Radioman A School moved to San Diego, and after twenty-five years NAPS closed its doors. In September the CNO moved the closure date from July 1975 to July 1976 because NTC Orlando would not be ready until then to take Bainbridge's people. Again, with 69 counselors, Bainbridge hosted 690 boys and girls between the ages of 9 and 18 at its Camp Concern.

The year 1975 was devoted to transferring people, sending furnishings to be warehoused, and securing 300 buildings. On 28 November PAMI was decommissioned and sent to New Orleans and the NRMC was deactivated, leaving only the Nuclear Power School and staff. With the graduation of the last nuclear power students on 5 March 1975, the school was transferred to Orlando. During its last months, Bainbridge hosted its final Camp Concern and aided nearby local communities hit by Hurricane Eloise on 26 September. After thirty-three years, it was farewell to Bainbridge.

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A. U.S. Navy, Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 2 vols. (Washington: GPO, 1947), I:266-77, 361; "History of U.S. Naval Training Center, Bainbridge, 25 March 1942-31 December 1958," and supplements (Washington: Naval Historical Center, Operational Archives Branch).

B. Paolo E. Coletta, "U.S. Naval Training Center: Bainbridge," *U.S. Naval Institute Proceedings* 83 (June 1957):642-56.

BANANA RIVER, FLA., NAVAL AIR STATION, 1939-1947, AND MISSILE TEST RANGE, 1949-

Given the demand for the expansion of U.S. Naval Air after 1938, the Rear Adm. A. J. Hepburn Board recommended, among other strategic sites, Banana River, Fla., as a secondary base. The site was approved by a survey party on 6 June 1939. While NAS Jacksonville (q.v.) would serve as a primary base, a site at the lower part of the Banana River about 100 miles to the south would be developed as an outlying patrol plane operating area. The seaplane area at Jacksonville was not ideal for full-load takeoff in an east-west direction or for approach in times of low visibility. Hence the choice of Banana River. Condemnation proceedings began on 15 October 1939 and clearing and dredging work on 18 December. Construction, begun on 28 February 1940, had proceeded sufficiently for the station to be commissioned on 1 October, Lt. Comdr. Waldo Tullsen, USN, commanding. Even though only two officers and twenty-nine men were as yet on board, PBM training and A/S patrols had been under way since July 1941, when six PBMs were transferred from overcrowded NAS Norfolk (q.v.), and landplane operations had begun in January 1943. However, it was not until the summer of 1944 that construction began on a hangar and lean-tos.

Meanwhile a photographic laboratory had been established, classes were given

in navigation, and an observation squadron came on board in February 1942, as did also a Coast Guard Detachment to provide security, an Army Signal Corps Detachment (April), and the first WAVES (September). Early in 1943 a Marine Detachment was commissioned and a land field was put into use; in the fall, Banana River was made the preflight school for all PBM training. By order of the Secretary of the Navy, Frank Knox, an Aviation Ordnance Training Center was established on 30 September 1943. During that same month a group of Fighting French Naval Air Force officers arrived. Banana River supplied an Airbombers Training Unit for NAS Jacksonville in addition to providing support for a blimp detachment (two blimps of Squadron 21 which were used for patrol and also for search and rescue), which arrived on 28 October. In addition there was a group of Coast Guard PBM crews and a program of flying navigation instructors. Search and Rescue (SAR) was aided by the Titusville Boat Facility. On 15 December, Banana River became a supply point for adjacent Naval Ordnance Training Centers at Daytona Beach (q.v.), Vero Beach (q.v.), and Melbourne (q.v.). The first F6F *Hellcats* came on board on 13 December 1943, on 15 February 1944 the Loran Training School at Hollywood was transferred to Banana River, and on 3 April 1944 an Aviation Navigation Training Unit began operating.

Rather than being scaled down as the war wound down, Banana River gained personnel, from 548 officers and 4,223 men on 1 January 1944, to 730 officers and 5,237 men on 31 March 1945. Part of the reason was the excellent weather, which rarely made day or night flying impossible; work involved in the Assembly and Repair Department, which assembled aircraft and overhauled up to seventy-five R-2800-10 engines a month; the activation of an Operational Training Unit for a Mobile Gunnery Range even though targets for bombers were available in Lake Okeechobee; and the establishment of an Air Navigation Flight Laboratory. The tempo of operations may be gauged from the fact that between 11 November 1944 and 1 April 1945 the number of aircraft increased from 164 to 176, weekly takeoffs and landings numbered 2,700, and \$1,213,158 was spent for construction during the quarter ending 1 September 1945.

The first loss at Banana River following VE-Day was the decommissioning of an ASW squadron (25 June 1940), yet the tempo of flight operations continued, and there were still 147 PBMs and 36 PBY-5As on board. By mid-August, however, the last class of enlisted combat crewmen was graduated, and on 1 September the station adopted a forty-hour workweek and was enjoined to substitute civilian for military men wherever possible. The Assembly and Repair Department closed in October; on 3 May 1946 orders were received to begin "reduced operational status" by 1 June 1946, which meant using less than half of existing capabilities. These orders also specified that Banana River's primary mission would be to support the Naval Aeronautical Laboratory. For the last purpose, the station was restored to full operational status between 2 October 1946 and 1 July 1947, when the Aeronautical Laboratory was relocated. Scheduled inactivation began on 1 August 1947. On 4 September 1947 all field and

seaplane operations were secured, and the site was assigned to the Commandant of the Seventh Naval District.

In 1949 the Army, Air Force, and Navy established a joint project under Air Force direction to test their long-range rockets and missiles from Banana River. In consequence, the station was reactivated and work began on launching sites and housing. Banana River was chosen because of its suitable climate but particularly because of its location in a secure, uninhabited area from which to test-fire rockets and missiles on the Banana River-Bahama Islands Range. The actual firing of rockets and missiles occurred to the north at Cape Canaveral, which would fire them in a southeasterly direction, with Banana River keeping visual and radar surveillance on them to insure that they would not fly over populated areas along the 500-mile range.

Renovation work begun in July 1949 called for facilities to accommodate 50 Army, Air Force, and Navy officers, 400 enlisted men, and 300 civilians, with full occupancy by 250 officers, 2,500 enlisted men, and 1,500 civilian employees expected by 1 July 1951. In June 1951, however, the site became the Air Force Missile Test Center, and the Navy left the installation.

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A. "History of U.S. Naval Air Station, Banana River, Fla., 1938-1945" (Washington: Naval Historical Center, Operational Archives Branch); "War Diary, U.S. Naval Air Station, Banana River, 7 December 1941-31 October 1945" (Washington: Naval Historical Center, Operational Archives Branch); U.S. Navy, Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 2 vols. (Washington: GPO, 1947), 1:229-31, 239; "Naval Air Station Banana River Fla. (Chronology, Miscellaneous Information, and Photographs)" (Washington, D.C. Navy Yard: Naval Aviation History Office); Roger A. Jernigan, MSgt, USAF, Historian, NCOIC, Reference Services Branch Office of Air Force History, to the writer, 30 July 1984.

B. "New Missile Test Range," *Naval Aviation News*, Aug. 1949, p. 24.

BANGOR, WASH., NAVAL MAGAZINE AND TRIDENT SUBMARINE BASE, 1944-

With the Allies gaining the initiative over the Axis powers in 1944, increased amounts of ammunition had to be provided, particularly for fighting ships engaged in amphibious operations in the Pacific. Among new or enlarged installations was a site at Bangor, Wash., in the Puget Sound area, as Port Chicago on Suisun Bay, Calif., or Earle, N.J., that would not endanger commercial and industrial sites. Even though the scope of the earth-moving project approximated that needed to build the Panama Canal, on 5 June 1944 a parcel of 7,676 acres was purchased and plans were made to build powder magazines, inert storehouses, and related facilities, including a railroad connection to a point near the east bank of the Hood Canal thirteen miles north of the naval shipyard, Bremerton, and fifteen miles west of Seattle. A two-berth pier, thirty-eight magazines, nine storehouses, barricaded sidings, sorting buildings, administration and personnel facilities, and utilities were constructed. General ammunition overhaul

--/--/1989

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REFERENCE SERIES

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Volume I

Active Air Force Bases
Within the United States of America
on 17 September 1982

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United States Air Force Historical Research Center

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WASHINGTON, D.C., 1989

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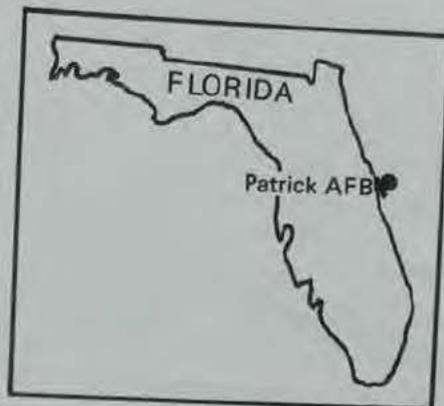
88-600231

ISBN 0-912799-53-6

Patrick Air Force Base

Location: Located 6 mi S of Cocoa Beach, FL, about 50 mi ESE of Orlando, FL.

Name: Named in honor of Maj Gen Mason Mathews Patrick (1863-1942). Chief of the AEF's Air Service in World War I and postwar head of the Air Service, General Patrick approved the DWC aircraft flight around the world of 1924. In 1926 he recommended the legislation that changed the Air Service to the Air Corps and eventually led to an independent USAF. General Patrick retired on 12 Dec 1927.



Date of Current Name: 1 Aug 1950.

Previous Names: Joint Long Range Proving Ground, 10 Jun 1949; Long Range Proving Ground Air Force Base, 17 May 1950.

Date of Establishment: 1 Oct 1940 (by USN as Banana River NAS); 1 Sep 1948 (USAF).

Date Construction Began: c. 1 Oct 1949.

Date of Beneficial Occupancy: 9 May 1950.

Base Operating Units: 2770th Standby Sq, 20 Nov 1948; Adv HQ, Joint Long Range Proving Ground, 1 Oct 1949; 4750th Air Base Sq, 15 Aug 1950 (rdsgd 4820th Air Base Sq, 30 Dec 1950; 6550th Air Base Sq, 14 May 1951); 6550th Air Base Wg, 4 Sep 1951; 6550th Air Base Gp, 1 Mar 1953; 6550th Support Wg (Range), 1 Apr 1962; 6550th Air Base Gp, 1 Mar 1964; 6550th Air Base Wg, 1 Feb 1977 (rdsgd 6550th Air Base Gp, 1 Mar 1981)-.

Base Commanders: 1st Lt Raymond C. Barwick, 1 Sep 1948; Col Wallace W. Millard, 3 Nov 1948; Col Othel R. Deering, 1 Oct 1949; Col A. J. Bird Jr, 1 Aug 1950; Lt Col Albert P. Sights Jr, 20 Aug 1951; Col Robert B. Good, 13 Oct 1952; Lt Col Gust Askounis, 12 Jul 1954; Col Harry W. Generous, 8 Sep 1954; Col Joseph B. Williams, 1 Jan 1956; Col David J. Munson, 30 Jul 1956; Col Robert E. Northcutt, 13 Aug 1958; Col Donald T. Jones, 20 Jun 1961; Col Henry Dittman, 14 Aug 1961; Col Julian M. Bleyer, 31 Jul 1964; Col Joseph B. Williams, 1 Apr 1966; Col David D. McCall,

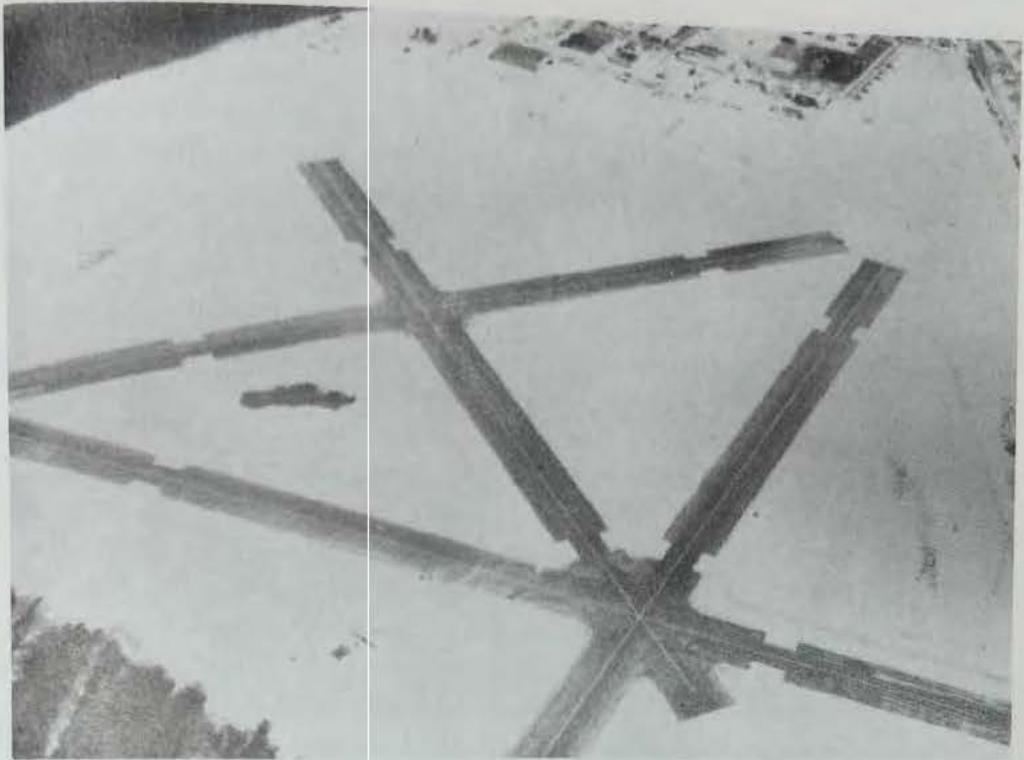
AIR FORCE BASES

1 May 1968; Col John H. Boyle, 3 Jun 1968; Col William R. Morton, 15 Jul 1968; Lt Col William Wilson, 17 Jun 1969; Col Edgar H. Albers Jr, 25 Aug 1969; Col William Wilson, 12 Jun 1972; Col Joseph L. Pospisil, 31 Jul 1973; Col Joseph A. McClure, 17 Jul 1976; Col William M. Pugh, 9 Nov 1977; Col Jack L. Price, 22 Mar 1978; Col Bob L. Francis, 21 Jan 1980-.

Major Off-Base and Detached Installations:* Acklins Isl Sub-Cable Landing Anx (rdsgd Atwood Harbor Sub-Cable Anx), c. 1951 (asgnd)-1 Oct 1971;† Antigua Air Stn (formerly part of Coolidge AFB, St Johns, Antigua Isl), Leeward Isls, Bahamas, 1 Mar 1963 (asgnd)-1 Oct 1971; Antigua Test Site (rdsgd Parham Comms Anx), Antigua Isl, Leeward Isls, Bahamas, 1 Oct 1956 (asgnd)-1 Oct 1971; Beane AFB, St Lucia, 1 mi NE of Vieuxfort, Wind Isl, 1 Nov 1954 (asgnd)-1 Sep 1964 (dspd); Bithlo Balloon Release Anx, Bithlo, FL, 1 Oct 1959 (actvd)-30 Jun 1970 (dspd); Bithlo Rsch Anx, Bithlo, FL, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); Booby Rock Pt Sub-Cable Anx, 2 mi S of Cockburntown, Bahamas, 27 Jun 1956 (actvd)-27 May 1971 (dspd); Canaveral Harbor Crash Rescue Anx (rdsgd Port of Canaveral; Canaveral Harbor Rg Patrol Anx), Port Canaveral, FL, 15 Nov 1951 (asgnd)-; Cape Canaveral Aux AFB (rdsgd Cape Canaveral Msl Test Anx; Cape Kennedy AFS; Cape Canaveral AFS), 5 mi NNE of Port Canaveral, FL, 5 Oct 1951 (asgnd)-1 Oct 1971 (became prim instl); Cat Isl Sub-Cable Landing Anx (rdsgd Hawks Nest Sub-Cable Anx), 1 mi S of Robbin Creek, Bahamas, c. 1952 (asgnd)-1 Oct 1971; Chenny Rsch Anx, FL, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); Christmas Rsch Anx, FL, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); Clarks Siding Msl Fuel Unloading Anx, 1 mi N of Indian River, FL, 15 May 1958 (asgnd)-10 Jan 1962 (dspd); Desecho Isl Sub-Cable Anx (formerly Ramey B & G Rg), Desecho, PR, 2 Aug 1956 (asgnd)-10 Jun 1965 (dspd); Dominican AF Aux Fld (rdsgd Dominican Main Base Anx), Sabana de la Mar, Dominican Rep, 26 Nov 1951 (asgnd)-6 Nov 1962 (retrnd to Dominican Rep); Dominican Sub-Cable Landing Anx #1 (rdsgd Maimon Sub-Cable Anx), 7 mi SW of Puerto Plata, Dominican Rep, 2 Mar 1956 (asgnd)-6 Nov 1962 (dspd); Dominican Sub-Cable Landing Anx #2 (rdsgd Cape Viejo Frances Sub-Cable Anx), 50 mi NW of Sanchez, PR, 2 Mar 1956 (asgnd)-6 Nov 1962 (dspd); Dominican Sub-Cable Landing Anx #3 (rdsgd Macao Sub-Cable Anx), 1 mi SW of Puerto Macao, PR, unk-6 Nov 1962 (dspd); Eleuthera Airstrip (rdsgd Eleuthera AF Aux Fld; E Main Base Exchange), Governors Harbor, Bahamas, 5 Oct 1951 (actvd)-1 Oct 1971; Eleuthera Rcvr and Sub-Cable Anx (rdsgd Alabaster Bluff Rcvr and Sub-Cable Anx), Governors Harbor, Baha-

* Most of these installations are, or were, part of the Eastern Space and Missile Center or its predecessors (Joint Long Range Proving Ground; Air Force Missile Test Center; Air Force Eastern Test Range; and Det 1, SAMTEC). Patrick AFB supported all of these organizations.

† A final date of 1 Oct 1971 indicates "tsfrd to Cape Canaveral AFS, FL."



