

M60050.001357  
MCAS EL TORO  
SSIC # 5090.3

# Bechtel

401 West A Street  
Suite 1000  
San Diego, CA 92101-7905

CLEAN II Program  
Bechtel Job No. 22214  
Contract N68711-92-D-4670  
File Code: 0217.3

IN REPLY/REFERENCE: CTO-0080/ 0103

January 9, 1996

Joseph Joyce BRAC Environmental Coordinator  
Department of the Navy - Southwest Division  
Naval Facilities Engineering Command  
Environmental Division  
1220 Pacific Highway, RM 18  
San Diego, CA 92132-5181

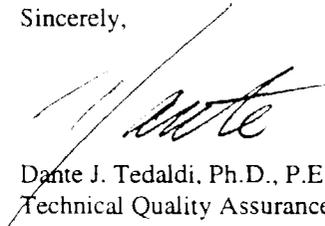
Subject: Submittal of Final Results of Employee Interview August 17, 1995. CLEAN II Environmental Management for MCAS El Toro, CTO-0080.

Dear Mr. Joyce:

I am providing this submittal that concludes our review of the former employee comments of Mr. M. White of August 17, 1995 for MCAS El Toro. This submittal includes that comments of Mr. White, a review of the areas of interest, and the BRAC Cleanup Team's final recommendations for these areas.

If I can be of any further assistance please call me in Bechtel's San Diego office at (619) 687-8780 or E-mail at DJTEDALD@Bechtel.com.

Sincerely,



Dante J. Tedaldi, Ph.D., P.E.  
Technical Quality Assurance MCAS El Toro

Attachment: Submittal of Final Results of Employee Interview August 17, 1995

cc: Larry Vitale, Remedial Project Manager  
Juan Jimenez, RPM Base Closure Branch  
Bonnie Arthur, RPM



**Bechtel National, Inc.** Systems Engineers Constructors

**FOLLOW UP TO INTERVIEW  
WITH FORMER  
MCAS EL TORO EMPLOYEE**

**January 1996**

## INTRODUCTION

On August 17, 1995, an interview was conducted with a former employee of MCAS El Toro. The issues brought forth by this interview were noted in the previously released document "Interview with former MCAS El Toro Employee, Mr. M. White, August 31, 1995." At the request of the BCT, a preliminary evaluation was performed to assess which previous or currently planned sampling activities address the items identified in this document. The results of this additional work are presented in the section "*Follow Up*" on the attached table. The interpretations and judgments in the "*Follow Up*" Section are based on limited data extracted from the following sources:

- MCAS El Toro Final RCRA Facility Assessment Report, July 1993;
- Final Phase II RI/FS Work Plan and Field Sampling Plan MCAS El Toro, July 1995;
- aerial photographs of MCAS El Toro on December 30, 1980 and March 26, 1995;  
and
- conversations with personnel presently working on CTOs 65, 73, and 76.

On December 18, 1995, at the request of the BCT a site meeting was conducted with Mr. M. White to verify locations of some of the sites that were discussed at the August 17, 1995 meeting. The "*Follow Up*" on the attached table has been updated to include findings of the December 18, 1995 meeting.

Activ Interview with former MCAS El Toro Employee,  
Mr. M. White, 714/892-8677

C N II

CTO-0080

Conducted: 8/17/95 by U.S. EPA, MCAS El Toro, and DTSC; Site Visit 12/18/95

Date: 01/04/96

Item	General Description of Activities	Estimated Dates of Operation	Nearest Building Number	Nearest IRP or RCRA RFA AOC/SWMU	BCT Recommendation
1	The old welding shop was converted from a metal plating facility. It contained a drain next to the acid bath pit which led to an outdoor leach field. Over a period of years (2) the welding staff and others from the public works center periodically (monthly) plowed the leach field.  <i>Follow Up:</i>  <i>Site 24 soil gas and soil sampling covered areas north and west of this building, however, sampling was not conducted south or east of this building. Site 24 samples were analyzed for VOCs. The activities as described appear to have been conducted within Unit 5 of IRP Site 7.</i>	Prior to 1978	315 (Area Behind)	Within IRP Site 24 and IRP Site 7	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
2	The Marsten matting area to the northeast of the compressor building was used to store paints, petroleum lubricants and oils. The grassy area between Buildings 296 and 295 was also used for storage. Reportedly, there were frequent spills.  <i>Follow Up:</i>  <i>The activities as described above on the Marsten matting area were apparently conducted within or around the area of SWMU 72 - Hazardous Waste Storage Area which will be investigated as part of the Phase II RI/FS at Unit 4 of IRP Site 7. There is some uncertainty in the description of the grassy area between Buildings 296 and 295. This area is not located on the map.</i>		316	Within IRP Site 24 and IRP Site 7  Within RFA SWMU 72	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
3	A paint booth sump was located in the southeast corner of Building 296. The wet sump, water recirculation system, reportedly collected phenol, lead paint, metals and thinners. The system measured 30' X 30' X 10' deep. There was a drain connecting to the sanitary sewer but no information was available on whether or not the drain was used. The sump was part of the original building.		296	Within IRP Site 24	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.

