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November 12, 1996

Department of the Navy  
Southwest Division  
Navel Facilities Engineering Command  
1220 Pacific Highway  
San Diego, CA 92132-5190

**re: Notice of intent to prepare Environmental Impact Statement for the disposal and Reuse of Marine Corps Air Station El Toro, Santa Ana, California.**

Thank you for the opportunity to provide input to the Environmental Impact Study to evaluate the effects of the disposal and reuse of the Marine Corps Air Station (MCAS) at El Toro. We in the communities surrounding the El Toro Marine Base are united in our opposition on numerous grounds to the three proposals submitted by the Local Redevelopment Authority for reuse of the property. All three of these proposals are hostile to the current environment and will do irreparable damage to the surrounding communities.

We, the communities most affected by the proposed reuse of the El Toro site have been shut out of the planning process. Reuse planning of the El Toro property has been taken over by special interest factions in other segments of the county with a vested interest in enhancing the value of their own property holdings by moving all of the County's objectionable projects to the El Toro site. These projects will deprive area residents (including many current and former military personnel who own property in the area) of a reasonable return on their investments in their properties. Despite our repeated objections, not one person who represents the universal position of all of the communities surrounding the El Toro property has been appointed to any of the planning committees.

Planning has proceeded with the primary objective of moving all undesirable county projects to the El Toro site. Because converting El Toro into an international airport will make this area an unfit place to live, the LRA planners have decided to segregate our citizens into two classes and relocate all the undesirable members of our county onto this single site. This includes a maximum security prison, a homeless shelter, a psychological counseling center for mentally disturbed violent juveniles, a shelter for dysfunctional families, a disabled facility and other projects, all county sponsored programs. This demonstrates the total arrogance the planning committees have exhibited toward the citizens of this county.

We in the communities near the El Toro property strongly object to the current planning process of the Local Redevelopment Authority (LRA) for the following reasons:

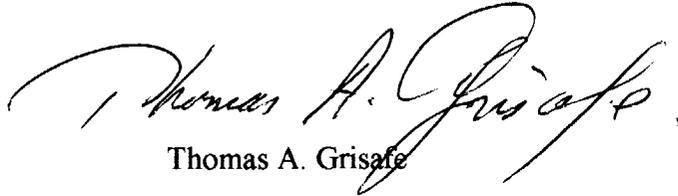
## Objections to The Reuse Proposal

1. The current **planning process has been taken over by special interest groups** for their personal gain by using the El Toro property as a dumping ground for all the undesirable projects in Orange County. These special interest groups have coerced other areas of the county into supporting the airport plan with the threat of locating undesirable projects in their communities if they refuse to support their plan.
2. As stated above, the current **planning process has been devoid of any representation of the local community needs**.
3. The airport **proposal circumvented the normal planning process** by placing a measure before the voters before any information was available concerning the wisdom of the project. Even with millions of dollars of propaganda from these special interest groups, the measure only passed with a fraction over 50% of the vote. All the communities surrounding the air base overwhelmingly opposed the project. The special interest groups have taken over the planning process and have since devoted the county resources toward trying to prove that the airport proposal is the only viable use for the El Toro property.
4. An airport at this site is **not the best use of this prime land** for the County. In fact, tying up this prime asset on this ill conceived scheme will work to the County's detriment. Despite numerous alternative proposals to meet the transportation needs of the county, the special interest groups are trying to force a single solution by limiting the El Toro property options to an international airport.
5. The LRA **proposal asserts numerous false premises** and then proceeds to use this misinformation to justify locating an international airport at El Toro. The proposal grossly exaggerates the airline passenger demand to both justify the construction of an unneeded facility and to rule out the existing John Wayne facility as a solution to meet those needs. The proposal presents only information favorable to building an airport at this site and omits and/or misstates numerous facts that would show that alternative uses are more beneficial to the County and its residents.
6. The LRA **proposal disregards the cumulative effect on the community** of the above noted projects planned for this area including hotels, a County Jail, a Sheriff's sub station, a County heavy equipment and truck maintenance facility and numerous other proposals. It also fails to address the cumulative impact of the several offensive projects planned for the area so that the net impact of these projects is not addressed. The proposal disregards numerous peripheral effects of an airport at this location such as 7000 cargo trucks per day on local streets, the socioeconomic effect on the communities and the impact on people with health problems such as breathing difficulties.