Banana River Naval Air Station, March 1943



Joint Long Range Proving Ground AFB, May 1950

AIR FORCE BASES

mas, c. 1952 (asgnd)-24 May 1971 (tsfrd to USN); Eleuthera Sub-Cable Landing Anx (rdsgd Bannermantown Sub-Cable Anx), 1 mi S of Rock Sound, Bahamas, c. 1952 (asgnd)-1 Oct 1971; Eleuthera/Symonette Well Fld Anx (rdsgd Symonette Well Anx; Symonette Water Sys Anx), Bahamas, 15 Dec 1955 (asgnd)-31 Jan 1958 (dspd); Escosesa Bay Sub-Cable Anx, 6 mi NW of Sanchez, Dominican Rep, 27 Jun 1956 (asgnd)-6 Nov 1962 (dspd); False Cape Data Coll Anx, 14 mi E of Titusville, FL, 27 Jun 1956 (asgnd)-21 Feb 1968 (dspd); Freeport Fam Hsg Anx, Freeport, Bahamas, 15 Jul 1967 (asgnd)-19 Jul 1968 (dspd); Freeport Rsch Anx, Freeport, Bahamas, Jul 1962 (asgnd)-Jul 1978 (dspd); Gambier Pt Pump Anx (rdsgd Gambier Pt Water Sys Anx), 11 mi E of Pine Ridge, Bahamas, c. 1955 (asgnd)-22 Jul 1966 (instl consol d w/Grand Bahama Aux Afld); Geneva Rsch Anx, FL, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); Grahams Harbor Optical Trckg Anx (rdsgd Grahams Harbor Data Coll Anx), 7 mi NE of Cockburntown, Bahamas, 1956 (asgnd)-30 Jul 1957 (tsfrd to San Salvador Aux Afld, San Salvador, Bahamas); Grand Bahama AF Aux Fld (rdsgd Grand Bahama Aux Afld), Pine Ridge, Bahamas, 5 Oct 1951 (actvd)-1 Oct 1971; Grand Bahama Isls/Allans Cay DOVAP Anx (rdsgd Allan Cays Trckg Anx), Carrion Harbour, Bahamas, c. 1955 (asgnd)-1 Oct 1971; Grand Bahama Isls/Bassett Cove Theodolite Anx (rdsgd Bassett Cove Theodolite Anx), 5 mi E of High Rock, Bahamas, c. 1955 (asgnd)-22 Jul 1966 (instl consol d w/Grand Bahama Aux Afld); Grand Bahama Isls/Mangrove Cay Impact Anx (rdsgd Mangrove Cay Demolition Anx), West End Settlement, Bahamas, 1955 (asgnd)-19 Jul 1965 (dspd); Grand Bahama Sub-Cable Landing Anx (rdsgd Settlement Pt Sub-Cable Anx), West End Settlement, Bahamas, c. 1952 (asgnd)-1 Oct 1971; Grand Turk AF Aux Fld (rdsgd Grand Turk Aux Afld), 2 mi S of Cockburntown, Bahamas, 25 Oct 1951 (actvd)-1 Oct 1971; Grand Turk Msl Destruct Anx, Cockburntown, Bahamas, Aug 1957 (asgnd)-1 Oct 1971; Grand Turk Sub-Cable Landing Anx (rdsgd Cockburntown Sub-Cable Anx), 2 mi S of Cockburntown, Bahamas, c. 1955 (asgnd)-14 Dec 1973 (dspd); Great Egg Isl Sub-Cable Landing Anx (rdsgd Great Egg Isl Sub-Cable Anx), Spanish Wells, Bahamas, c. 1952 (asgnd)-1 Oct 1971; Great Isaac Isl Raydist Anx (rdsgd Great Isaac Isl Trckg Anx), West End Group, Bahamas, 2 Mar 1956 (asgnd)-15 Jan 1963 (dspd); Great Stirrup Cay Sub-Cable Landing Anx (rdsgd Great Stirrup Cay Sub-Cable Anx), Nicolstown, Andros Isl, Bahamas, 2 Mar 1956 (asgnd)-1 Oct 1971; Hilolo Camera Anx, Okechobee County, FL, 29 Aug 1961 (asgnd)-10 Aug 1965 (dspd); Holopaw Data Coll Anx, 2 mi E of Holopaw, FL, 14 Dec 1956 (asgnd)-6 Apr 1966 (dspd); Hormigueros Antenna Anx, Hormigueros, PR, 27 Jun 1956 (asgnd)-31 May 1958 (dspd); Jonathan Dickinson Data Coll Anx, Bahamas, 27 Jun 1956 (asgnd)-9 Aug 1961 (dspd); Jupiter Aux AFB (rdsgd Jupiter Msl Guidance Anx; Jupiter Msl Data Coll Anx), 1 mi SE of Jupiter, FL, 16 Dec 1955 (asgnd)-1 Oct 1971; Jupiter Opl Felty Site, Jupiter, FL, 1 May

PATRICK AIR FORCE BASE

1968 (asgnd)-16 Nov 1970 (dspd); Lake Harney Rsch Anx, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); Lake Jessup Rsch Anx, FL, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); Long Bay Fld Pt Theodolite Anx, High Rock, Bahamas, 27 Jun 1956 (asgnd)-13 Feb 1961 (dspd); Long Isl Sub-Cable Anx (rdsgd Clarencetown Sub-Cable Anx), Clarencetown, Bahamas, c. 1952 (asgnd)-1 Oct 1971; Mayaguana AF Aux Fld (rdsgd Mayaguana Aux Fld), 8 mi SW of Abrahams Bay, Bahamas, 25 Oct 1951 (actvd)-1 Oct 1971; Mayaguana Sub-Cable Landing Anx #1 (rdsgd Start Pt Sub-Cable Anx), 3 mi SE of Pirates Well, Bahamas, 25 Oct 1951 (actvd)-1 Oct 1971; Mayaguana Sub-Cable Landing Anx #2 (rdsgd Guano Pt Sub-Cable Anx), 5 mi E of Cockburntown, Bahamas, 25 Oct 1951 (actvd)-1 Oct 1971; Mayaguez Msl Guidance Anx, 4 mi SE of Mayaguez, PR, 27 Jun 1956 (asgnd)-28 Jul 1968 (dspd); Melbourne Msl Guidance Anx, Melbourne, FL, 1 Jul 1963 (asgnd)-30 Sep 1968 (dspd); Melbourne NAS Helium Stor Anx (rdsgd Melbourne Helium Stor Anx), Melbourne, FL, 15 Dec 1955 (asgnd)-1 Mar 1965 (dspd); Miami Beach Trckg Anx, Miami, FL, 1 Jun 1966 (actvd)-31 May 1971 (dspd); Mores Isl Raydist Anx (rdsgd Mores Isl Trckg Anx), Wilson City, Grand Abaco, Bahamas, c. 1 Mar 1952 (actvd)-Jun 1952 (inactvd), 2 Mar 1956 (asgnd)-15 Jan 1963 (dspd); North Caicos Sub-Cable Landing Anx (rdsgd North Caicos Sub-Cable Anx), North Caicos, Bahamas, 1954



Patrick AFB, 1984

AIR FORCE BASES

(asgnd)-1 Oct 1971; North Creek Trckg Anx, Grand Turk Isl, Bahamas, Aug 1957 (asgnd)-1 Oct 1971; North Creek Trckg Anx #2, Grand Turk Isl, Bahamas, 15 Jan 1957 (asgnd)-1 Oct 1971; North Riding Pt Nav Aid Anx, Bahamas, 19 Aug 1960 (asgnd)-1 Oct 1971; Patrick/Malabar Msl Monitoring Anx (rdsgd Malabar Msl Monitoring Anx; Malabar Chaff Test Site; Malabar Tmtr Anx), 6 mi W of Malabar, FL, 1 Dec 1960 (asgnd)-1 Oct 1971; Patrick/North Indialantic Camera Site (rdsgd North Indialantic Trckg Anx), North Indialantic, FL, 2 Mar 1956 (asgnd)-19 Aug 1959 (dspd); Patrick/Vero Beach Sub-Cable Landing Anx (rdsgd Vero Beach Sub-Cable Anx; Vero Beach Trckg Anx), 2 mi N of Vero Beach, FL, 1945 (asgnd)-1 Oct 1971; Pt Guanajibo Pumping Anx (rdsgd Pt Guanajibo Water Sys Anx), Mayaguez, PR, 27 Jun 1956 (dsgd)-15 Mar 1967 (dspd); Ponce de Leon Data Coll Anx, New Smyrna Beach, FL, 27 Jun 1956 (actvd)-; Port Canaveral Cable Trml Anx, Port Canaveral, FL, 12 Jun 1961 (asgnd)-1 Oct 1971; Port Canaveral Rg Vessel Spt Anx, Port Canaveral, FL, 23 Aug 1961 (asgnd)-31 May 1964 (dspd); Puerto Rico/Guanajibo River Sub-Cable Anx (rdsgd Guanajibo River Sub-Cable Anx), Mayaguez, PR, 14 Aug 1956 (asgnd)-28 Jun 1968 (dspd); Salt Lake Rsch Anx, FL, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); San Salvador AF Aux Afld (rdsgd San Salvador Aux Afld; San Salvador Comms Anx), San Salvador, Bahamas, 25 Oct 1951 (actvd)-1 Oct 1971; San Salvador Msl Destruction Anx, San Salvador Isl, Bahamas, Jun 1957 (asgnd)-5 Aug 1968 (dspd); Sand Cay Sub-Cable Landing Anx (rdsgd Sand Cay Sub-Cable Anx), 1 mi S of Sand Cay, Bahamas, c. 1952 (asgnd)-14 Feb 1964 (dspd); Spruce Creek Data Coll Anx (rdsgd Spruce Creek Rsch Anx), New Smyrna Beach, FL, 27 Jun 1956 (actvd)-13 Jul 1970 (dspd); Sue Pt Ionospheric Anx, San Salvador Isl, Bahamas, 1 Feb 1957 (asgnd)-30 Jul 1957 (tsfrd to San Salvador Aux Afld); Trinidad Test Site (rdsgd Trinidad Air Stn), Trinidad-Tabago, 1 Jul 1961 (tsfrd fr Rome AFB, NY)-1 Oct 1971; Union Park Rsch Anx, Union Park, FL, 18 Apr 1963 (asgnd)-11 Jan 1965 (dspd); Vero Beach Aprt Data Coll Anx, 4 mi W of Vero Beach, FL, 27 Jun 1956 (asgnd)-12 Nov 1964 (dspd); West Vero Beach Antenna Anx, West Vero Beach, FL, 27 Jun 1956 (asgnd)-3 Dec 1958 (dspd); Wideawake Fld (rdsgd Ascension Isl Aux Fld) (U.S. activity), Ascension Isl, South Atlantic Ocean, 25 Jun 1956 (actvd)-.

Major Changes in Operational Capability:* Base expansion and extensive rehabilitation, including alteration of existing structures for use in missile range and acquisition of 12,000 additional acres in the launching area (for safety and security) completed 1949-1950; Bahama Agreement

* A number of the structures listed in this section were built on Cape Canaveral (later, Cape Canaveral AFS) under the immediate jurisdiction of the Eastern Space and Missile Center or its predecessors.

PATRICK AIR FORCE BASE

provided downrange facilities and bases throughout Central and South America and the Caribbean, signed 1 Jul 1951; data reduction building completed Jul 1952; extension of runway and construction of aprons and taxiways completed 19 Sep 1952; Wherry housing projects constructed 1952-1954; three missile assembly buildings completed Nov 1953; testing facility for all types of missiles completed mid-1957; new data reduction facility completed 1957-1958; additional 680-unit Wherry housing project completed 1 Jan 1958; Capehart housing project completed Feb 1959; facilities added to enable Mercury and Saturn launchings fall 1961; new base medical facility occupied Apr 1966; RAPCON center and major modification of Titan launching complex finished 1969-1970; HQ Air Force Technical Applications Center moved to Patrick from Alexandria, VA, 1972; Eastern Test Range fell under jurisdiction of Det 1, Space and Missile Test Center (SAMTEC) when HQ Air Force Eastern Test Range inactivated on 1 Feb 1977, and Patrick AFB's 6550th Air Base Wing began reporting directly to HQ AFSC; Det 1, SAMTEC inactivated and replaced by HQ Eastern Space and Missile Center 1 Oct 1979; Ascension Island Auxiliary Field runway lengthened fall 1980; Titan missile launch pad ("Complex 40") modified Sep 1980.

Major Commands to Which Assigned: Air Proving Ground, 1 Oct 1949; Air Research and Development Comd, 14 May 1951 (rdsgd AF Systems Comd, 1 Apr 1961)-.

Major Changes in Status: On standby status, 1 Sep 1948-1 Oct 1949; USAF assumed sole jurisdiction of base, 16 May 1950.

Units Assigned:

| | | | |
|---|---------------------|--|---------------------|
| | 1948 | Wg | |
| 2770 Standby Sq | 20 Nov 48-1 Oct 49 | (6555 Guided Msl Wg; 6555 Guided Msl Gp) | 3 Dec 50-7 Sep 54 |
| AF Div, Joint Long Rg Proving Gnd (Long Rg Proving Gnd Div; AF Msl Test Cn; AF Eastern Test Rg) | 1 Oct 49-1 Feb 77 | 4803 Guided Msl Sq (6556 Guided Msl Sq) | 30 Dec 50-1 Mar 53 |
| | 1950 | 1951 | |
| 1 Guided Msl Sq | 11 Dec 50-30 Dec 50 | 1 Pilotless Bmbr Sq | 1 Oct 51-9 Mar 54 |
| 3 Guided Msl Sq, Intep | 1 Aug 50-30 Dec 50 | 4802 Guided Msl Sq (6555 Guided Msl Sq; 6555 Guided Msls Sq) | 10 Apr 51-15 Aug 59 |
| 6 Wea Sq | 5 Apr 50-20 May 52 | 4822 Maint & Sup Sq | |
| 550 Guided Msl Wg | 11 Dec 50-30 Dec 50 | (6550 Maint & Sup Sq; 6550 Maint & Sup Gp) | 15 Jan 51-7 Sep 54 |
| 550 Maint Sq | 11 Dec 50-30 Dec 50 | 4823 AP Sq (6550 AP Sq) | 15 Jan 51-15 Feb 60 |
| 4750 AB Sq (4820 AB Sq; 6550 AB Sq; 6550 Base Svc Sq) | 15 Aug 50-1 Sep 52 | 4824 Rg Spt Sq (6550 Rg Spt Sq) | 15 Jan 51-4 Sep 51 |
| 4751 Med Sq (4821 Med Sq; 6550 Med Sq; 6550 Med Gp; 6550 USAF Hosp) | 1 Dec 50-1 Dec 70 | 4825 Tech Ops Sq (6550 Tech Ops Sq) | 16 Mar 51-4 Sep 51 |
| 4800 Guided Msl | | 4830 Food Svc Sq | |

AIR FORCE BASES

| | | | | |
|---|---------------------|-----------------------------------|------|--------------------|
| (6550 Food Svc Sq) | 14 May 51-15 Nov 56 | 645 Radar Sq | 1962 | 1 Nov 62-1 Apr 76 |
| 4831 Marine Sq | | 6550 Maint Gp | | 1 Apr 62-1 Mar 64 |
| (6550 Boat Sq) | 14 May 51-1 Mar 53 | 6550 Spt Sq | | 1 Apr 62-1 Mar 64 |
| 6541 Msl Test Wg | | 6550 Spt Wg | | 1 Apr 62-1 Mar 64 |
| (6541 Ops Gp) | 4 Sep 51-7 Sep 54 | 6551 AP Sq | | |
| 6545 Msl Test Sq | 4 Sep 51-14 Jan 53 | (6551 Scty Pol Sq; | | |
| 6546 Msl Test Sq | | 6550 Scty Pol Sq) | | 1 Apr 62- |
| (6546 Ops Sq) | 4 Sep 51-1 Jan 54 | 6551 Trnsp Sq | | 1 Apr 62-30 Sep 76 |
| 6547 Msl Test Sq | | Alft Wg, Prov #2 | | 10 Nov 62-1 Jun 63 |
| (6547 Ops Sq) | 6 Nov 51-1 Jan 54 | | 1964 | |
| 6550 AB Gp | | 6540 Orgnzl Maint Sq | | 1 Mar 64-1 May 71 |
| (6550 AB Wg; | | 6549 Comms & Elect Maint Sq | | |
| 6550 AB Gp) | 4 Sep 51- | (6549 Avncs Maint Sq) | | 1 Mar 64-1 May 71 |
| 6550 AB Wg | 4 Sep 51-1 Mar 53 | 6549 Fld Maint Sq | | |
| 6550 Air Spt Sq | | (6549 Consold Acft Maint Sq) | | 1 Mar 64-31 May 76 |
| (6550 Ops Sq; | | HQ Nat Rg Div, Prov | | 2 Jan 64-15 May 64 |
| 6560 Ops Gp; | 4 Sep 51-1 Mar 64 | | 1970 | |
| 6550 Ops Gp) | 4 Sep 51-15 Feb 60 | USAF Hosp, Patrick | | 1 Dec 70- |
| 6550 Comms Sq | | | 1972 | |
| 6550 Instls Sq | | 1035 Tech Ops Gp | | |
| (6550 Instls Gp) | 4 Sep 51-7 Sep 54 | (AF Tech Applications Cen) | | 24 Aug 72- |
| 6550 Maint Sq | | 6551 CE Sq | | |
| (6550 Fld Maint Sq) | 4 Sep 51-15 Feb 60 | (6550 CE Sq) | | 1 May 72- |
| 6550 MV Sq | | USAF Fld Activities Gp, Prov 1035 | | |
| (6550 Trnsp Sq) | 4 Sep 51-15 Feb 60 | (Test Ops Gp, Prov 1035) | | 4 Feb 72-23 Aug 72 |
| 6550 Sup Sq | 4 Sep 51-15 Feb 60 | | 1974 | |
| 6555 Test Spt Sq | 4 Sep 51-1 Mar 53 | 6552 Sup Sq | | |
| | 1952 | (6550 Sup Sq) | | 1 Oct 74-1 Oct 79 |
| 69 Pilotless Bmbr Sq | 10 Jan 52-17 Feb 54 | | 1975 | |
| | 1954 | 2 Mobile Comms Gp | | |
| 2026 AACS Sq | 1 Nov 54-15 Jul 55 | (2 Cmbt Comms Gp) | | 8 Dec 75- |
| | 1955 | 549 Consold Acft Maint Sq | | 15 Dec 75- |
| 6550 Test Gp | 1 Jul 55-1 Oct 55 | 549 Tac Air Spt Tng Gp | | 15 Dec 75- |
| | 1957 | 549 Tac Air Spt Tng Sq | | 15 Dec 75- |
| 556 Strat Msl Sq | | | 1977 | |
| (556 Strat Msl Sq [ICM-SNARK]) | 15 Dec 57-8 Jul 59 | 3533 USAF Recruiting Sq | | 1 Oct 77- |
| | 1959 | | 1979 | |
| 6555 Guided Msl Gp | | Eastern Space & Msl Cen | | 1 Oct 79- |
| (6555 Test Wg; | | | 1982 | |
| 6555 Aerosp Test Wg; 6555 Aerosp Test Gp) | 15 Aug 59- | 21 Med Svc Sq | | 1 Mar 82- |
| | 1960 | | | |
| 2862 GEEIA Sq | | | | |
| (1830 Elect Instls Sq) | 20 Jul 60-31 Mar 74 | | | |
| | 1961 | | | |
| 1279 AACS Sq | | | | |
| (2179 Comms Sq; | | | | |
| 2179 Comms Gp; | | | | |
| 2179 Comms & Instls Gp; 2179 Comms Gp) | 1 Jun 61- | | | |

10/21/1991

Inventory Project Report

21 OCT 1991

CESAD-PD-R (200)

MEMORANDUM FOR CDR, USACE, ATTN: CEMP-ZA, WASH, DC 20314-1000

SUBJECT: Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP-FUDS), Inventory Project Reports (INPR)

1. As a result of an alleged high incidence rate of Hodgkin's disease within the South Patrick Shores Subdivision, U.S. Representative Jim Bacchus asked several Federal and state agencies to investigate the site for potential hazardous and toxic waste problems that might exist in the area. The Jacksonville District investigated the site for eligibility in the DERP-FUDS program.
2. The site is located south of Patrick Air Force Base (former Banana River Naval Air Station). This site was evaluated and determined to be ineligible for the DERP-FUDS program. There is no evidence that the South Patrick Shores Subdivision site was formerly owned or used by the Department of Defense.
3. Copies of this report are concurrently being sent to CEHND-ED-PM, CESAJ-PD-EE, and Environmental Protection Agency, Region IV. The District should notify Congressman Bacchus of our findings and provide his office a copy of the INPR.
4. The Division focal point is Gary Mauldin, CESAD-PD-R, at COMM 404-331-6043 or FTS 841-6043.

/S/

Encl

JOHN F. SOBKE
Major General, USA
Commanding

DWB 10/21
Barnett/PD-R
10/21
Rushing/PD

CF (w/encl):
CEHND-ED-PM
CESAJ-PD-EE
EPA, Region IV

MFR: Self-explanatory
MAULDIN

Jones/DK
Simms/DC 10/21
Ashhurst/DM
Miller/DD 10/21
Sobke/DE

NOTE: RE, PM reviewed with no comments.

PD





DEPARTMENT OF THE ARMY

SOUTH ATLANTIC DIVISION, CORPS OF ENGINEERS

ROOM 313, 77 FORSYTH ST., S.W.