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	<p><b><u>Follow Up:</u></b></p> <p><i>The sump described above, is located within Building 296, it is presently being investigated as part of Site 24. Soil samples were collected from this area and analyzed for VOCs.</i></p>				
4	<p>Building 446 was a transformer refurbishing and repair facility. PCBs may have been spilled within the building. For the period of recollection (1978 onward) the building's steel doors were welded shut and signs were posted to indicate that the area was hazardous and may have contained PCBs.</p>		446	<p>Within IRP Site 24</p>	<p><input type="checkbox"/> BCT/SWDIV review.</p> <p><input checked="" type="checkbox"/> No further review needed.</p>
	<p><b><u>Follow Up:</u></b></p> <p><i>Building 446 is an electrical substation room attached to Building 445. It appears that the Building 446 described above was investigated as part of the investigation of SWMU 128 (Building 445). SWMU 128 - Storage Area (an abandoned engine test cell) was used for storage of drums, transformers, bagged asbestos, and old batteries.</i></p>				
5	<p>Various tugs and tractors were returned to Building 326. West to northwest of Building 326, approximately 50 yards away, a paint locker (outside the building) held solvents and oil.</p>		326	<p>Within IRP Site 24</p> <hr/> <p>Within RFA SWMU 283</p>	<p><input type="checkbox"/> BCT/SWDIV review.</p> <p><input checked="" type="checkbox"/> No further review needed.</p>
	<p><b><u>Follow Up:</u></b></p> <p><i>The paint locker described above appears to be SWMU 127 - Drum Storage Area. SWMU 127 was evaluated as a Temporary Accumulation Area as part of the recent RCRA Facility Assessment(CTO 65). SWMU 127 will be recommended for No Further Action. SWMU 283 - UST 326-B is located nearby the area described above.</i></p>				
6	<p>At the southwest corner of El Toro Blvd. and Z Street, directly across from a large oak tree, waste oil was mixed with jet fuel in a 300-gallon above-ground tank. The tank was removed in 1984. Reportedly, the tank's nozzle continuously leaked. There was a large stained area due to the leak.</p>	<p>1975 up to 1984</p>	<p>1686, 171, 390, near golf course green Number 3</p>		<p><input type="checkbox"/> BCT/SWDIV review.</p> <p><input checked="" type="checkbox"/> No further review needed.</p>

Item	General Description of Activities	Estimated Dates of Operation	Nearest Building Number	Nearest IRP or RCRA RFA AOC/SWMU	BCT Recommendation
<b><u>Follow Up:</u></b>					
<i>The area described above appears to be contained within the area of SWMU 46 - Vehicle Storage Yard. Stained areas within this SWMU have been investigated under the RCRA Facility Assessment(CTO 65).</i>					
7	Ground support equipment storage area contained petroleum lubricants and oils and waste paints. Materials were contained within a gravel bermed area about three feet above ground surface on the gravel bed. The area was between Buildings 151 and 442. The storage area contained used sandblast grit and lead paint chips which may have been dispersed in this area (back lot of Building 442) by wind. There were engine oil leaks visible north of Building 442.		442/151 and near golf course green Number 5	Possibly within RFA SWMU 264	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>The storage area as described above may have been investigated as part of SWMU 264 - DRMO Storage Yard #3. Soil samples were analyzed for TRPH and VOCs during the investigation. SWMU 264 has been recommended for No Further Action.</i>					
8	At the napalm generating unit at Building 469, there were two reported spills of napalm. The operation was canceled after the spills. It is uncertain whether any material remains after volatilization (North Marine Way at Z Street).	Up to 1983	469		<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>Building 442 was incorrectly identified on the map as Building 469. No information of RFA or IR investigations in this area was found. This evaluation is based on the location of the site on the map not the description given.</i>					
9	For a six-month period, the gun cleaning tanks were located near Building 1789 (south of Building 469). The tanks contained Stoddard solvent.		1789		<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.