## **Objections to The Reuse Proposal**

(continued)

7. The primary objective of those managing the current planning process is to close John Wayne Airport to commercial air traffic and transfer it and numerous other undesirable County projects to El Toro so that wealthy Newport Beach land speculators can reap huge profits by building expensive homes on the currently worthless land in the take-off path of John Wayne Airport. (See attached news article)
8. Orange County is not in a financial position to embark on an endeavor of this magnitude in light of our recent bankruptcy. The airport proposal grossly understates the cost by disregarding several major cost factors such as liability damages to the surrounding communities and by understating the magnitude of those factors that are identified. Further it exaggerates the projected revenues. The County will be unable to satisfy the financial requirements of this project.
9. The current County proposal disregards aviation safety concerns expressed by the National Airline Pilots Association who have stated that the current runway configuration and design is unsafe as is the proposed take-off patterns. Proposed take-off and landing patterns are over populated areas, up hill, with the wind, heading into a mountain. Alternative take-off patterns are over even more densely populated areas.



Thomas A. Grisafe

## **Additional Information**

Below is additional information concerning the above comments:

1. The November '96 elections resulted in the overwhelming selection of candidates in South Orange County that oppose the LRA's plan for an airport at the MCAS site. The special interests are now trying to silence the elected officials by redistricting the County to split the dissenting voices into districts where opponents will be ineffective in opposing their actions. Where South County will soon have two voices on the 5-member Board of Supervisors, the redistricting is an attempt to eliminate all objections to the LRA plan.
2. In addition to the 24-hour international airport, the current proposal for the El Toro site includes relocating all of the above noted county sponsored social misfits to this site. Never in the history of this county has there been an attempt to consolidate so many low-income groups into a single area as there has been with the proposed reuse plan of the El Toro property. This is just another form of segregation to move undesirables away from the Newport Beach elite.
3. The County EIR is wrong in several of its assumptions as demonstrated by the inconsistencies between this Reuse EIR and the Musick Jail EIR in such matters as traffic volumes, pollution and noise levels. The County EIR claims that there will be a reduction in automobile pollution by building an airport at the El Toro site. It claims that reduced automobile trips to LAX will accomplish this feat. It fails to address the pollution impact on the local communities where it is projected that this operation will dump an additional 43,000 pounds of pollution each day into the air we breath, on our property and in our homes. Neither does it address the fact that competing airports will cause more pollution collectively because of reduced payloads. At least LAX dumps most of its pollution over the ocean where it does not directly affect the health of thousands of residents.

Omitting this critical information to "sell" the project is tantamount to fraud. To claim that this is a reduction in pollution is unconscionable. The County EIR is slanted in terms of the financial benefit to the county by basing the reports on a time frame in which the airport has the greatest advantage. In fact in the long run, the airport solution is less financially attractive to the county than any of the other proposals which were selected to show a best case scenario in favor of the airport proposal.