ATLANTA, GEORGIA 30335-6801

REPLY TO
ATTENTION OF:

21 OCT 1991

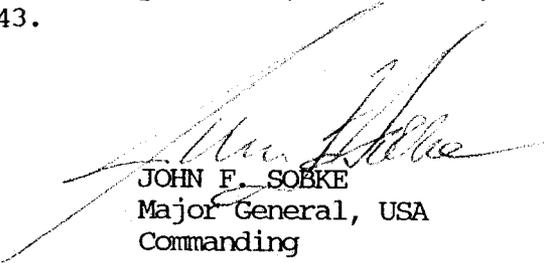
CESAD-PD-R (200)

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Encl


JOHN F. SOBKE
Major General, USA
Commanding

CF (w/encl):
CEHND-ED-PM
CESAJ-PD-EE
EPA, Region IV



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

CESAJ-PD-EE (1110-2-1150b)

30 September 1991

MEMORANDUM FOR Commander, South Atlantic Division

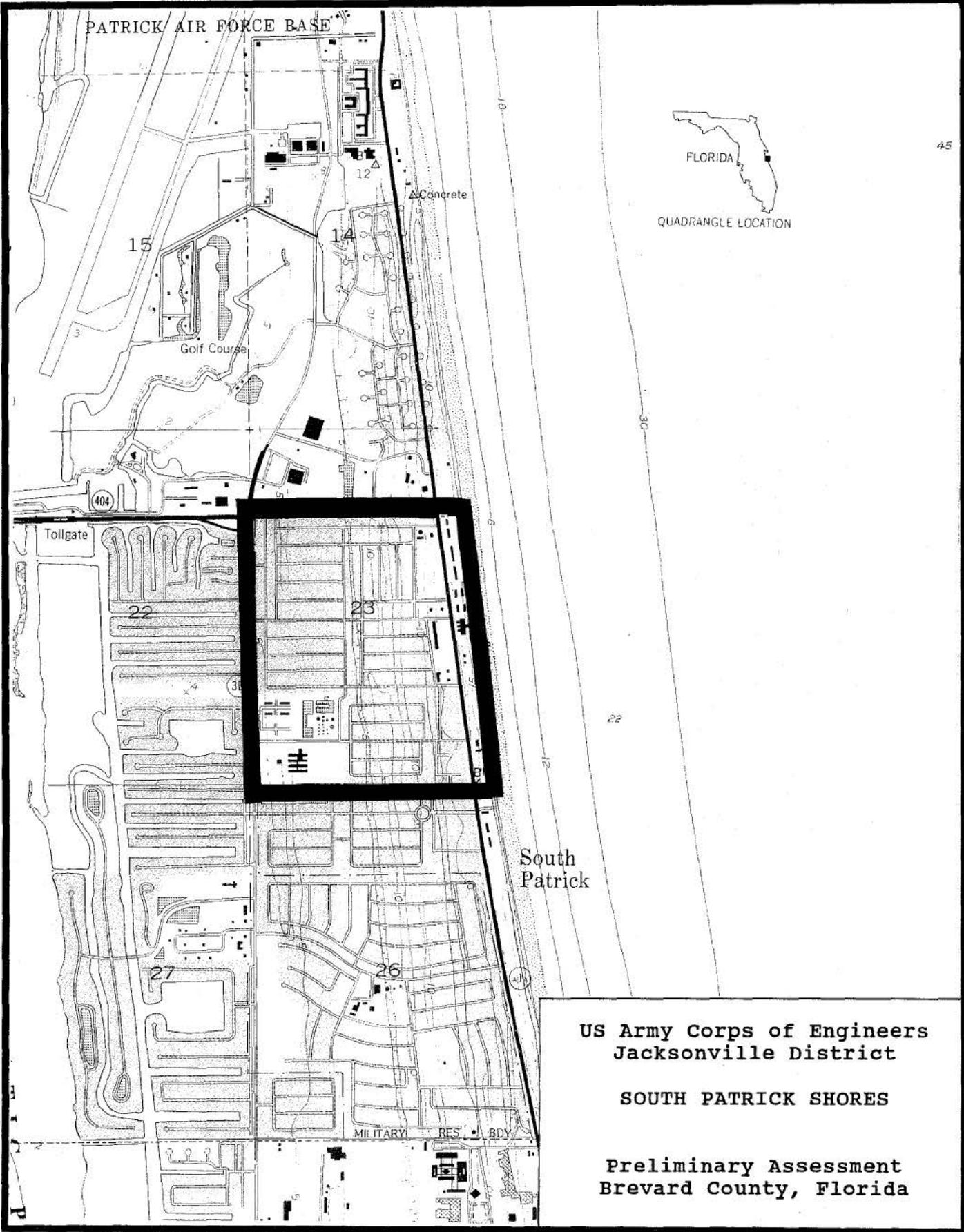
SUBJECT: DERP-FUDS Inventory Project Report (INPR) Investigation of South Patrick Shores Subdivision, Brevard County, FL.

1. This INPR reports on the DERP-FUDS investigation of South Patrick Shores which was conducted during the past three months. Because of alleged high incidence of Hodgkin's Disease within the South Patrick Shores Subdivision, U.S. Representative Jim Bacchus, called upon several Federal and State agencies to investigate potential hazardous and toxic waste problems that might exist in the area. The Jacksonville District, Corps of Engineers has investigated the possibility that South Patrick Shores Subdivision was a formerly used military site. Site visits were conducted between 23 July and 23 August 1991.
2. The site summary sheet (encl 1) and a recommended Findings and Determination of Eligibility (encl 2) are provided. A diskette containing all enclosures in ASCII and wordperfect format is provided as enclosure 3.
3. We have determined that there is no evidence that this site was formerly owned or used by the Department of Defense and is therefore not eligible as a DERP-FUDS site.
4. I recommend that you approve and sign the FDE.
5. Points of contact are Peter Besrutschko, (904) 791-2298 or FTS 946-2298 and Don Nelson, (904)-791-3874 or FTS 946-3874.

3 Encls

A handwritten signature in black ink, appearing to read "Terrence C. Salt", is written over the typed name.

TERRENCE C. SALT
Colonel, Corps of Engineers
Commanding



US Army Corps of Engineers
 Jacksonville District
 SOUTH PATRICK SHORES
 Preliminary Assessment
 Brevard County, Florida

SITE SURVEY SUMMARY SHEET
FOR
SOUTH PATRICK SHORES SUBDIVISION
24 SEPTEMBER 1991

SITE NAME: South Patrick Shores Subdivision

LOCATION: South Patrick Shores Subdivision is located in Section 23, Township 26 South, Range 37 East, Brevard County, Florida, immediately south of Pineda Causeway, the south boundary of Patrick Air Force Base; see attached site location map (attach 1).

SITE HISTORY: Patrick Air Force Base, an active Air Force installation, was known as Banana River Naval Air Station, between 1940 and 1948. The location of South Patrick Shores Subdivision is immediately south of the south boundary of Patrick Air Force Base. During the period 1940 to 1954, the area encompassing what is now South Patrick Shores Subdivision was undeveloped and predominantly marsh land. The site was investigated due to allegations by members of the community that the subdivision was constructed over a military landfill and reports of alleged high incidence of Hodgkin's disease in the neighborhood.

SITE VISIT: Between 23 July and 23 August, several site visits were conducted. The land title records, Navy and Air Force real estate records, and the history of the former Banana River Naval Air Station were reviewed to determine if the DoD ever acquired or disposed of real estate interest in the property. No records have been located which would indicate that the DoD acquired any real estate interest or used the property on which the subdivision is now located. Because aerial photography from 1943 through 1954 showed some type of scarring of the lands in the area where the subdivision is now located, the District conducted a more extensive investigation into the site to determine if the DoD had used the site without benefit of any real estate interest. Personal interviews were conducted with former Naval personnel stationed at the Banana River Naval Air Station between 1941 and 1948 (attach 2), residents of the subdivision (attach 3), and excavation workers and contractors who assisted in the development of the subdivision (attach 4). Based on the interviews it is concluded that debris of a military origin may have been found within the boundaries of the subdivision, however, former Naval personnel do not recall the military dumping in the subdivision area. According to former Naval personnel, the area was mostly undeveloped between 1941 and 1948.

encl 1

The U.S. Army Engineer Topographic Laboratories, Ft. Belvoir, analyzed aerial photography sets from 1943 through 1958 (attach 5) to reveal that excavation and bulldozing occurred in the area where the subdivision is now located. However the resolution of the photography is not of sufficient quality to determine if military debris burying occurred. We have determined that there is no evidence that this site was formerly owned or used by the Department of Defense and is therefore not eligible as a DERP-FUDS site.

CATEGORY OF HAZARD: None.

PROJECT DESCRIPTION: None.

AVAILABLE STUDIES AND REPORTS: Engineering Topographic Laboratories, Terrain Analysis Center, Aerial Photo analysis report, 23 Sep 1991 (attach 5).

PA POC: Peter Besrutschko, (904) 791-2298 or FTS 946-2298, or Don Nelson (904) 791-3874 or FTS 946-3874.

encl 1

INTERVIEW WITH MR. CECIL NEAL

Mr. Neal is a former Marine, stationed at the Banana River Naval Air Station between 1945 and 1946 as a Brig Warden. As he lives in the Brevard County area, he is familiar with the South boundary of Patrick Air Force Base (Pineda Causeway) and the location of South Patrick Shores. To the best of his knowledge, he did not recall any dump in the area of South Patrick Shores. Did not recall to much about area except to say that POW camp was within boundaries of Navy property.

INTERVIEW WITH MR. WILLIAM SPIETH AND WIFE

Mr. Spieth was a Navy aviation mechanic stationed at Banana River Naval Air Station from 1941 to 1945, his wife worked in the Public Works department at BRNAS from 1941 to 1945. Neither were to familiar with the south boundary of PAFB or the location of SPS. They both remembered the Navy dumping within the boundaries of the former BRNAS and could not recall any dumps off base. Area south of base was mostly scrub and palmettos.

INTERVIEW WITH MR. ART CORLEW

Mr. Corlew was with an Army detachment assigned to guard German POWs at the Banana River Naval Air Station. Served at BRNAS from 1944 to 1945. Is familiar with current south boundary of PAFB and location of SPS. POW camp was located within boundaries of BRNAS. No recollection of any activity within area of SPS, but did not recall what area south of base fence line looked like in 1944.

INTERVIEW WITH MR. BARTON CAMPFIELD

Mr. Campfield served in the Navy at BRNAS from 1943 to 1947, and is basically familiar with the south boundary of PAFB and the location of SPS. Because of the job he was assigned at BRNAS he had no knowledge of any Navy activity in the area of SPS but could recall that the area south of the base was mostly palmetto and scrub.

INTERVIEW WITH MR. CHARLES HUSON

Mr. Huson was a Navy flight engineer stationed at BRNAS from 1942 to 1943 training pilots on the PBMs. He was familiar with both the south boundary of PAFB and the location of SPS. He knows of no dumping by the Navy on the area of SPS. As a flight engineer, he overflew the area and stated that the only thing in that area was some wood pilings utilized by the Navy to check air speed.

INTERVIEW WITH MR. JAMES W. WHITE

Mr. White was a Navy radio man stationed at BRNAS from 1942 to 1943. He was familiar with the south boundary of PAFB and the location of SPS. To the best of his knowledge he could not recall anything like dumping in the area south of the Pineda Causeway. He did not recall too much about what the area looked like in 42 and 43, except that a lot of palmettos existed south of the base.

INTERVIEW WITH MR. WARREN OSBORNE

Mr. Osborne was a Navy electronics expert stationed at BRNAS in 1941. While he was familiar with the south boundary of PAFB and the location of SPS, he could not recall how the area looked in 1941.

INTERVIEW WITH MR. W.J. POSEY

Mr. Posey was in the 1943 training class at BRNAS for 3 months and could not recall anything about the base.

INTERVIEW WITH MR. CLYDE MADDOCK

Mr. Maddock was a Navy supply officer stationed at BRNAS from 1942 to 1943. While he was familiar with the south boundary of PAFB and the location of SPS, he could not recall anything about the area south of the BRNAS during 42 and 43.

INTERVIEW WITH MR. JOE KOWALSKI

Mr. Kowalski was a Navy aviation chief at the BRNAS from 1945 to 1946. He was familiar with the location of SPS and the south boundary of PAFB. He did not recall any Navy material being placed on the area of SPS. Stated area was mostly palmettos.

INTERVIEW WITH MR. RALPH KING

Mr King was a Navy radio man on PBYS stationed at the BRNAS from 1941 to 1943. He was familiar with the location of SPS and the south boundary of PAFB. He did not recall any Navy material being placed on the area of SPS. Stated area was mostly palmettos and water.

INTERVIEW WITH MR. J.F. HUNTRESS

Mr. Huntress was a Navy Disbursing officer stationed at the BRNAS from 1946 to 1948. He was familiar with the location of SPS and the south boundary of PAFB. He did not recall any Navy material being placed on the area of SPS. Stated area was all open area and composed of mostly palmettos and water. Said that there was no reason for Navy to go off base to dump with all land available to dump on onbase.

INTERVIEW WITH MR. LESTER CAMPBELL

Mr. Campbell was a Navy Seaman stationed at the BRNAS from 1947 to 1948, assigned to assist in the closing of BRNAS. He was familiar with the location of SPS and the south boundary of PAFB. He recalled that Navy material being placed south of fence in POW camp, thought POW camp was off base property. The Navy buried old wood and items such as furniture. Said area was 500 to 1000 feet south of fenceline.

INTERVIEW WITH MR. JOHN E. BUTLER

Mr. Butler was a Navy student stationed at the BRNAS in 1946 for three months. Did not remember anything about area.

INTERVIEW WITH MR. LES STANEK

Mr. Stanek was a Navy Blimp pilot stationed at the BRNAS from 1942 to 1944. He was familiar with the location of SPS and the south boundary of PAFB. He did not think that the Navy buried material or dumped material offbase in the area now SPS. He was shown the 1943 aerial photo of the SPS area. He remembers going south of BRNAS in jeeps to hunt alligators in the marshes, palmettos and scrub. He stated that the area south of BRNAS (SPS) is the place where they recreated.

INTERVIEW WITH MR. ERNIE MORRIS

Mr. Morris was with the Navy stationed at the BRNAS from 1944 to 1948. He was familiar with the location of SPS and the south boundary of PAFB. He did not think that the Navy buried material or dumped material offbase in the area now SPS. He also assisted in the surplus of materials at the closure of BRNAS. He stated that during the 1946 to 1947 time frame, there were several plane crashes in the area now SPS and that the Navy sent personnel into the area to cut roads to retrieve the planes. Two of the planes were such wrecks that the Navy personnel beat them to pieces in the SPS area. During the 1947 to 1948 time frame, Mr. Morris remembers the surplus of remaining Navy material, (Jeeps, aluminum, drums, etc.). Stuff was sold in lots to purchasers who were then required to haul the material away. BRNAS was central surplus for area (BRNAS, Melbourne and Jax). He can recall that some of the material surplus was later found along side A1A. Thinks that may be salvage contractors might have dumped material on area now SPS.

INTERVIEW WITH MR. PAUL ROBERTS

Mr. Roberts worked as a surveyor/engineer at BRNAS from 1941 to March 1948. He was familiar with the location of SPS and the south boundary of PAFB. He stated that there was no dump in area of South Patrick Shores. He said that he remembers that on south end of BRNAS, there was black sand mining. The mining operations were conducted on the beach side of A1A, but may have utilized the west side of A1A.

INTERVIEW WITH MR. DICK KUDRNA

Mr. Kudrna was only stationed at BRNAS for three months in 1943. He was unfamiliar with the location of SPS and the south boundary of PAFB. He did not remember anything about area.

INTERVIEW WITH MR. HARRY BRUCE

Mr. Bruce was a civilian electrical worker at BRNAS during 1946. He was familiar with the location of SPS and the south boundary of PAFB. He did not remember anything about area south of PAFB except that palmettos grew in the area.

INTERVIEW WITH MR. THOMAS A. EASON

Mr. Eason was stationed at BRNAS in 1944-1946. He was familiar with the location of SPS and the south boundary of PAFB. He did not remember anything about area south of PAFB except that palmettos grew in the area.

INTERVIEW WITH MRS. MARGARET FOSTER

Mrs. Foster worked as civilian employee at BRNAS from 1946-1948. She was familiar with the location of SPS and the south boundary of PAFB. She did not remember any dumping in area south of PAFB except that palmettos grew in the area. Lived in Melbourne during 1946-1948.

INTERVIEW WITH MR. GRAYBILL HARMON

Mr. Harmon was stationed at BRNAS from 1944-1945. He was familiar with the location of SPS and the south boundary of PAFB. He did not remember anything about area south of PAFB except that it was covered with palmettos in the area. Lived in Cocoa during 1944-1945.

INTERVIEW WITH DIANE BARILE
EXECUTIVE DIRECTOR OF
MARINE RESOURCES COUNCIL
OF EAST FLORIDA
August 9, 1991

Ms. Barile has lived in Brevard County, Florida and is currently Executive Director of the Marine Resources Council of East Florida. She stated that while she was not familiar with actual knowledge regarding the alleged dumping within SPS, she had talked to some of the individuals who were stationed at the Banana River Naval Air Station during WWII during a reunion had in Brevard County. At least one of the individuals (James Weatherall, 600 Cothorn Avenue, Angleton, Texas) had told her that he was a Navy pilot during WWII assigned to Banana River Naval Air Station and that he flew TBF & TBD planes that dropped DDT over the SPS area. The Navy pilots were utilized to carry 4500 gallons of DDT over the area as part of a top secret experiment conducted by DOD in conjunction with the Department of Agriculture. Ms. Barile also indicated that if DDT was sprayed over SPS, most of the remains would have probably washed into the finger canals in Section 22 which lies west of South Patrick Drive and SPS. This is based on the water flows and the storm sewer runoff. She indicated that Florida Institute of Technology could (with some funding) takes samples in the finger canals to determine the materials in the muck and date the materials.

TELEPHONE CONVERSATION WITH MRS. HELEN MANN
SATELLITE BEACH, BREVARD COUNTY, FLORIDA
August 10, 1991

Ms. Mann is a former cafeteria worker at PAFB and lived in SPS at 136 SE 1st Street from 1965 to 1989. She stated that in digging in her yard at 136 SE 1st Street, she had found metal parts (unable to identify), kitchen debris (china), coke bottles, milk bottles and various other debris. She could not remember any of the debris which she dug up from her yard containing any insignia whatsoever. She was aware of a story that at least one house sunk after it was built because it was built over an airplane fuselage. The house had to be rebuilt. She also stated that when the sewer & water lines were replaced approximately 8 to 10 years ago, that numerous debris was uncovered.

TELEPHONE INTERVIEW WITH BUD CLARK
August 10, 1991

Mr. Clark moved into house on 140 SE 3rd Street in SPS in 1960. Approximately 20 years ago during plumbing repairs found a part of a horizontal airplane tail stabilizer. Knew it was tail stabilizer because he used to work for airline. Has also found ribs of tail stabilizer and some aluminum. They were told when they moved in that SPS was built on top of Navy aircraft graveyard. Indicates Lubie Jones is deceased. Also said Jim Gaskin of Gaskin Drug Store found practice bomb in yard. Thinks that Navy used site as aircraft graveyard.

TELEPHONE INTERVIEW WITH WARREN LIGHTFOOT
August 10, 1991

Worked for company building Pineda Causeway in 1960-1965 doing dewatering. Found airplane parts, car parts, tin cans, lumber, tree limbs are the extreme south edge of Causeway pavement. Does not know of anything in SPS, didn't work in area.

TELEPHONE INTERVIEW WITH ERNEST B. POWERS
August 10, 1991

Mr. Ernest Powers has lived all his life (1920) in Brevard County. Between 1938 and 1942 worked in Brevard County. 1942 to 1945 was in military overseas. From 1945 to present lived in Brevard County. Lived in Melbourne area. 1945-1950 worked various jobs in Melbourne. Was not familiar with SPS during 1942 to 1950.

INTERVIEW WITH JOYCE SANTEE, 7 Aug 1991
1-48 SE 1st street, (407) 777-1709

Mrs. Santee stated that clevises (a U shaped piece of iron with holes in the ends through which a pin is run to attach one thing to another.) were found on her property.