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<b><u>Follow Up:</u></b>					
<i>No information of RFA or IR investigations in this area was found.</i>					
10	A paint locker storage area was located near Building 1789, directly to the south. Various solvents, including toluene, methyl ethyl ketone, and xylene were used.	1975 up to 1986	1789		<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>No information of RFA or IR investigations in this area was found.</i>					
11	Between Buildings 371 and 618, next to the drainage ditch, there was a 20' x 20' storage area for solvent, paints and other materials associated with refurbishment of power plant equipment.	1975 up to 1986		Within RFA SWMU 242	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>The area described above appears to have been investigated as SWMU 242. Soil sample chemical analyses conducted during the investigation of SWMU 242 appear to cover the materials described at this site.</i>					
12	There was a paint locker/storage between Buildings 461 and 453 and a drainage area. (Note that Building 461 does not extend over the road as indicated in CTO-0059 Phase II Work Plan, Figure F-2.). Between Buildings 462 and 454, a storm drain received paints, petroleum lubricants and oils, solvents, Freon 111, and Freon 113. A paint locker was also located between these buildings. Drop tanks were washed with a B&B slurry solution which Mr. White believed to be carcinogenic.		Between 461 and 453. Between 462 and 454.	Likely within RFA SWMUs 139, 138, 136, 137	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>The paint locker/storage between Buildings 461 and 453 described above may be SWMU 138 - Hazardous Waste</i>					

Item	General Description of Activities	Estimated Dates of Operation	Nearest Building Number	Nearest IRP or RCRA RFA AOC/SWMU	BCT Recommendation
13	<p><i>Storage Area. SWMU 138 was evaluated as a Temporary Accumulation Area as part of the recent RCRA Facility Assessment(CTO 65). The site will be recommended for No Further Action. The storm drain described above may have emptied into the oil-water separator located adjacent to this area. This oil-water separator was investigated as SWMU 139. Soil samples from this SWMU were analyzed for TRPH and VOCs. SWMU 139 is located in the area between Buildings 462 and 454. SWMU 137 is an oil-water separator located south of Building 461. SWMU 136 is an aircraft wash area located east of Building 461. No information of a paint locker/storage between Buildings 462 and 454 as identified above was found.</i></p> <p>Northwest of Building 296 and east of Site 24, there was an external fuel tank and other activities included flushing drop tanks and a propeller rebuilding shop. A drain existed in the northwest corner of the building and was connected to the sewer line.</p> <p><u>Follow Up:</u></p> <p><i>No information of RFA or IR investigations in this area was found.</i></p>	296	Within IRP Site 24	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.	
14	<p>Near Site 6, there are two aircraft turnouts from the Taxiway, T-2. These are shown on the CTO-0059 Phase II Work Plan, Figure F-2. These served as a jet engine tuning area. Historically, the soils have contained a strong odor of kerosene or fuel.</p> <p><u>Follow Up:</u></p> <p><i>No information of RFA or IR investigations in this area was found.</i></p>	1975 up to 1982	Adjacent to IRP Site 6	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.	
15	<p>An auxiliary power system was located within Site 6. Braking systems, which used asbestos in the brakes, were used near Building 458.</p>	458	Within IRP Site 6	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.	

Item	General Description of Activities	Estimated Dates of Operation	Nearest Building Number	Nearest IRP or RCRA RFA AOC/SWMU	BCT Recommendation
<b><u>Follow Up:</u></b>					
<i>The area described above is contained within IRP Site 6. Asbestos sampling was not conducted during the Phase I RI and is not planned for Phase II RI/FS investigation at IRP Site 6.</i>					
16	Near Building 761 and 714, rusting containers were present. These were stored on the ground and were removed in 1984. There are no estimates of the volume or the presence or absence of leaks. However, soil was discolored.	Up to 1984	761/714	Adjacent to IRP Site 6 <hr/> Within RFA SWMU 204	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> Add one randomly-located sample location at IRP Site 6 in between Buildings 727 and 458. Soil samples will be collected at the same depths and analyzed for the same COPCs as the previously identified samples at IRP Site 6 Unit 3.
<b><u>Follow Up:</u></b>					
<i>No information of RFA or IR investigations in this area was found. SWMU 204 - Aircraft Wash Rack is located north of the area indicated on the map.</i>					
17	A paint supply building was located within Building 165, a paint bunker. Out of specification paints were stored on concrete outside of the building near Buildings 455 and 456. Some spills of out of specification paints may have occurred during transfer outside the front door of the bunker.		165 and 455/456		<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up</u></b>					
<i>No information of RFA or IR investigations in the paint supply building located within Building 165 described above was found. The description of concrete outside of the building near Buildings 455 and 456 may refer to SWMU 135 which was evaluated as a Temporary Accumulation Area as part of the recent RCRA Facility Assessment(CTO 65). The site will be recommended for No Further Action.</i>					
18	There were mobile maintenance facilities located between Buildings 377, 603, and 371. Solvents, primers, hand sanded and used chemical strippers were stored there outside of the buildings.		377, 603, 371 and 664	Possibly within RFA SWMU 131	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.