4. The general tone of the County EIR is that of a sales pitch rather than what it should be, an objective evaluation of the impact of the proposed project on the community. Every aspect of the report attempts to deceive the local communities by framing its statements in terms like “reduced noise” (for the few minutes each day when military jets fly), “reduced traffic” (for North County) and “reduced pollution” (for Los Angeles County). Clearly these negative effects will severely worsen for residents within several miles of the airport, yet the report tries to conceal the impact of these intolerable conditions. As noted above, the EIR attempts to conceal the true noise impact of the 24-hour per day operation on the local communities by stating average noise levels as opposed to a truer measure of disruption of residents’ lives. The existing military jets disrupt our lives a few hours per week and never at night or on the weekends. This proposal increases the disruption from a few hours per week to 24-hours per day, seven days per week. The County EIR fails to address the effects of the proposed project on residents’ lives, health and quality of life.
5. The County EIR is wrong in numerous facts and, consequently, it is wrong in its conclusions. The EIR is based on the false assumption that the airline passenger volume will reach 38 million per year by the year 2020. The EIR fails to consider demographic changes that will reduce the growth of airline passenger demand as the baby boomers retire. Several other forecasts have shown that the projection of 38 million passengers per year used in the County EIR for El Toro is grossly inflated. Clearly the intent is to conceal the fact that the real capacity requirements estimated at 18 million passengers per year closely approximate the true capacity of John Wayne Airport when it begins operations on the same 24-hour per day basis as is proposed for El Toro. Special interests have inflated the projected demand to justify closing John Wayne and relocating the operations to El Toro. This is more than twice the volume other agencies forecast for this area.
6. The EIR falsely states that there will be no impact on the local communities by locating a 24-hour international airport, an 8000-bed maximum security prison, a homeless shelter, a residence for dysfunctional families and mentally disturbed violent juveniles within a few hundred feet of existing homes.
7. The EIR does not address the cumulative effect of locating all of these offensive projects on a single site. This report should include the combined effect of all of these projects on the local property values, traffic, community maintenance, community security, and other issues that affect the local communities and County in general.
8. The entire planning process has been driven by money from special interest groups (primarily land speculators) from Newport beach who want to close John Wayne Airport before the present flight restrictions expire in the year 2005. Currently, John Wayne is operating at 30% capacity due to artificial flight restrictions that limit its operating hours and the size of aircraft allowed into the airport. Newport Beach land speculators will reap huge profits if they can prevent John Wayne Airport from becoming a 24-hour unrestricted airport and transfer the environmental problems associated with a 24-hour airport to El Toro.

9. South County's views have not been represented on any of the planning boards, the Citizens Advisory Commission, the Board of Supervisors or any of the other organizations that have contributed to the project planning. Even our district supervisor (who was appointed by the Governor on the recommendation of these special interest groups), donated money in direct opposition to our wishes, to defeat a ballot measure that opposed an airport. This process has been a complete fraud.
10. The EIR does not address the fact that the County is strongly divided on this issue both emotionally and on the basis of facts. Special interests have taken over the planning process with total disregard of the future impact on the relations of the southern communities in the County. If the airport becomes a reality, the scars that remain will run deep for many years promoting animosity between the North and South County as the constant noise and pollution depress those who have to live with the negative effects of these offensive projects.
11. The County EIR does not address how it will compensate residents when we are damaged in the form of decreased property values, increased criminal activity, increased insurance premiums, increased community maintenance costs to maintain clean streets, graffiti removal, and repair for damage to public and private property . It is apparent that the County intends to unload these and other financial burdens on local communities without just compensation.
12. The County EIR does not address the impact or control of visitors to our communities. Clearly there will be a significant increase in unsuitable transportation-oriented businesses (such as strip joints, bars and prostitution) that will affect our environment and our children. It is the intent of the County to leave us to our own resources to deal with these often dangerous persons in our homes, in our neighborhoods, in our schools and in our places of business.
13. The Airport EIR does not address the potential for using other airport facilities or locating an airport at other sites. Orange County would do well to sell the El Toro property and use the proceeds to build a high-speed transportation system to either LAX or Long Beach airport. We could also build an airport on the eastern border of the county where land is nearly worthless. The only barrier is access by the South County which could be easily solved with the land sale profit. This solution would also solve many of the county's problems including the Jail site location and business and personal transportation needs, and provide the added benefit of an expanded customer base by opening airport service to the inland counties of Riverside, San Bernardino and San Diego