INTERVIEW WITH MRS. SHAMBAUGH, 7 Aug 1991
1-40 SE 1st street, (407) 773-7856

Found brass shells on property.

INTERVIEW WITH MRS. Eden Rosen, 7 Aug 1991
1-62 SE 1st street, (407) 773-0800

Found muffler system about 6 feet below ground, while excavating for replacing sewer. Note that the water table is about 2.5 feet at that location.

INTERVIEW WITH MR. Santee, 7 Aug 1991
200 Pelican Drive, (407) 777-9159

House to the right of property has a spot which cannot grow anything. Nothing will at this location.

INTERVIEW WITH MRS. Ramsey, 7 Aug 1991
200 Pelican Drive, (407) 777-2828

Found miscellaneous debris on property.

INTERVIEW WITH MRS. Linda Jones, 7 Aug 1991
113 SE 2nd Street, (407) 777-4666

Found a wheel assembly on property.

INTERVIEW WITH LINDA JONES

John Jones who lived at 109 SE 2nd St. had reported that a part of his house collapsed because of airplane wing, shifted or broke causing the house to settle. His wife died of cancer. New address
1000 Lambert Drive
Abbey Marina
Merritt Island, FL 32952 beeper 459-6774

INTERVIEW NOT OBTAINED - James Harris
108 Dover Street, Sattelite Beach
(407) 773-0806
(407) 494-2781
Nothing will grow on a spot in his yard.

TELEPHONE INTERVIEW WITH Dale Bryant, City Manager Blakely GA

He stated that his dad was a heavy equipment operator who worked overtime digging a large hole about 50' diameter, 10' depth, using a drag line (Marion drag line), drag bucket, and clam shell (1944 -1946). He and his father would scanvange things out, such as drums, which was used to burn garbage in the backyard. The location where all this activity occurred was located just south of the southern gate. He knew that it was the southern gate because during the war you had to drive from cocoa, where they lived, thru two gates to get to the landfill. After getting thru the south gate, about 1/4 to 1/2 mile they would make a 90 degree right turn into Palmettoes. The hole was used to landfill regular, daily garbage.

His father was involved in the construction of the air field, gravel was brought in on barges.

PETER BESRUTSCHKO
Environmental Engineer
Environmental Resources Branch
Planning Division
Jacksonville District

13

INTERVIEW WITH MR. JOE WICKHAM
August 8, 1991

Mr. Joe Wickham has lived in Eau Gallie, Brevard County, Florida since 1926. He is 80 years old and was a County Commissioner from 1952 to 1964 and has worked in the construction business since 1950. In the 1950's, he assisted in the surveying of A1A, in 1953, he helped out in South Patrick Drive, the western boundary of South Patrick Shores Subdivision (SPS). He knew Jack Taylor who was the developer of South Patrick Shores. Mr. Wickham stated that he remembers that Jack Taylor put in the best sewer system in the County at the time he constructed SPS in 1953 to 1958. He also stated that the Melbourne Water system which supplied the drinking water to SPS was not the best in the 1950's and 1960's and stated that large amounts of chloroform were found in the City water during that time. The water system ended at SPS. He also stated that the area also had drainage problems after construction of SPS. Mr. Wickham was responsible for the construction of the finger and mosquito canals in Section 22 (west of South Patrick Drive and SPS). Mr. Wickham was questioned regarding the use of the property by the Navy and/or Air Force. He stated that he did not remember the Navy ever burying material on the site, however, he does remember that there was Navy material (airplane parts, jeeps, wood, and other trash) on top of the ground. He stated that the area prior to the development of SPS was composed of savannahs (high ground/ditch/high ground/ditch). He stated that the Navy could not have buried the stuff because of the low water table (2 to 3 feet). He also stated that Jack Taylor had any material found within SPS removed from the site prior to construction of homes.

INTERVIEW WITH ROBERT A. CONNOR, SR.
PRESIDENT OF ROBERT A. CONNOR, INC.
August 9, 1991

Mr. Robert A. Connor, Sr., age 60, is President of Robert A. Connor, Inc., a business specializing in land development, installation of underground utilities, heavy equipment rental, and other types of construction. He stated that he was excavation contractor for Jack Taylor in the development of SPS. He stated that he did not find any Navy material during the excavation of SPS. He also stated that his company had done the

excavation to put in a lot of the swimming pools in the SPS and that his people did not find any Navy materials during the excavation of the pools sites. He also stated that he had assisted Mr. Wickham in the excavation of the canals in Section 22.

CONCLUSION: Mr. Connor would have been age 20 to 25 when SPS was developed. Based on the conversation with Mr. Connor, it would appear that he had more excavation and development interests in the properties west and south of SPS and not within SPS. He could not recall which part of Section 23 was developed first.

INTERVIEW WITH CLIFF BEST
FORMER EXCAVATION WORKER
August 8, 1991

Mr. Cliff Best, age 84, has lived in Brevard County, Florida since 1949 and now lives in Melbourne, Brevard County, Florida. Mr. Best stated that he worked in 1951 to 1958 for Al Swanson who was the excavation contractor for Jack Taylor the developer of SPS. Mr. Best stated during the first stage of development of SPS, he remembers finding aluminum parts, aircraft parts (pieces of wings, canopies, etc.) while doing the excavation of SPS. They also found one airplane fuselage of a Navy Hellcat, 40 to 50 automobile batteries, 15 to 20 crushed 55 gallon drums, 10 to 12 wrecked jeeps (some with engines but mostly carcasses), and 2-fifty-five gallon drums that were half filled (one with motor oil and one with hydraulic fluid). All materials that were found were hauled away by Central Iron & Salvage Company of Orlando. Best stated that most of the material was found was found in the northeast part of Section 2 of SPS, the first area developed by Mr. Taylor.

SUMMARY: The account of Mr. Best would place the Navy material far north of the area shown on the aerials as having been scarred. However, the county records disclose that the first area developed was Section 1 which is located right over the area shown on the aerials as having scarring.

CEETL-TC (CESAJ-PD-EE/19 Aug 91) (1110-2-1150b) 1st End
SUBJECT: Determination of Eligibility for South Patrick Shores,
South of Patrick Air Force Base, as a DERP-FUDS Site

Commander and Director, U.S. Army Engineer Topographic
Laboratories, Fort Belvoir, VA 22060-5546

FOR Commander, U.S. Army Engineer District, Jacksonville, P.O.
Box 4970, Jacksonville, FL 32232-0019

1. Enclosed is the final report for the study requested. Exhibits are included as enclosure 2, which are enlarged annotated photos, keyed to this report.
2. The Terrain Analysis Center has analyzed a total of nine sets of aerial photography, ranging in date from 1943 - 1984. Our final conclusions indicate that the disturbed area shows evidence of material removal. The resolution of the photography is not of sufficient quality to determine if the burying of military waste actually occurred on this site. The disturbance was long term and left a long-lasting scar upon the ground.
3. If you have any further questions, or if this matter needs further coordination, our points of contact are Mr. Richard Dobie, DSN 345-3840, commercial (703) 355-3840; or Mr. Michael Barwick, DSN 345-2948, commercial (703) 355-2948.

2 Encls
wd encl 1
Added 1 encl
2. as



JOHN F. OLESAK
Lieutenant Colonel, EN
Acting Commander and Director



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

CESAJ-PD-EE (1110-2-1150b)

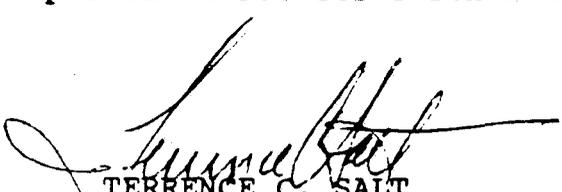
19 AUGUST 1991

MEMORANDUM FOR Colonel David P. Maune, Commander and Director,
U.S. Army Engineers Topographic Laboratories
Fort Belvoir, Virginia, 22060 - 5546

SUBJECT: Determination of eligibility for South Patrick Shores,
South of Patrick Air Force Base, as a DERP-FUDS site.

1. Reference: Telephone conversation with Allen DeWall from the Terrain Analysis Center, indicated that the U. S. Army Engineers Topographic Laboratories has photo interpretive talents required.
2. Currently the Jacksonville District U.S. Army Corps of Engineers is investigating the eligibility of the South Patrick Shores area as a DERP-FUDS site. Despite extensive investigation we still lack conclusive evidence establishing that debris allegedly uncovered by local resident came from a landfill and was military in origin.
3. We are seeking evidence to confirm or disclaim allegations that a portion of South Patrick Shores was built on top of a military landfill. Request enhanced photo interpretation of the enclosed aerial negatives taken in 1943, 1951, 1958 and a 1947 print. The photo analysis should establish the following for each year:
 - a. Estimate surface area shown in the disturbed site.
 - b. Develop topographic map of site.
 - c. Develop site comparison to the undisturbed site.
 - d. Note if large vehicles, airplane carcasses, drums exist.
 - e. Establish the nature of the disturbance indicated in the aerial photos.
4. Request you furnish the cost estimate to perform this work, so that we can transfer funds.
5. My point of contact on this matter is Peter Besrutschko at 904-791-2298. Request you provide a POC for further needed coordination.

Encl


TERRENCE C. SALT
Colonel, Corps of Engineers
Commanding

DEPARTMENT OF THE ARMY
UNITED STATES ARMY ENGINEER TOPOGRAPHIC LABORATORIES
TERRAIN ANALYSIS CENTER
FORT BELVOIR, VIRGINIA 22060-5546

CEETL-TC-TB

20 September 1991

SUBJECT: Transmittal of materials

TO: US ARMY CORPS of ENGINEERS
JACKSONVILLE DISTRICT
400 W. BAY STREET
ATTN: Peter Besrutschko
JACKSONVILLE, FL 33232

1. Enclosed are the following material(s)
 - A. Analysis report of South Patrick Shores (6 pages)
 - B. 24 x 30 mounted photographs (8)
 - 1 each of the following:
 - 14 February 1943
 - 26 February 1944
 - 17 June 1947
 - 8 December 1947
 - 2 April 1951
 - 9 November 1954
 - 23 April 1958
 - 10 December 1984
 - C. Tropic Quadrangle 1:24,000 1947 edition (1)
 - D. Tropic Quadrangle 1:24,000 1988 edition (1)
with 3 ERDAS inserts.
2. Should additional information be required, please call
Michael Barwick at 703/ 355-2948.

SOUTH PATRICK SHORES ANALYSIS

A. TOPOGRAPHY

The main landform type characterized by this area can best be described as a low-lying barrier island. The topography of the site and its surrounding area are characterized by a linear ridge and trough system that runs north-south, parallel to the coast. These ridges are subtle, usually less than 10 feet above mean sea level (MSL). The terrain rises from the Atlantic Ocean to Highway A1A. It then descends into a trough that begins the alternating ridge/trough landscape. Over the years changes in the area have occurred, the topography has undergone many changes. Land development has caused the area to be drained, graded, and leveled to its present day appearance.

B. DRAINAGE

The drainage pattern at the site has evolved over the years. Surface drainage at one time was through the troughs of the ridge/trough system. Many attempts have been made to improve the drainage of this area most commonly, the use of drainage ditches to carry water. The water table is high, possibly due to an impervious layer of Cocino Sandstone that is overlain by a porous sand, causing water to "pond" between the layers.

C. PHOTO INTERPRETATION

14 February 1943

The ground disturbance seen in the 1943 photographs cannot be clearly defined. However, speculations about the disturbance could be related to one or more of the following, but are not limited to these possibilities. Speculations about the disturbances are:

a. Chemical related- There is a possibility that some type of chemical has defoliated the area. Aerial spraying could be an explanation.

b. Water related- This is not probable because the area of disturbance crosses elevations, which is not a typical practice for water.

c. Fire related- Because the disturbed area does not correspond to a normal burn scar, forest experts are skeptical of this possibility.

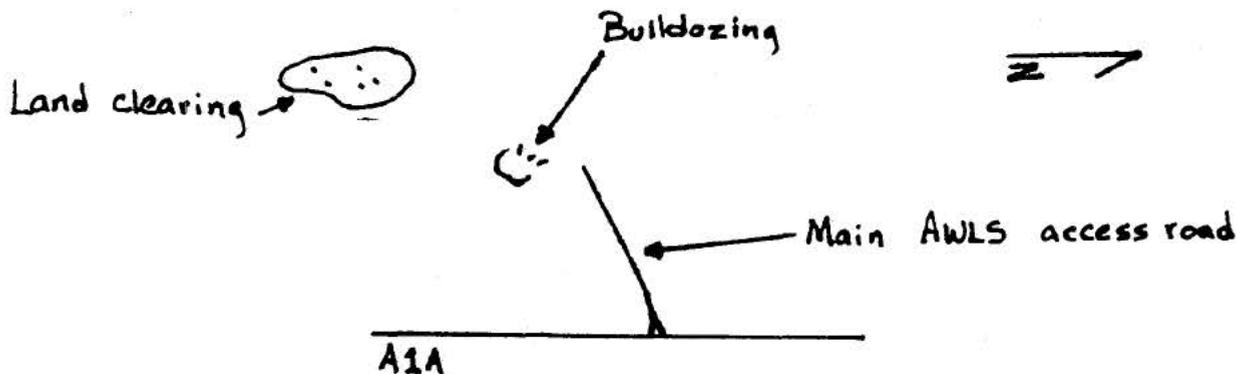
d. Man-made- The disturbed area contains many linear segments, it also has curvilinear segments. The shape and configuration of the area does not suggest land clearing.

There is no evidence of depressions, digging, bulldozing, dumping, or removal of sands. The elongated portion of the disturbed area lies in a trough. The central portion of the site is the most devoid of vegetation and lies at a higher elevation. Three (3) separate sets of tracks terminate in this area and another track runs along the western edge. The road network suggests that the central area is the focal point of the site. Estimated surface area of the disturbed area is 69.9 acres. Another disturbance can be detected northeast of the site. The area is already being reclaimed by vegetation.

The main All-Weather, Hard Surface (AWHS) road through the area is Florida A1A. An All-Weather, Loose Surface (AWLS) road leads into the site. The orientation of this road suggests that the road receives traffic from the north and south. A second AWLS road runs parallel to the site, this road lies west of the site and runs from the military reservation boundary southward to where it "Ts" into another AWLS just south of the site. Another AWLS road picks up at the reservation boundary and goes northward to a hangar/taxiway area. There may or may not be a gate at this location. A track just west of the site, runs south from the military reservation. This track lies in a trough and connects to the main access road. Several other tracks branch from the main access road into the central portion of the disturbed area.

26 February 1944

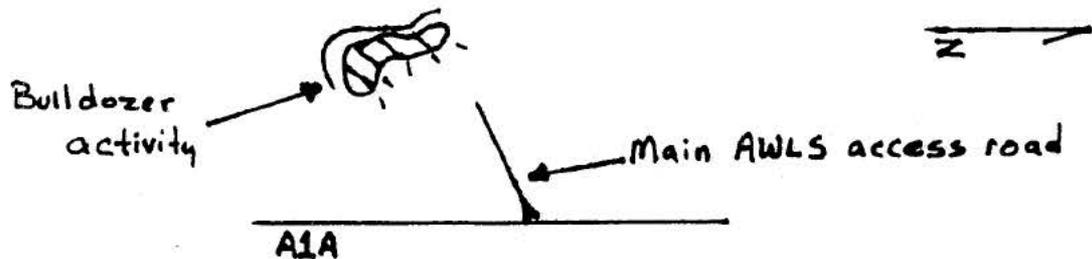
A small cleared area can be observed on the photographs. There has been some removal of materials from this location. Immediately to the south, land is being cleared along the ridgeline. The land scarring seen in the 1943 photographs can still be detected, however the vegetation is coming back and this area probably won't be noticeable in a couple of years. The other portions of the photographs show similar scars.



A new access road is present, its orientation suggests that its primary use will be from the north. In fact, a trail of soil material can be seen on highway A1A heading in the northern direction.

10 April 1945

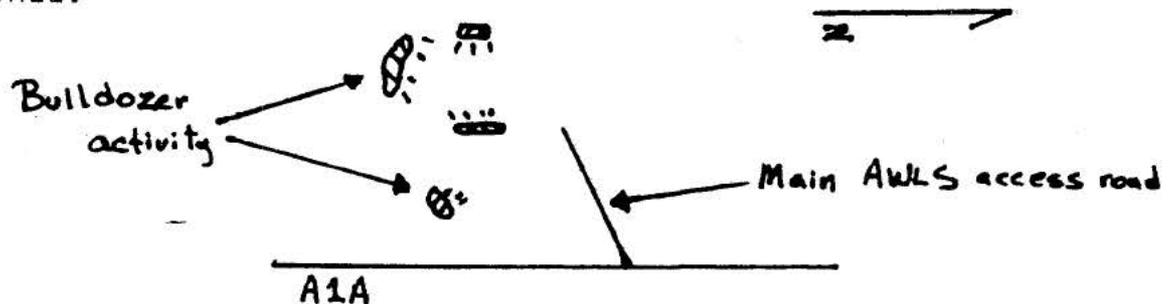
An expansion of the site is noted in these photographs (These photos are not supplied due to their poor quality). Evidence of the removal of materials can be noted. Definite bulldozer activity is taking place along the ridgeline. No traces of the land scarring seen on the 1943 photographs exist and vegetation has made total reclamation of the area.



The road network has not changed since the 1944 photographs. It looks like some of the tracks associated with the land clearing change locations when different areas of the site are being cleared.

17 June 1947

Man-made characteristics exist in the site. Signs of bulldozing can be observed in two separate areas, as evidenced by scrapings on the photographs. Whether the bulldozing is being done in conjunction with the extraction of materials, disposal of materials, or some combination of both activities can not be determined.



Slight depressions can be observed in the two locations where the bulldozing has taken place. Tailing piles are located to the east, south, and west of the main depression. The bulldozing at the largest depression is being done on a ridge feature (This would tend to suggest excavation of materials). Bulldozing at the smaller depression is in a trough area.

The road network remains virtually the same as in the 1945 photographs. Just off the main access road several objects (unidentifiable) can be seen. Bulldozer scars can be seen to the south, west, and east. Evidence of vegetation clearing can also be noted to the south of the depression. The AWLS road to the west is still present and seems to be in good shape (which tends to indicate use and upkeep). A new track into the site

from the south branches out into the two active areas. A network of tracks connect the main access road with different portions of the site.

8 December 1947

Site area looks similar to the earlier 17 June 1947 photographs. A couple of major changes have occurred during the elapsed time. The most important change noted is in the size of the site. More material has been removed from the major bulldozed area along the ridge line. The material has been taken from an area that was being cleared in the June photographs. Distinct marks are left on the surface. These marks indicate definite bulldozer activity. Combining the June and December photographs gives strong evidence to the theory of material being taken for construction purposes. There is still an area south of the bulldozing that is being cleared of vegetation, suggesting a continuation of the clearing and removal practices of the past.

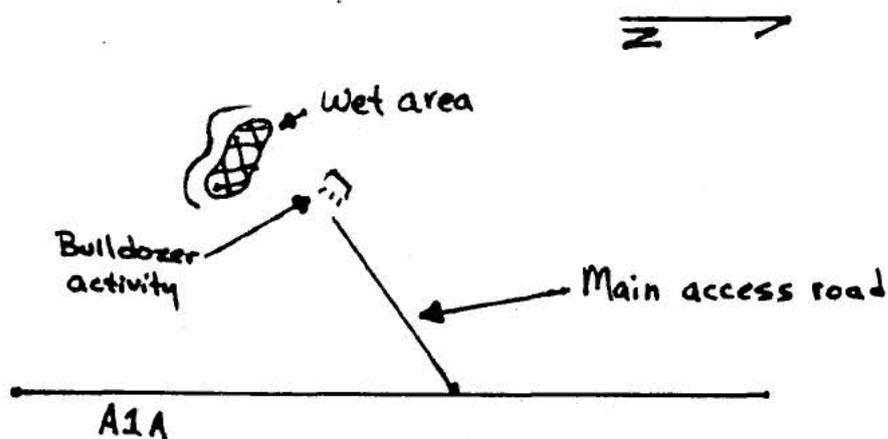
2 April 1951

The area of disturbance in the 1951 photographs is 34.2 acres. The area of disturbed ground is larger than the area shown in the 1947 photographs which suggests an expansion of the site in the 1947 - 1951 time frame. In these photographs, activity at the site seems to be slowing down. This is evidenced by a scattered resurgence of vegetation in the area. Only areas currently being used are void of vegetation. In the cleared areas only 2 locations show signs of bulldozing activity, as indicated by scrapings on the surface.