Item	General Description of Activities	Estimated Dates of Operation	Nearest Building Number	Nearest IRP or RCRA RFA AOC/SWMU	BCT Recommendation
<b><u>Follow Up:</u></b>					
<i>Some of the area described above near Building 603 may have been covered by SWMU 131 - Engine Test Cell. The area of SWMU 131 is slated to be addressed by the RAC. There were no RFA or IR investigations found in the remainder of the area described.</i>					
19	A mobile oxygen generation unit was located south of the curve of Perimeter Road between Buildings 800 and 14A. The unit was used every 3 - 6 months.		800 and 14A	Adjacent to IRP Site 24  Possible within RFA SWMUs 9 & 11	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>No information of RFA or IR investigations in this area was found.</i>					
20	Near/at site 5, at the northwest end, there was a heavy equipment operations area with observed hydraulic fluid leaks of up to 30 gallons (estimated).			Within IRP Site 5	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>This area has been addressed as part of the Phase II RI/FS at IRP Site 5.</i>					
21	Near the residential housing, at the corner of Pusan Way and T Street, a dumpster was used for the disposal of old automobile engines. Petroleum lubricants and oils may have spilled onto adjacent soil. Reportedly, soils were discolored.		722		<input checked="" type="checkbox"/> BCT/SWDIV review. <input type="checkbox"/> No further review needed.
<b><u>Follow Up:</u></b>					
<i>No information of RFA or IR investigations in this area was found.</i>					
22	At the Hush House, Building 606, a water curtain was used to capture mounted jet engine exhaust. Steam mixed with uncombusted or partially combusted jet engine fuel was		606	Within RFA, SWMUs 152 & 14	<input type="checkbox"/> BCT/SWDIV review.

Item	General Description of Activities	Estimated Dates of Operation	Nearest Building Number	Nearest IRP or RCRA RFA AOC/SWMU	BCT Recommendation
	<p>released into ambient air. Signs posted, stated "Park at Your Own Risk."</p> <p><b><u>Follow Up:</u></b></p> <p><i>The area as described above appears to have been investigated as part of SWMUs 14 - Drop Tank Fuel Storage Area, 152 - Aircraft Wash Area, and 255 - Hazardous Waste Storage Area. The soil samples collected in these investigations were analyzed for TPH and VOCs. SWMU 14 was recommended for further action to repair cracks in the pavement and leave soil in place. SWMU 152 has been approved for No Further Action. SWMU 255 was evaluated as a Temporary Accumulation Area as part of the recent RCRA Facility Assessment(CTO 65). The site will be recommended for No Further Action.</i></p>				<input checked="" type="checkbox"/> No further review needed.
23	<p>On the south side of North 9th Street, next to G Street at Site 20, there was a dirt lot that was used for auto storage associated with the hobby shop activities. Reportedly, the old cars drained oil into the soils.</p> <p><b><u>Follow Up:</u></b></p> <p><i>No information of RFA or IR investigations in this area was found.</i></p>		625	Adjacent to IRP Site 20	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.
24	<p>Near Site 15, to the west of Building 31, there was an abandoned automobile impound lot.</p> <p><b><u>Follow Up:</u></b></p> <p><i>No information of RFA or IR investigations in this area was found. SWMUs 272 - Hazardous Waste Storage Area , 273 - Wash Rack, and 274 - Stockpiled Soil are not contained in the above described area located on the map.</i></p>		31	Adjacent to IRP Site 15  Possibly within RFA SWMUs 272, 273, 274	<input type="checkbox"/> BCT/SWDIV review. <input checked="" type="checkbox"/> No further review needed.