OC REGISTRATION  
NOV 9, 1996

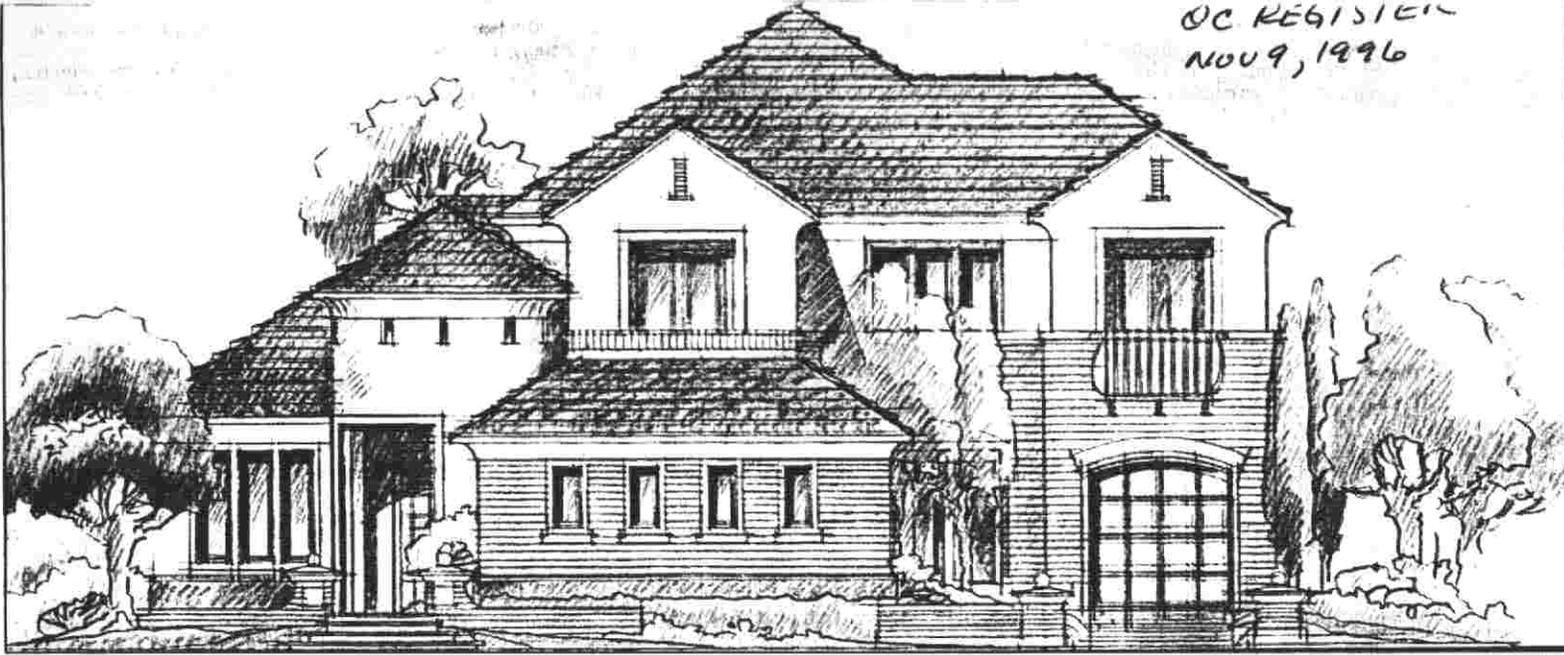


Photo courtesy of Laer Pearce and Associates

**IN GRAND STYLE:** Amenities to the homes in the gated community include 1,600-square-foot master suites with his-and-her private office/exercise rooms.

# LUXURY — AT LAST

**REAL ESTATE:** The upscale Pacific Bay Homes development in Newport finally gets started.

By **EDMUND SANDERS**  
The Orange County Register  
From Newport Beach

One of the largest home projects to be built in Newport Beach in a decade is finally under way at the former Loral site. Pacific Bay Homes, a unit of Ford Motor Co., has begun grading in preparation for a projected 403 luxury homes along Bison Avenue and Jamboree Road, furthering a three-year process to convert the industrial facility into Newport Beach's newest upscale neighborhood. The development — which has not yet been named — will include single-family homes ranging in size from 4,000 to 6,200 square feet. Prices will begin in the \$500,000s and rise to above \$1 million for one of the semi-custom homes. Amenities of the gated community