Road pattern is much like it was in the 1947 photographs. The major difference is there are not as many tracks and these tracks are in poor condition. Some tracks have completely disappeared, others suffer from disuse and lack of maintenance. This decline in the road network supports the theory that the actual site is being utilized less.

9 November 1954

Due to vegetation reclaiming parts of the site, the size of the disturbed area is smaller. This activity indicates that the site is returning to its original state. The portion of the site that has been the most active in the past, now appears to be dormant. The area where the most material was removed in past years shows a dark continuous tone, suggesting a wetness to the surface. Activity in this area has terminated, possibly due to the amount of water on or near the surface. New activity can be noted on a small scale in two other areas within the site. In these areas, we notice fresh earth and signs of bulldozer activity.



Road patterns are essentially the same as they were in the 1951 photographs. The only major difference is the addition of an AWLS road, added just south of the site. This road runs east - west across the island. The only other difference would be in road use. Tracks which are not used are disappearing.

23 April 1958

The area of disturbance is now 7.9 acres. The northern portion of the site has been graded and leveled. A subdivision has been built on this land. Another subdivision has been built to the south. The South Park Waste Treatment Plant was built in the 1957 - 1958 time frame, west of the site. Most of the site area has been or is in the process of being reclaimed by vegetation. There is some evidence of fairly recent bulldozing activity in a portion of the site and some clearing work is being done just to the south.

The road network has changed drastically since the 1954 photographs. Tracks now enter the site primarily from the south. One track leads into the site from the waste treatment plant and several tracks enter from the subdivision to the south. One track swings around the site from the northern subdivision to the subdivision to the south. This track goes through an area that shows evidence of being cleared.

10 December 1984

The site can no longer be seen on the photographs. Drainage has been upgraded. The area has been graded and leveled so that the community of South Patrick Shores now fully occupies the area.

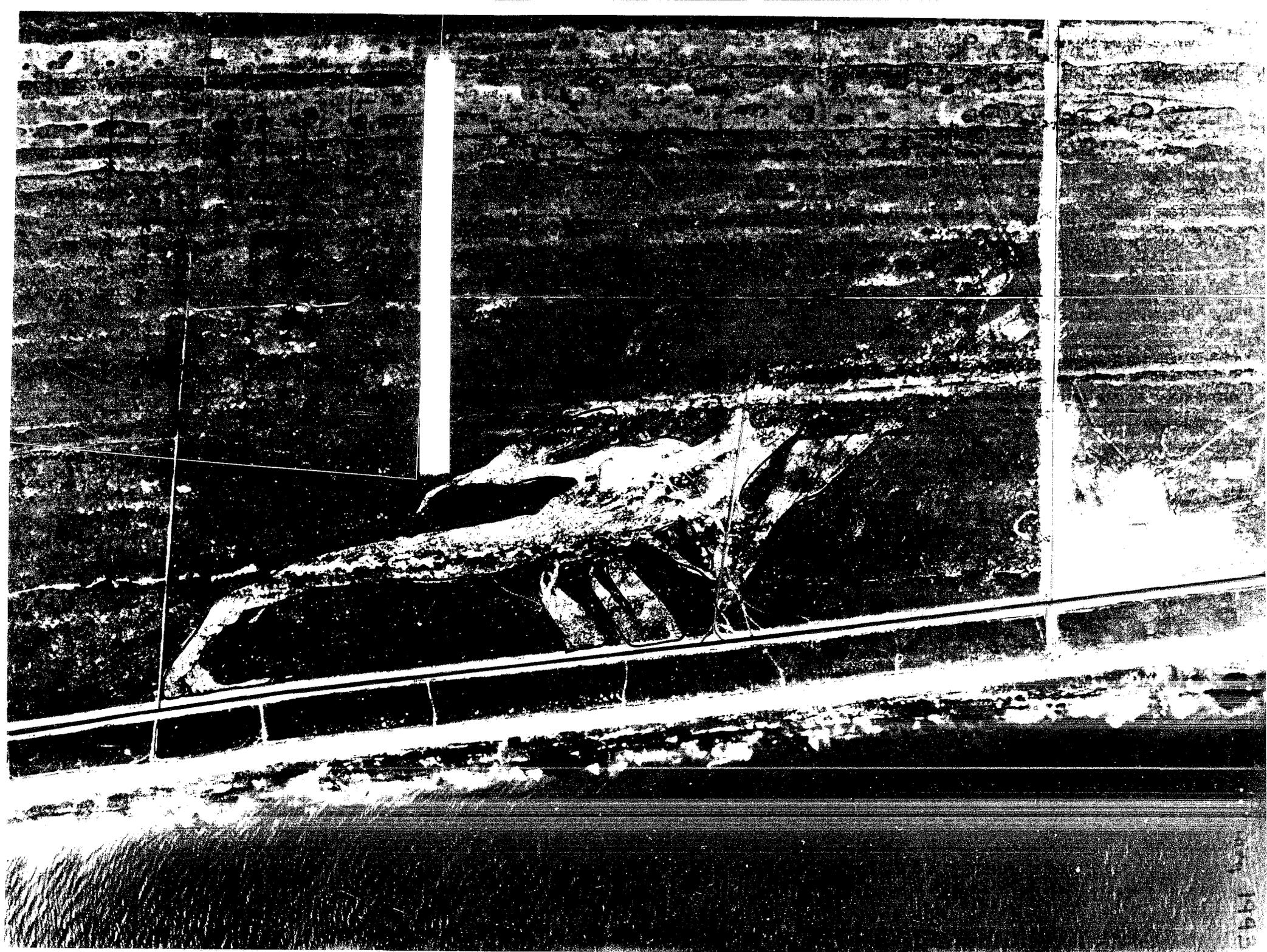
D. CONCLUSIONS

Nine sets of 9x9 stereo photography were analyzed for the following years: 1943, 1944, 1945, 1947, 1951, 1954, 1958, and 1984. Interpretations of the vegetation, topography, drainage, road networks, and man-made characteristics were analyzed for each stereo pair. Over the 41 year period that was studied, the site evolved tremendously. Along the way, the site has been altered significantly. In the 1943 photographs the site was not much more than scrub growth vegetation and wetlands. Drainage ditches and systems were added to improve the drainage and lower the water table. Material has been extracted from the site, specifically the ridge areas. Other material may have been deposited. The site has been graded and leveled and now it is occupied by the South Patrick Shores subdivision.

The road network into the site has varied over periods of time, always in conjunction with the amount of activity in the area. In the 1943 photographs the main access road into the site is oriented so the traffic flow can access the area from both northern and southern directions. In later years, the main access road shifts direction, as the interest in the site shifts south. The orientation of the main access road suggests that it is used more from the north. The road is angled to allow easy access into and out of the site from the north. In fact, dirt from trucks can be observed on highway A1A toward the north. This access road remains in use until the area becomes partially developed. The 1958 photographs show no main access from highway A1A. Tracks lead into the site from the subdivisions and the newly built waste treatment plant. Finally, in the 1984 photographs, all traces of the road network into the site are gone. Now the road pattern of a subdivision exists.

The evidence of man-made activity in the site consists of road networks, drainage practices, and bulldozer activities such as mounds of earth, scrapings on the surface and removal of material. The elapsed time between the June and December 1947 photographs show a substantial removal of material from a ridgeline in the site. There are also signs of a continuation of this process. The photographs do not show the material being moved to another portion of the site so we have to assume that the material was being removed from this location. No fires were observed in the site area and there was no recognition of equipment or materials that would lend support to the presence of a dump.

The bottom line simply states that positive confirmation can be made for the removal of materials, but the dumping of materials cannot be evidenced.



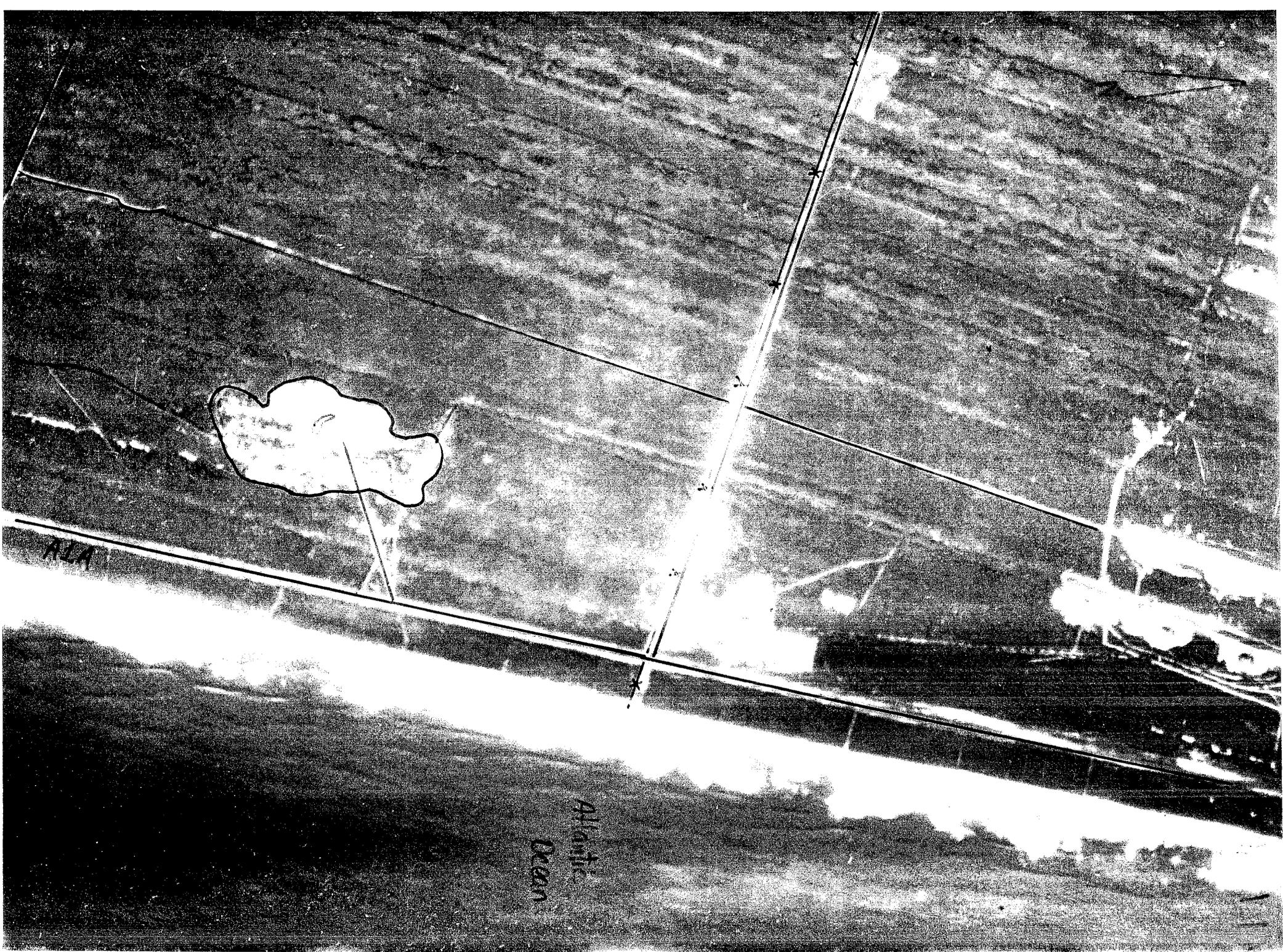
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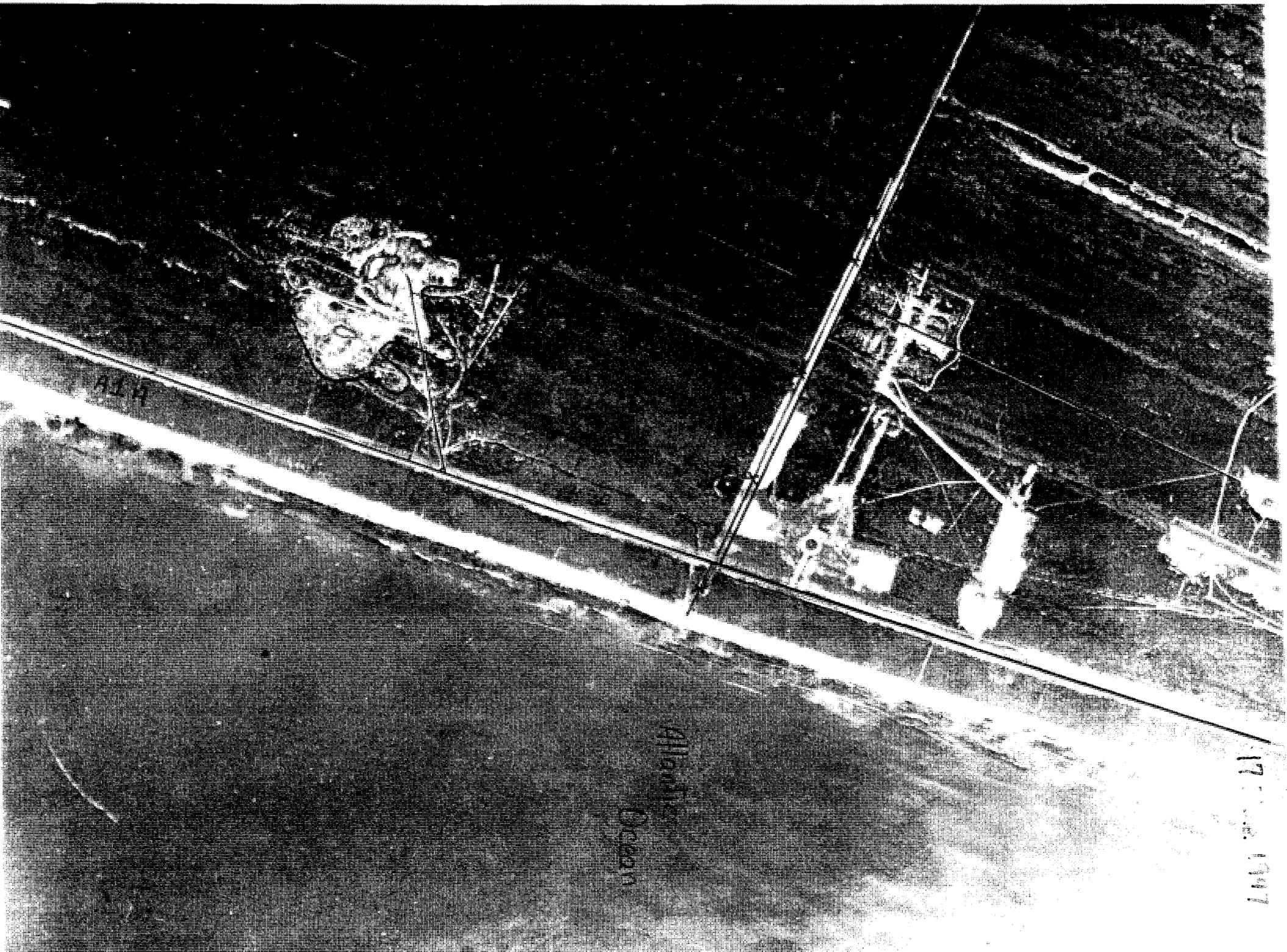
Alia

February 1941



Atlantic
Ocean

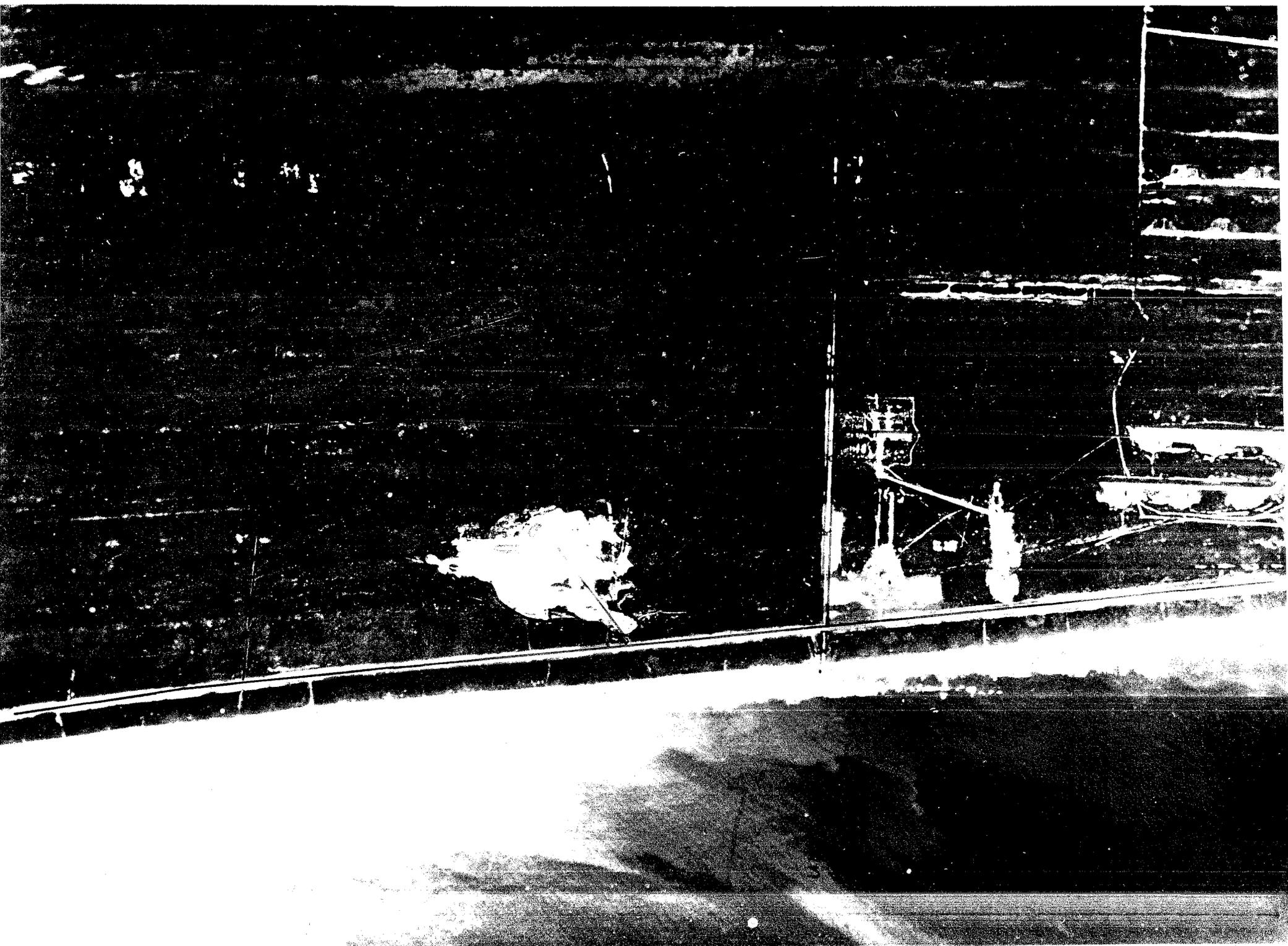
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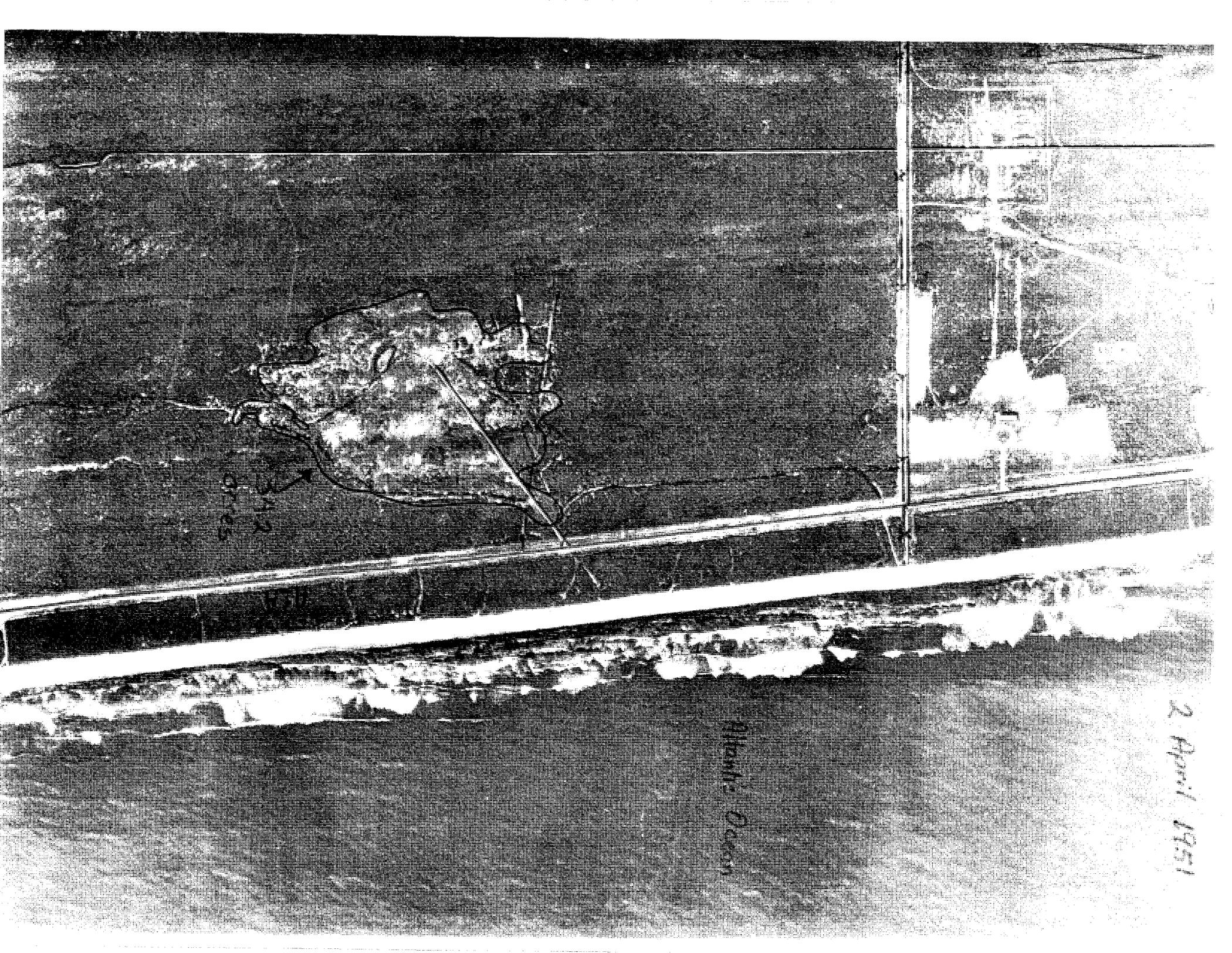


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Alfred Ocean

17.1.1971

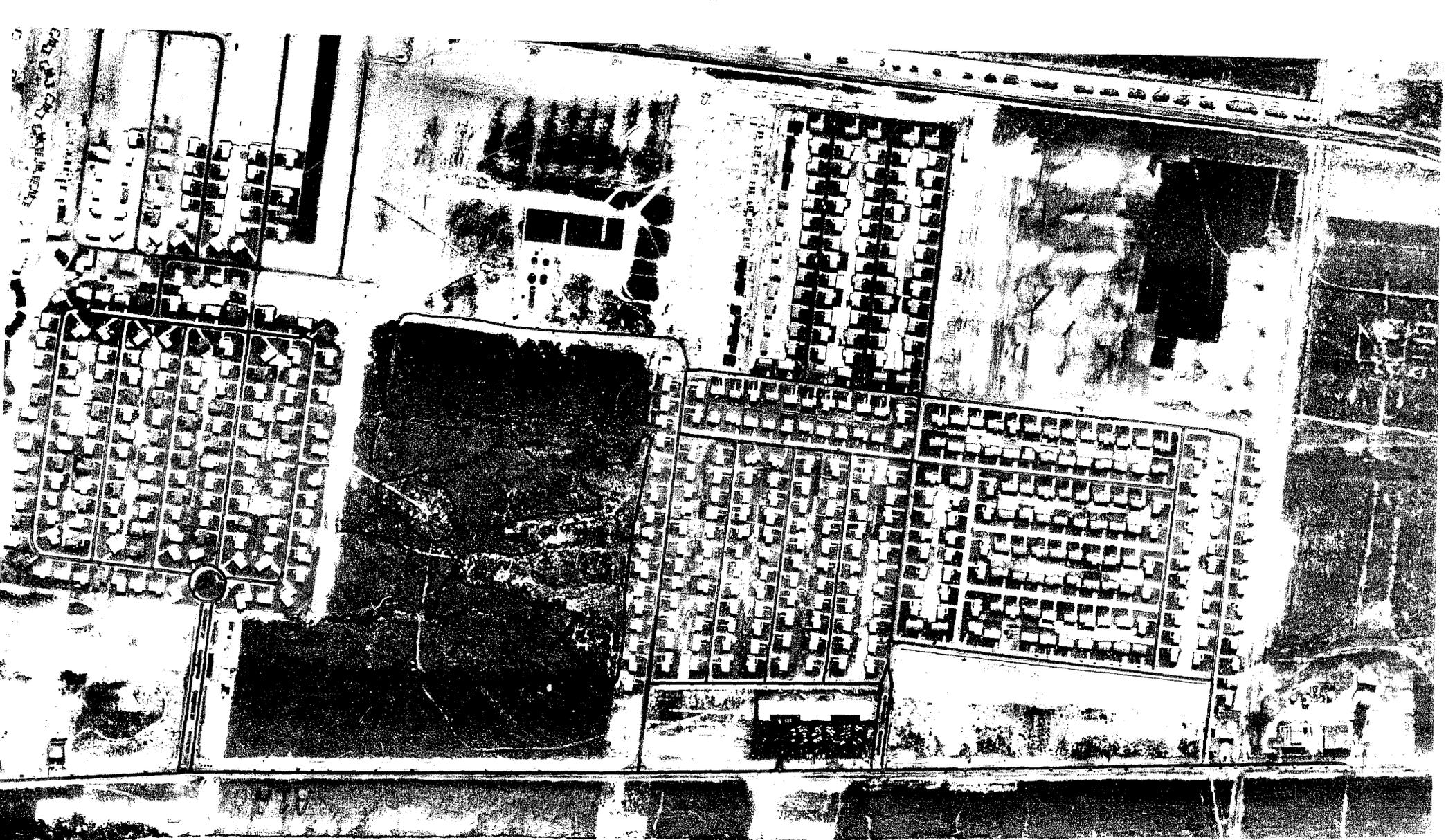




Atlanta Ocean

2 April 1951

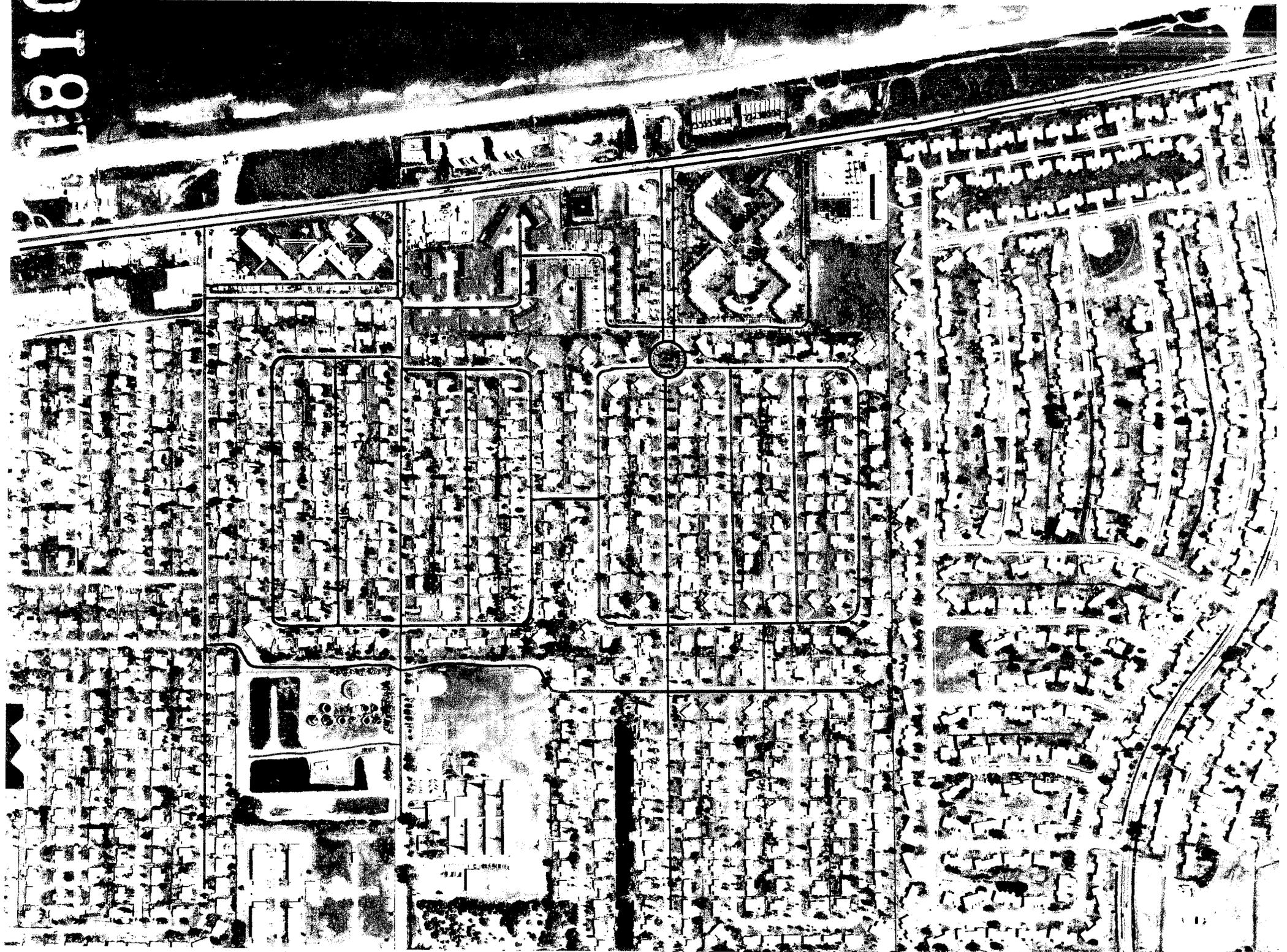


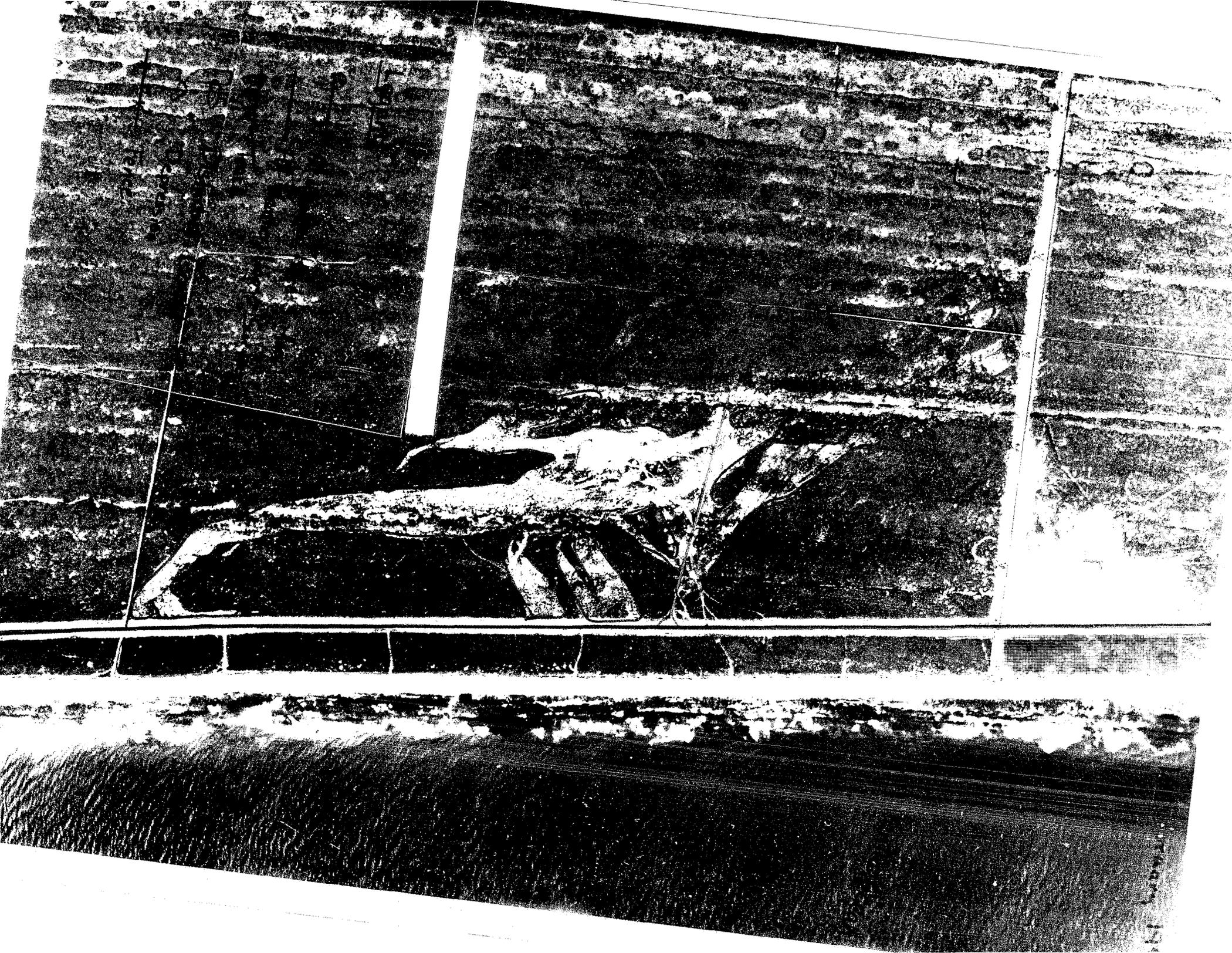


April 1958

Atlanta
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01810





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DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FORMERLY USED DEFENSE SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY

BANANA RIVER NAVAL AIR STATION
SOUTH PATRICK SHORES SUBDIVISION

FINDINGS OF FACT

1. South Patrick Shores Subdivision is located immediately south of Patrick Air Force Base, just south of the Pineda Causeway, the south boundary of Patrick Air Force Base. Patrick Air Force Base was known as the Banana River Naval Air Station (BRNAS) from 1939 to 1948 and was an auxiliary field to the main Naval base at Jacksonville. The Acting Secretary of the Navy executed three Declarations of Taking to acquire 1822.55 acres of land in fee for BRNAS. The location of the 1822.55 acres is north of the Pineda Causeway, between Cocoa and Melbourne, Florida. A total of 774 acres, more or less, were acquired by Civil Suit 44, filed 23 Oct 1939. A total of 52.55 acres, more or less, were acquired by Civil Suit 61, filed 5 April 1940. The other 996 acres, more or less, were acquired by Civil Suit 80, filed 25 Sept 1940. None of the fee lands acquired by the Navy were located within what is now South Patrick Shores Subdivision. The Navy did not acquire any leases of properties in the vicinity of South Patrick Shores Subdivision during the period 1939 to 1948.

2. Construction of BRNAS began with clearing and grubbing operations on 260 acres in December 1939. A channel was dredged from Eau Gallie to BRNAS and the seaplane area was also dredged. When completed, another 540 acres was cleared and grubbed and covered with sand spoil. Seawalls, ramps and the hanger apron were constructed beginning February 1940 and the first hanger construction as well as construction of temporary BOQ, barracks, dispensary and storehouse began in April 1940. The BRNAS was formally commissioned in October 1940. During WWII, BRNAS served as a seaplane, anti-submarine, patrol base and pilot training station. During the period of Navy use, mosquitoes and sand flies were constant problems. Between November 1944 and March 1945, a major mosquito eradication program was authorized, which was of an experimental nature. This included the spraying of vast salt water marsh swamps from Titusville on the west to Cape Canaveral on the east, to Eau Gallie and Indian River on the south. This area included Cocoa, Cocoa Beach, Merritt Island, South Patrick Shores Subdivision, and BRNAS. The base history states that a comprehensive summary of all this work in its many phases was made in the Station History report from 1 January 1945

to 1 April 1945. (No copy of this report was located). Based on other records found, these swamps were sprayed with four quarts of 5% solution of DDT in distillate oil #2 or .4 of a pound DDT per acre from airplanes. Spraying of DDT continued until base closure. Because of the location of South Patrick Shores Subdivision in relation to BRNAS, (now Patrick Air Force Base), and because of the past discovery of debris of a military origin found with the boundaries of the Subdivision, a military landfill was suspected to have existed in the location of what is now South Patrick Shores Subdivision. Between 1939 and 1948, the period that BRNAS was an active Navy installation, the lands on which South Patrick Shores Subdivision now exists, were predominantly swamp lands covered with palmettos. Aerial photographs of the area between 1944 and 1954 show scarring and land clearing of the lands which indicate bulldozer activity in the area, however, the resolution of the photography was not of sufficient quality for a determination to be made of military debris being placed in the area during the time frame. Real estate records of the Navy and Air Force indicate that the Department of Defense never acquired a real estate interest in the property on which South Patrick Shores Subdivision now exists. According to Naval personnel stationed at the BRNAS between 1941 to 1948, the Navy did not use the lands on which South Patrick Shores Subdivision now exists as a dump site nor was it a landfill. There are reports that several airplane crashes occurred in the area and that the Navy destroyed the planes in the area. There are also reports that Naval personnel utilized the area for "recreational" purposes, driving jeeps into the area to hunt alligators.

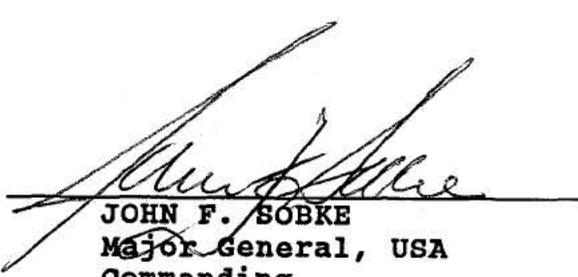
3. BRNAS was deactivated on 1 August 1947 and declared surplus to Navy needs. Navy records disclose that a minimum of 292,826 items were sold as surplus from the BRNAS. These included 661 vehicles, 25 pieces of heavy equipment, and 2620 items of plant equipment. Sales of these materials commenced in late 1946 and continued into 1948. Interviews with Naval personnel stationed at BRNAS between 1946 and 1948 disclosed that a lot of the material surplus by the Navy was taken by the purchasers of the surplus material and dumped off base. The individuals reporting this occurrence indicated that they lived to the North of the base and that the surplus material they saw was dumped north of the base. BRNAS was transferred to the Air Force in September 1948. The BRNAS was in Air Force caretaker status until October 1949. The Joint Long Range Proving Ground was utilized by the Army, Navy and Air Force until May 1950, when the Air Force was given sole responsibility for the site. In August 1950 the site became Patrick Air Force Base, its current name and the entire 1822.55 acres is still assigned to and under the control of the Air Force. Development of South Patrick Shores Subdivision started in the mid 1950's. According to an excavation worker, during the first stage of development, aluminum, aircraft parts (pieces of wings, canopies, etc.), an airplane fuselage of a Navy Hellcat, 40 to 50 automobile batteries, 15 to 20 crushed fifty-five gallon drums, 10 to 12 wrecked jeeps (some with engines but

mostly carcasses), and 2-fifty-five gallon drums that were half filled (one with motor oil and one with hydraulic fluid) were found. All materials that were found were hauled away by Central Iron & Salvage Company of Orlando. Aerial photography taken in 1943, 1944, 1945, 1947, 1951, 1953, 1954 and 1958 were reviewed by the U.S. Army Engineer Topographic Laboratories, Terrain Analysis Center, Fort Belvoir, Virginia. Their final conclusions indicate that the disturbed areas that were apparent on all the aerals in the location of what is now South Patrick Shores Subdivision, shows evidence of material removal and bulldozing in the area, but no evidence of aboveground dumping of materials. The resolution of the aerial photography was not of sufficient quality to allow a determination by the analysts if the burying of military debris, waste or other refuse actually occurred on the site where South Patrick Shores Subdivision is now located. After development, individual lot owners have uncovered additional debris of a military origin. The area is now completely developed into residential homes.

DETERMINATION

Based on the foregoing findings of fact, the site has been determined not to be formerly used by the Department of Defense. It is therefore not eligible for the Defense Environmental Restoration Program - Formerly Used Defense Sites established under 10 USC 2701 et seq.

23 Oct 91
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South Patrick Shores EPIC Study

United States
Environmental Protection
Agency

Environmental Monitoring
Systems Laboratory
P.O. Box 93478
Las Vegas NV 89193-3478

TS-PIC-91128
December 1991

Research and Development

 **EPA Site Analysis**
South Patrick Shores
South Patrick, Florida

EPA Region 4
and OERR



11112179

TS-PIC-91128
December 1991

Site Analysis
South Patrick Shores
Tropic, Florida

by
David B. Riccio, Imagery Analyst
The Bionetics Corporation
Warrenton, Virginia 22186

Contract No. 68-03-3532

Project Officer
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Environmental Photographic Interpretation Center
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Warrenton, Virginia 22186, FTS 557-3110

ENVIRONMENTAL MONITORING SYSTEMS LABORATORY
OFFICE OF RESEARCH AND DEVELOPMENT
U.S. ENVIRONMENTAL PROTECTION AGENCY
LAS VEGAS, NEVADA 89193-3478

NOTICE

This document has undergone a technical and quality control/assurance review and approval by personnel of the EPA/ORD Environmental Monitoring Systems Laboratory at Las Vegas (EMSL-LV), and is for internal Agency use and distribution only.

ABSTRACT

This report presents an analysis of aerial photography of the South Patrick Shores subdivision, located in South Patrick, Florida. The site was analyzed to assist the Environmental Protection Agency's (EPA) Region 4 in its assessment of disposal activity before construction of the subdivision.

Collateral information supplied by EPA Region 4 states that disposal of military hardware may have occurred here.

Findings include ground scars, excavations and pits, mounds of debris, and unidentifiable light-toned objects.

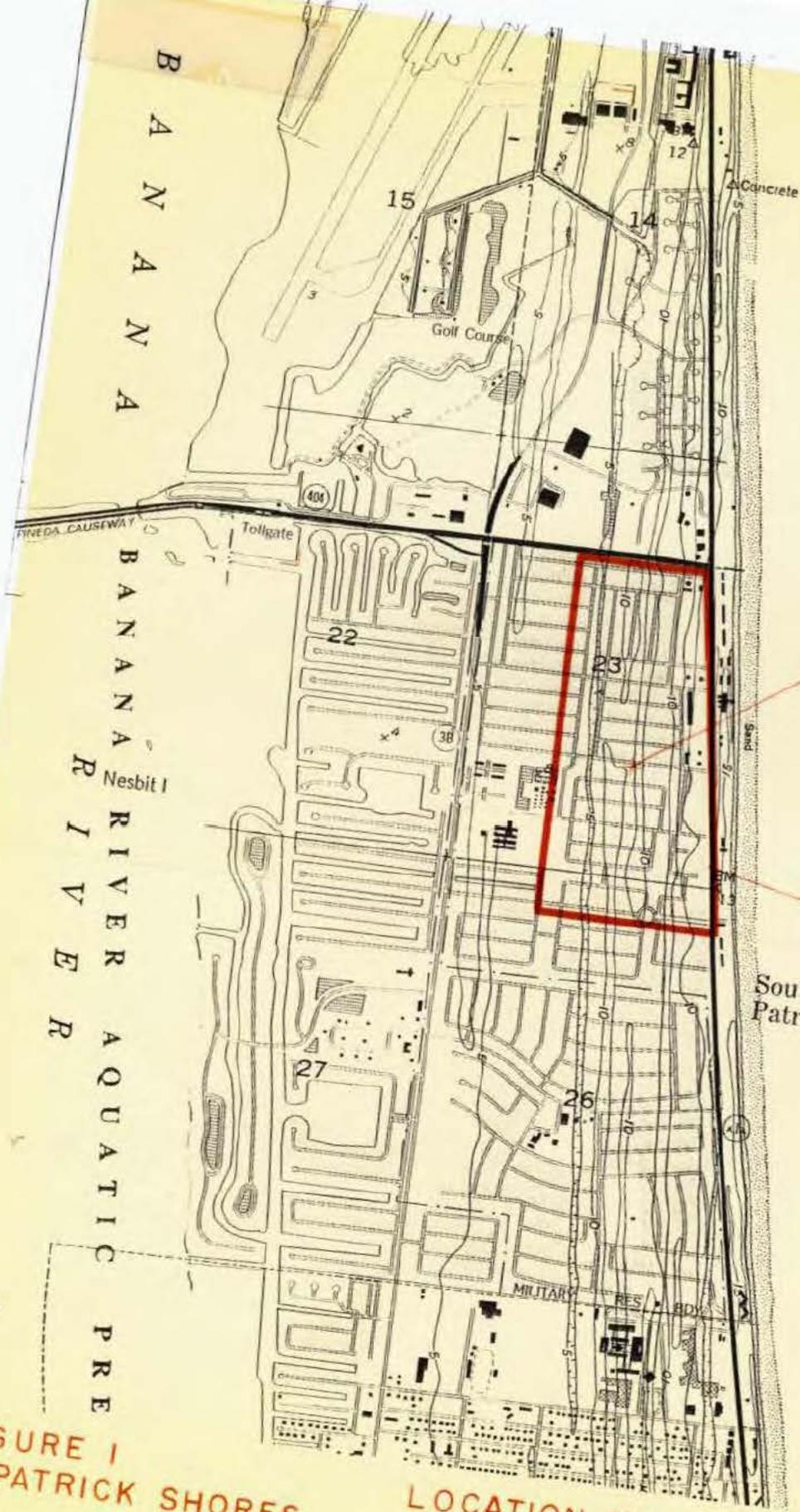
The EPA's Environmental Photographic Interpretation Center in Warrenton, Virginia, a branch of the Advanced Monitoring Systems Division of the Environmental Monitoring Systems Laboratory in Las Vegas, Nevada, performed this analysis at the request of the RCRA Enforcement Division of EPA Region 4 in Atlanta, Georgia, and the Office of Emergency and Remedial Response in Washington, D.C. This analysis covers the period between 1943 and 1958, and the report was completed in December 1991.

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25° 12' 18" N
80° 35' 00" W

SOUTH PATRICK SHORES

South Patrick



FLORIDA

FIGURE 1
S. PATRICK SHORES

LOCATION MAP
TROPIC, FL.

APPROX. SCALE 1:24,000

INTRODUCTION

An analysis of aerial photography was performed on the South Patrick Shores subdivision, located in South Patrick, Florida. The site comprises approximately 75.3 hectares (186 acres).

The U.S. Environmental Protection Agency's (EPA) Region 4 requested this analysis to assist in their assessment of disposal activity prior to construction of the South Patrick Shores subdivision in 1956. The area is suspected to have been a military hardware dump site.

Figure 1 shows the site location, keyed to a photocopy of a U.S. Geological Survey (USGS) 1:24,000-scale topographic map. Site boundaries or areas used in this analysis were determined from observations made from the aerial photography in conjunction with collateral data supplied by EPA Region 4 and do not necessarily denote legal property lines or ownership.

Aerial photography of South Patrick Shores was obtained to represent the period from 1943 to 1958.¹ Black and white photography from 1943, 1944, 1945, 1947, 1951, 1953, 1954, and 1958 was used for this analysis.

Collateral information supplied by EPA Region 4 states that residents of South Patrick Shores "continue to find military hardware" buried in the area.

Findings indicate that disposal activity has occurred in this area. Ground scarring is present throughout the period of analysis. Pits and excavations are also observed onsite, some with probable stains. Piled multi-toned debris is seen in 1945, and unidentifiable light-toned objects are observed in 1947. Possible drums are visible in 1954, and part of the subdivision appears in 1958.

¹A complete listing of maps and photography used in this report is provided in the References section.

The EPA's Environmental Photographic Interpretation Center in Warrenton, Virginia, a branch of the Advanced Monitoring Systems Division of the Environmental Monitoring Systems Laboratory in Las Vegas, Nevada, performed this analysis at the request of the Superfund Support Section of EPA Region 4 in Atlanta, Georgia, and the Office of Emergency and Remedial Response in Washington, D.C. This analysis covers the period from 1943 to 1958, and the report was completed in December 1991.

METHODOLOGY

A search of government and commercial sources was undertaken to obtain the best available aerial photography of the site spanning the desired time frame. The photography and other sources of information used in this report are listed in the References section.

The analysis was performed by viewing backlit transparencies of aerial photography through stereoscopes. Stereoscopic viewing creates a perceived three-dimensional effect which, when combined with viewing at various magnifications, enables the analyst to identify signatures associated with different features and environmental conditions. The term "signature" refers to a combination of visible characteristics (such as color, tone, shadow, texture, size, shape, pattern, and association) which permit a specific object or condition to be recognized on aerial photography.

The terms "possible" and "probable" are used to indicate the degree of certainty of signature identification. "Possible" is used when only a few characteristics are discernible or these characteristics are not unique to a signature. "Probable" is used when incrementally more characteristics are discernible. No qualifying terms are used when the characteristics of a signature allow for a definite feature identification.

Photographic prints were made from those years of aerial photographic coverage that reveal significant information about the site. The analyst's findings are annotated on overlays to prints and described in the accompanying text. Site boundaries or areas used in this analysis were determined from observations made from the aerial photography in conjunction with collateral data supplied by EPA Region 4 and do not denote legal property lines or ownership.

Due to factors inherent in the photographic printing process, prints do not exhibit the level of detail that is visible in the original aerial photography. Therefore, some features identified from the aerial photography may not be clearly discernible, or even visible, on the photographic prints presented in this report.

AERIAL PHOTO SITE ANALYSIS

FEBRUARY 14, 1943 (FIGURE 2)

A series of drainage channels extend north-south parallel to the shoreline beyond the area visible on the print. The lack of relief makes determination of drainage direction in these channels impossible.

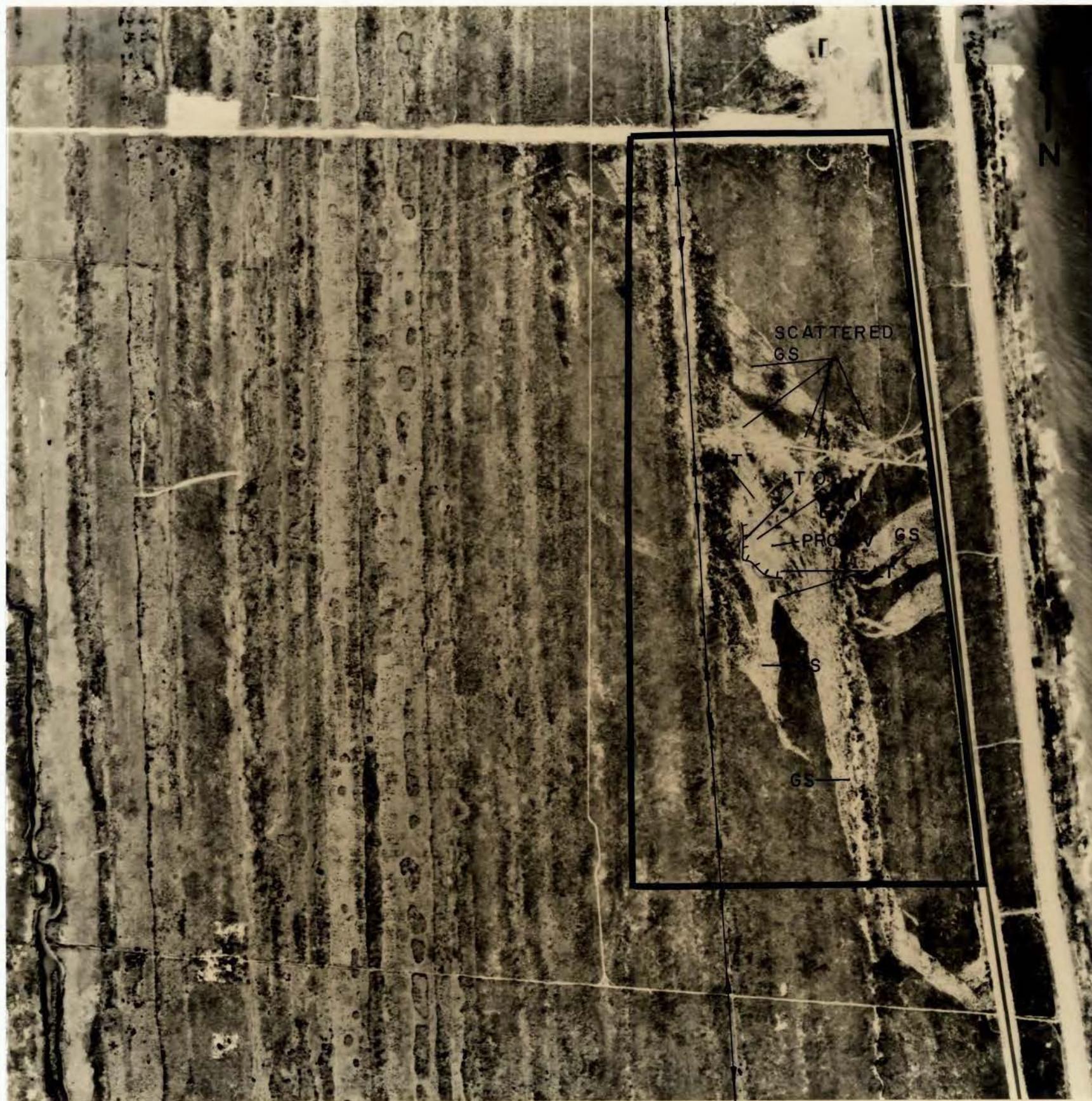
One of these channels is annotated as an example. These drainage channels will only be annotated and discussed if significant disposal activity is observed adjacent to the channel.

An area of scarred ground is present in an otherwise vegetated environment. This area of activity will be referred to as the active area. Numerous ground scars (GS) are located throughout the site. Some of these ground scars are sparsely vegetated. The scattered ground scars in the north end of the active area appear to be the result of grading.

South of the northern ground scars are a series of access roads (not annotated) that extend generally westward from the main roadway. Unless otherwise stated, only new access roads will be annotated.

A shallow excavation (EX) contains a pit, a light-toned (LT) object (O), a probable vehicle (V), and light-toned material (M). Unlike some of the scarred areas, the excavation is completely void of vegetation.

The unidentifiable light-toned material observed in the excavation is located primarily near the edges of the excavation. This light-toned material appears to be mounded at the southern extreme of the excavation, and south of the excavation. It is fine-textured and much lighter than the surrounding soil.



- LEGEND
- D - Drums
 - DG - Disturbed Ground
 - DK - Dark-Toned
 - EX - Excavation
 - FA - Fill Area
 - GS - Ground Scar
 - LQ - Liquid
 - LT - Light-Toned
 - M - Material
 - MM - Mounded Material
 - MT - Multi-Toned
 - O - Object
 - PL - Plume
 - R - Refuse
 - ST - Stain
 - TR - Trench
 - V - Vehicle
- - - - - Access Road
 - - - - - Drainage Channel (Indeterminate Direction)
 - - - - - Edge of Slope
 - - - - - Refuse Concentration
 - - - - - Site Boundary

FIGURE 2
S. PATRICK SHORES

FEBRUARY 14, 1943

APPROX. SCALE 1:8,600

FEBRUARY 26, 1944 (FIGURE 3)

Scattered ground scars and fine-textured, light-toned material are observed in the northern section of the active area.

The pit was visible in 1943, and a probable stain (ST) is seen within the pit this year. More light-toned material is located directly south of the pit.

A smoke plume (PL), indicating open burning, extends eastward over the water. Two possible vehicles are visible adjacent to the access road.

The excavation present in 1943 has been expanded southward. Multi-toned (MT) material, probably refuse (R), is noted within and just east of the excavation. Light-toned material (not annotated) is also noted at these locations.

Light-toned mounded material (MM) is seen near the southern extent of the ground scarred area. This material, although mounded, is similar to the light-toned material observed elsewhere on the site.

An access road extends southward from the excavation to two relatively small ground scars.

- LEGEND
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 - TR - Trench
 - V - Vehicle
- - - - - Access Road
 - - - - - Drainage Channel
(Indeterminate Direction)
 - ~~~~~ Edge of Slope
 - Refuse Concentration
 - _____ Site Boundary



FIGURE 3
S. PATRICK SHORES

FEBRUARY 26, 1944

APPROX. SCALE 1:8,200

APRIL 10, 1945 (FIGURE 4)

Ground scars are found at approximately the same locations as in 1944. An excavation, located farther north than the one observed in 1944, is noted this year. This excavation may be used for disposal. A trench (not annotated) is visible parallel to the inside edge of the excavation. A possible pit with a probable stain is seen in the northern end of the excavation. The location of this possible pit near an access road, and the consistent probable stain within it suggests possible liquid disposal. Farther south, within the excavation, is an area that is somewhat darker-toned (DK) than the surrounding ground. Burning was occurring in this vicinity in 1944, and this may account for the dark-toned area.

Two piles of multi-toned refuse are located on the western edge of a drainage channel. The edges of the two refuse piles are delineated with a dashed line. The refuse in the smaller, round pile appears to be stacked higher than that in the larger pile. A significant shadow is cast by the refuse in the smaller pile.



- LEGEND
- D - Drums
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 - EX - Excavation
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 - GS - Ground Scar
 - IQ - Liquid
 - LT - Light-Toned
 - M - Material
 - MM - Mounded Material
 - MT - Multi-Toned
 - O - Object
 - PL - Plume
 - R - Refuse
 - ST - Stain
 - TR - Trench
 - V - Vehicle
- - - - - Access Road
 - - - - - Drainage Channel (Indeterminate Direction)
 - ~~~~~ Edge of Slope
 - Refuse Concentration
 - Site Boundary

FIGURE 4
S. PATRICK SHORES

APRIL 10, 1945

APPROX. SCALE 1:8,800

DECEMBER 8, 1947 (FIGURE 5)

Extensive ground scarring is visible in the active area. Ground scars are now seen north and south of the access road near the eastern site boundary. These ground scars were not visible in 1945.

A trench (TR) with dark-toned material and an adjacent area of light-toned mounded material are located in the northern section of the site. East of these features and the annotated ground scar is a probable pit with dark-toned material.

A possible pit is farther south and west in the active area. The pit with the probable stain seen in 1943, 1944, and 1945 is not visible this year.

Multi-toned mounded material is visible adjacent to a trench. This mounded material is dark-toned on one side of the mound and light-toned on the other side. The dark tone visible on the mound does not appear to be vegetation.

The excavation visible in 1945 appears to have been mostly filled, although some remnants of it are visible. An edge-of-slope symbol denotes part of the original excavation seen here in 1945. The possible pit, trench, and mounded material, all observed this year, are in the location of the 1945 excavation.

Approximately 24 oblong light-toned objects with rounded ends are lined up in a row. Immediately adjacent to this row of objects are a dark-toned area and an excavation. The dark-toned area is parallel to the row of objects.

There is no evidence of the multi-toned refuse seen in 1945. This area is now annotated as a fill area (FA).

Multi-toned mounded material is seen south of the light-toned objects and excavation. This mounded material is similar to that seen adjacent to the trench farther north. It is dark-toned on one side, and light-toned on the other.

An access road extends southward from the active area. This road is narrower than the ones visible farther north. This access road is observed throughout the remainder of the analysis. It will continue to be annotated, but is not discussed further.

- LEGEND
- D - Drums
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 - DK - Dark-Toned
 - EX - Excavation
 - FA - Fill Area
 - GS - Ground Scar
 - LQ - Liquid
 - LT - Light-Toned
 - M - Material
 - MM - Mounded Material
 - MT - Multi-Toned
 - O - Object
 - PL - Plume
 - R - Refuse
 - ST - Stain
 - TR - Trench
 - V - Vehicle
- - Access Road
 - > - Drainage Channel (Indeterminate Direction)
 - - Edge of Slope
 - - Refuse Concentration
 - - Site Boundary



FIGURE 5
S. PATRICK SHORES

DECEMBER 8, 1947

APPROX. SCALE 1:6,800

APRIL 2, 1951 (FIGURE 6)

Vegetation growth is occurring on the scarred areas noted in previous years. The ground scars are not as pronounced as they were in 1947.

The possible pit seen in 1947 appears to have been filled, and is not visible this year. The pit seen this year is located farther west than the possible pit observed in this area in 1947. A trench which was seen in 1947 remains visible, although the mounded material seen adjacent to it in 1947 is no longer seen.

The approximately 24 light-toned objects, dark-toned area, and the excavation observed in 1947 are not seen this year.

Another excavation, noted east of the former location of the oblong light-toned objects, is seen this year. This excavation is located near where the piled multi-toned refuse was observed in 1945.

LEGEND

- D - Drums
- DG - Disturbed Ground
- DK - Dark-Toned
- EX - Excavation
- FA - Fill Area
- GS - Ground Scar
- LQ - Liquid
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- M - Material
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- PL - Plume
- R - Refuse
- ST - Stain
- TR - Trench
- V - Vehicle

- - Access Road
- > - Drainage Channel
(Indeterminate Direction)
- ||||| - Edge of Slope
- - Refuse Concentration
- ==== - Site Boundary



FIGURE 6
S. PATRICK SHORES

APRIL 2, 1951

APPROX. SCALE 1:8,500

DECEMBER 17, 1953 (FIGURE 7)

Scattered ground scars, pits and excavations are visible onsite. The areal extent of the active area has not changed since 1951.

The excavation, first observed in 1951, remains onsite. The pits were not seen in previous years. Liquid (LQ) noted in the excavation and pits is probably rainwater.

LEGEND

- D - Drums
 - DG - Disturbed Ground
 - DK - Dark-Toned
 - EX - Excavation
 - FA - Fill Area
 - GS - Ground Scar
 - LQ - Liquid
 - LT - Light-Toned
 - M - Material
 - MM - Mounded Material
 - MT - Multi-Toned
 - O - Object
 - PL - Plume
 - R - Refuse
 - ST - Stain
 - TR - Trench
 - V - Vehicle
-
- - Access Road
 - - Drainage Channel (Indeterminate Direction)
 - - Edge of Slope
 - - Refuse Concentration
 - - Site Boundary



FIGURE 7
S. PATRICK SHORES

DECEMBER 17, 1953

APPROX. SCALE 1:7,600

NOVEMBER 7, 1954 (FIGURE 8)

There is decreasing evidence of onsite activity. Revegetation is occurring in the active area.

A vehicle, probably a truck, is seen on the access road. Adjacent to the vehicle and the access road is a pit with dark-toned material. This pit was seen in 1951, but no dark-toned material was visible.

Approximately 14 possible drums (D) are seen in an area near the access road.

The access road extends farther west this year than in 1951. It extends to a linear drainage channel (not annotated). A ground scar is seen in this drainage channel south of where the access road terminates.

Farther east, the excavation that was visible in 1951 is still observed here. A second smaller excavation not noted previously is also seen here.



- D - Drums
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- EX - Excavation
- FA - Fill Area
- GS - Ground Scar
- LQ - Liquid
- LT - Light-Toned
- M - Material
- MM - Mounded Material
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(Indeterminate Direction)
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FIGURE 8
S. PATRICK SHORES

NOVEMBER 7, 1954

APPROX. SCALE 1:4,800

APRIL 23, 1958 (FIGURE 9)

A subdivision has been constructed over the northern portion of the active area.

The ground scars and excavation seen in the southern portion of the active area in 1951 and 1953 are still evident. The area of ground scars has revegetated, indicating minimal recent activity. A pit is now located south of the excavation. The second, smaller excavation noted onsite in 1954 is not seen this year.

A new access road is visible this year south of the active area. Near the southern end of this access road is a series of linear disturbed ground (DG) areas. They radiate from the access road to individual ground scars. Two of the disturbed ground lines, and three of the ground scars are annotated.

The locations of the piles of refuse and the large excavation, observed in 1945, are annotated on this year of photography to indicate where probable disposal activity occurred in relation to the new subdivision.

- LEGEND
- D - Drums
 - DG - Disturbed Ground
 - DK - Dark-Toned
 - EX - Excavation
 - FA - Fill Area
 - GS - Ground Scar
 - LQ - Liquid
 - LT - Light-Toned
 - M - Material
 - MM - Mounded Material
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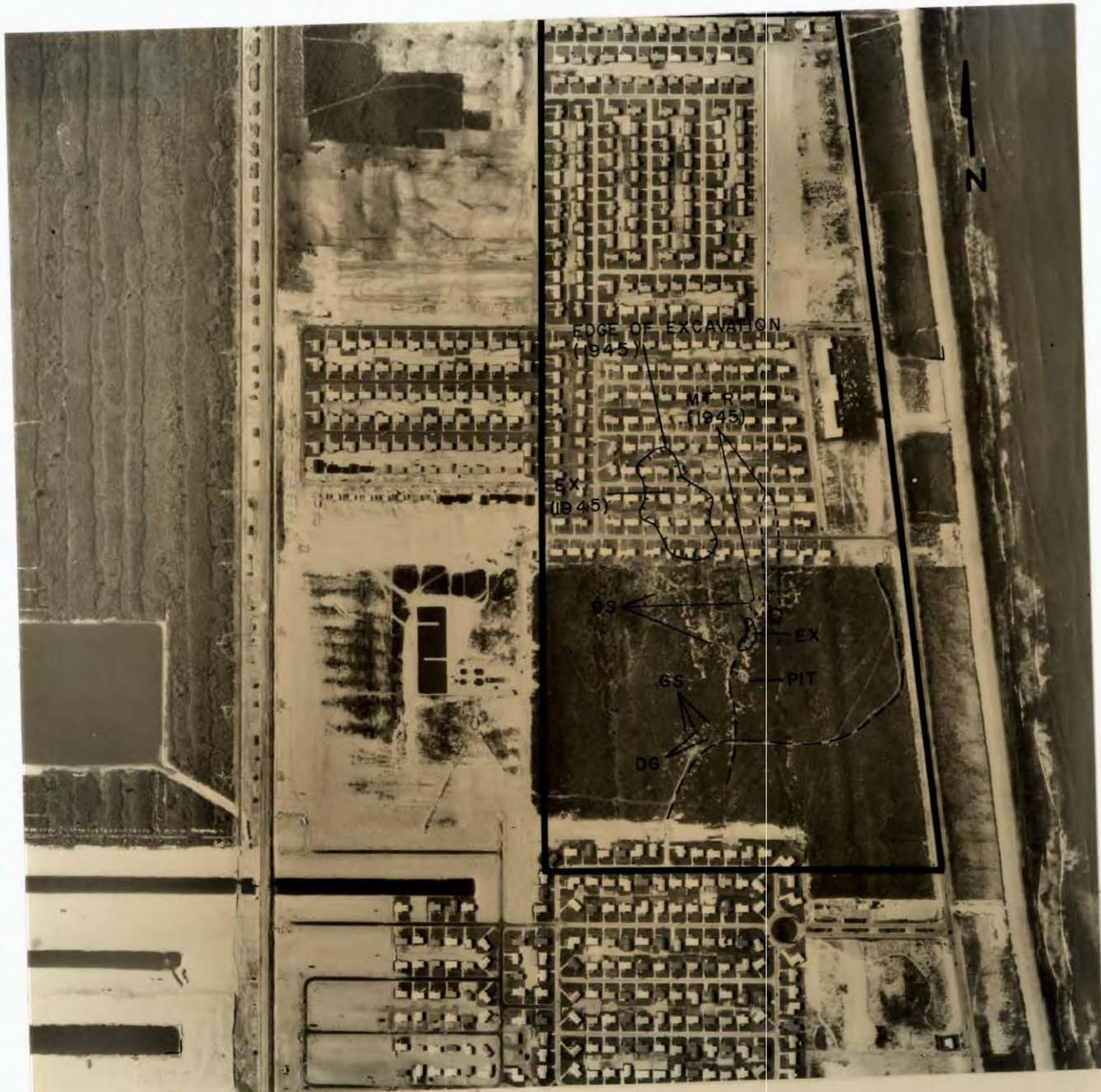


FIGURE 9
S. PATRICK SHORES

APRIL 23, 1958

APPROX. SCALE 1:7,400

REFERENCES

AERIAL PHOTOGRAPHY

| <u>Date</u> | <u>Agency</u> | <u>Mission Code</u> | <u>Agency Frame #</u> | <u>Orig. Scale</u> | <u>EPIC Frame #</u> |
|-------------------|-------------------|---------------------|-----------------------|--------------------|---------------------|
| February 14, 1943 | NARS ¹ | CYS | 1C:50-52 | 1:20,000 | 35929-35931 |
| February 26, 1944 | DIA ² | 16PS | 1:35-37 | 1:20,000 | 35932-35934 |
| April 10, 1945 | DIA | 5M165 | 1-V:56,57 | 1:20,000 | 35938,35939 |
| December 8, 1947 | NOS ³ | 45C | 47J:546,547 | 1:28,500 | 36005,36006 |
| April 2, 1951 | ASCS ⁴ | CYS | 3H:175-177 | 1:20,000 | 35923-35925 |
| December 17, 1953 | DIA | 53AFR | 186-188VV | 1:15,000 | 35935-35937 |
| November 7, 1954 | NOS | 54W | 3619,3620 | 1:20,000 | 36000,36001 |
| April 23, 1958 | ASCS | CYS | 4V:198-200 | 1:20,000 | 35926-35928 |

MAP

| <u>Source</u> | <u>Name</u> | <u>Scale</u> | <u>Date</u> |
|---------------|-------------|--------------|-------------|
| USGS | Tropic, FL | 1:24,000 | 1988 |

¹National Archives and Records Administration

²Defense Intelligence Agency, U.S. Department of Defense

³National Ocean Survey, U.S. Department of Commerce

⁴Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture

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United States Naval Air Stations of World War II

UNITED STATES

NAVAL AIR STATIONS

OF

WORLD WAR II

VOLUME I: EASTERN STATES

BY

M. L. SHETTLE, JR.

00013024

PD-R

DEDICATION

This book is dedicated to the over 300,000 men and women of Naval Aviation during World War II: the ones who tried to make the grade and failed; those who succeeded and faithfully led their country to victory; and finally, the individuals who paid the ultimate price and lost their lives in the struggle.

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NAS Banana River, Florida

The Naval Expansion Act of 1938 authorized a major air station in the Southeast. The Hepburn Board decided to build a major base at Jacksonville and a smaller one near Cocoa Beach. The Navy chose a 1,823 acre site on a coastal strip between the Banana River, a landlocked salt-water lagoon, and the Atlantic Ocean. After the expenditure of \$1.8 million on construction of a seaplane base, the Navy commissioned NAS Banana River October 1, 1940. In July 1941, six training PBMs transferred to Banana River to relieve the congestion at Norfolk.

After Pearl Harbor, the PBMs began daily antisubmarine patrols with the temporary suspension of the training mission. In March 1942, scouting squadron VS-39 formed with OS2U Kingfishers, thereby allowing the PBMs to resume training. That year saw the establishment of a photographic laboratory and a navigation school. The Navy also constructed an airfield that opened in November. With the organization of the Naval Air Operation Training Command in late 1942, OTU VPB2 #3 commissioned and conducted operational training in the PBM. The OTU operated 47 PBMs at its peak. *Project Baker*, which remained on the base almost the entire war, had a contingent at Banana River experimenting with blind landing equipment. *Project Baker* utilized a mixed bag of aircraft that, at various times, included the PV, PBY, JM, R4D, R3D, TBM, SNB, SNC, GH, PB4Y, N2S, and XO. The XO, the Navy's single example, had been purchased in 1938 to test tricycle landing gear. Banana River also hosted an Air Bomber Training Unit (ABTU), that operated 57 PBYs and SNBs in the training of enlisted air crews. The station also served as a supply base for the nearby bases at (Harrison Island) Fern Beach, and Melbourne. In addition to that capacity, the station's Assembly and Repair Department began

overhauling those stations' F6Fs in late 1944. Almost 150 Hellcats were on board at one time in various stages of overhaul and as replacements. ZP-21, based at Richmond, Florida, used Banana River for a blimp detachment conducting antisubmarine patrols and search/rescue missions. In February 1944, the station received the Loran Training School, transferred from Hollywood, Florida, resulting three months later in the forming of an Aviation Navigation Training Unit. In late 1944 and early 1945, Headquarters Squadron Fleet Air Wing 12 was on the station with an OS2U and an SNJ. VS-39 and its Kingfishers departed the station after VE-Day.

In July 1945, a PBM night navigation training flight, with a crew of 12 men from Banana River to Great Exuma, Bahamas and back, failed to return. An eight day search by planes and boats came to naught without a single trace of the aircraft or the crew. On December 5, a PBM, launched on a search and rescue mission for the infamous Flight 19 out of Ft. Lauderdale, also vanished without a

trace, reinforcing the mystique of the "Bermuda Triangle." (see Ft. Lauderdale)

Physical facilities at Banana River consisted of four 4,000 ft. asphalt runways, the seaplane base, and one blimp mooring circle. In 1944, the station complement consisted of 391 officers, 2492 enlisted men, and 587 civilians with billeting available for 418 officers and 3197 enlisted men. The number of aircraft present on the base peaked at 278. The station's aircraft usually consisted of one JRC, one GH, one GB Beech, one SNJ, and two Stearmans.

Following the war, Banana River slowly wound down and finally closed on September 4, 1947. In 1948, the station reactivated to support a joint armed services project created at Cape Canaveral. Custody of NAS Banana River transferred to the Air Force on September 1, 1948. Today, as Patrick AFB, the facility is headquarters for the USAF Eastern Space and Missile Center. The Center is responsible for the Eastern Test Range that extends 10,000 miles down range from Cape Kennedy.



A *Project Baker* SNB-2C used for experiments with blind landings. The green stripes around the wings and fuselage identify the SNB as an instrument aircraft.

10/30/2018

FDEP South Patrick Shores FUDS Reassessment Request
to USACE



FLORIDA DEPARTMENT OF Environmental Protection

Bob Martinez Center
2600 Blair Stone Road
Tallahassee, Florida 32399-2400

Rick Scott
Governor

Carlos Lopez-Cantera
Lt. Governor

Noah Valenstein
Secretary

October 30, 2018

Colonel Andrew D. Kelly
Commander, Jacksonville District
U.S. Army Corps of Engineers
701 San Marco Blvd.
Jacksonville, FL 32207

RE: South Patrick Shores, DERP-FUDS Project Number I04FL0027, Brevard County, Florida

Dear Colonel Kelly:

As you may be aware, in addition to the inquiry USACE has received, the Florida Department of Environmental Protection and USEPA have received multiple information requests regarding the South Patrick Shores site. The South Patrick Shores site is a residential community located in Satellite Beach, immediately south of Patrick Air Force Base. The Banana River Naval Air Station (BRNAS) operated from 1939 to 1948. It operated as seaplane, anti-submarine, patrol base and pilot training station during World War II. Following the war, the South Patrick Shores subdivision (SPS) was built immediately south of BRNAS (now Patrick AFB) on what had been mostly undeveloped and predominantly marsh land.

The USACE October 1991 Inventory Project Report (INPR) for South Patrick Shores states that there were allegations of the SPS being built on top of a military landfill and reports of alleged high incidences of Cancer (Hodgkin's Disease) in the subdivision. Most of the INPR interviews of people associated with the BRNAS either do not recall or remember the Navy dumping in the SPS area. However, one interview from former Navy Seaman Lester Campbell, stationed near the end of BRNAS in 1947-48, indicates Navy material (i.e., old wood, furniture) was buried 500 to 1,000 feet south of the BRNAS fence line within the former POW Camp. There is no discussion of specific munitions related to the BRNAS in the INPR. South Patrick Shores was deemed FUDS ineligible by USACE in October 1991 due to no evidence of above ground dumping and the fact that the historical photography was of such poor quality, it could not be determined if burying of military wastes took place.

The site was added to the Comprehensive Environmental Response Compensation and Liability Information System at the request of U.S. Congressman Jim Bacchus in 1991 in response to an apparent increased incidence of Hodgkin's Disease. EPA completed a Preliminary Assessment (PA) in October 1991, followed by a Screening Site Inspection (SSI) in March 1992. Evidence presented in the SSI demonstrates the presence of debris, large excavation areas containing liquid or wet soil, and suspected waste disposal areas. Approximately 45 samples were collected during the SSI. Samples were analyzed for metals, pesticides, polychlorinated biphenyls (PCBs) and volatile organic compounds (VOCs). Only one of the samples collected from a shallow well indicated an exceedance of health based criteria, therefore, EPA designated the site as No Further Remedial Action Planned.

Recent reports have indicated additional discovery of extensive buried debris, including munitions, old transformers, and airplane parts. Residents have also expressed concern over inadequate testing associated with the previously completed SSI. In re-reviewing the PA and SSI reports, along with historical aerials from 1943, 1951, 1958 and 1969, evidence of scarring is clearly seen to the south of the former BRNAS, in the area currently known as South Patrick Shores. The scarring and interview statements about dumping up to a half-mile south of the former BRNAS, along with recent reports of buried military debris, provide enough evidence to support additional investigation beyond what was completed under the 1992 SSI. For example, the recent ordnance discovered by Ms. Sullivan (165 Dorset Lane) is approximately 0.5 mile south of the boundary of the current PAFB and outside of the former SSI investigation area.

The Department respectfully requests that USACE reconsider its previous FUDS ineligibility determination. Based on the physical evidence of multiple sources of buried military debris within the South Patrick Shores subdivision, along with interview statements of dumping up to a half-mile south of the former BRNAS, the site was clearly used by the Department of Defense (DoD), or by its agents, and therefore should be eligible for funding per paragraph (1) (c) of the Department of Defense Manual (DoDM) 4715.20, March 9, 2012:

(1) Undertaken by a DoD Component within the United States:

(c) At a facility or site that is not on real property that is or was owned by, leased to, or otherwise possessed by the United States and under the jurisdiction of the Secretary of Defense, provided that contamination attributable to the DoD has migrated from (e.g., by groundwater flow), or military munitions have come to be located on (e.g., munitions landing off an operational range that were not promptly retrieved), a site described in subparagraphs a.(1)(a) or (b) of this section. This can include contamination attributable to DoD whether or not it has commingled with contamination attributable to another source.

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The U.S. Environmental Protection Agency, in cooperation with the Department, has committed to reassessing South Patrick Shores to determine if hazardous substances have been released to the environment, and if so, evaluate the threat posed to human health.

Thank you for your consideration on this matter. We look forward to future discussion on this issue. If you require additional clarification or other assistance, please feel free to contact me at 850/245-8790.

Sincerely,



Tim Bahr, P.G., Acting Director
Division of Waste Management

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