**LEONARD ORTIZ**/The Orange County Register

**ON SITE:** Patrick Hayes, left, and John Markley of Pacific Bay Homes stand on the land along Bison and Jamboree where 403 luxury homes are planned. will include 1,600-square-foot master suites with his-and-her private office/exercise rooms, said John Markley, president of Pacific Bay. The development company recently wrapped up the cleanup work re-

quired at the site after demolishing the old Ford Aeronutronic/Loral facility, vacant since the former Loral relocated to Rancho Santa Margarita. At one time, more than 1,500 employees worked at the aerospace factory built by Ford in the late 1950s. Originally, Ford and Pacific Bay planned to sell off the land to other homebuilders and develop a mid-priced housing tract of about 500 homes and condos. But the unique location of the land and Orange County's improving real estate market led Pacific Bay to scrap the original concept and proceed with a community of higher-priced homes. "This is really the last remaining site in Newport Beach to create this kind of community," Markley said. Patrick Hayes, project manager of Pacific Bay, said the company has been encouraged by recent sales increases at many upscale Orange County residential projects. Such higher-priced developments once were a sure bet in affluent Orange County, but the long real estate recession of the 1990s drove most builders to refocus their efforts on affordable products for first-time buyers. Now the so-called move-up market appears to be back. Several high-end residential projects enjoyed strong

Please see **PACIFIC BAY** Page 2

## Ford chief asset

**COURTS:** Am... chairman say lawsuit stems

By **RONALD CAMPBELL**

The Garner family bank. Too understanding... temporarily freeze assets. The asset freeze victory in a long... former chairman... merce National B... The Federal De... Garners and othe... insiders for \$10... fatally weakened... comptroller of... American Comm... still solvent. The FDIC law... Loaned \$1.7... she didn't have... million. Made seven... vey, including a... ald's \$60,000 Am... Paid \$150,000... ners, including... ter's wedding. Financed a... er agreed to giv... Garner and the... "All the FDIC... (comptroller) th... that have no bas... man, Joan Garn... He objected to... asset freeze. The... 23 to freeze the... King approved... the defendants... object at a hearin... mally granted or... "They wait the... man said. "Now... this is an emerg... An FDIC spoke... lawsuit. The Garners... sure of the bank... motivated by a... ner, who is Jewi... porter of Jewish

Commissioners are chosen.

The study — conducted by the California Policy Seminar, a program of the University of California and the state government — is significant because it projects escalating cargo volumes in Southern California, while at the same time recommending increased state involvement in a region that has jealously protected its turf from lawmakers in Sacramento.

The Los Angeles Customs District, the nation's largest, includes the two busiest U.S. con-

Local authorities are aware of the looming capacity constraints and are planning the nation's costliest infrastructure-development program. The region will spend \$4.3 billion on port, airport and intermodal infrastructure development by 2000. While lauding these projects, Erie said they could result in massive debt problems.

The ports are borrowing hundreds of millions of dollars for capital projects, while they are transferring millions of dollars to their city governments.

...of the state's capital programs. Transfers reduce pay-as-you-go financing and force greater reliance on debt, driving up capital financing costs," he said.

The report calls for even more action by the California State Lands Commission and the attorney general to stop the transfers. The Attorney General's Office this year filed suit to force Los Angeles to return \$20 million it had taken from the port.

Erie said it may be time to re-write laws governing the appointment of harbor commissioners and their role in deter-

and long-term commissioners are appointed by their mayors. They always consent to the financial transfers.

David Hauser, a former Long Beach harbor commissioner, said alternatives are risky. If

The governor or Legislature, they will answer first to Sacramento.

If commissioners are elected, they will feel pressure from citizens groups and campaign contributors.

## ORANGE COUNTY STOCKS

Stock data for leading Orange County based companies.

### HOW TO READ THESE TABLES

- ▶ **Ticker:** Trading symbol
- ▶ **Mkt. Cap.:** Value of all shares, in millions
- ▶ **Yld.:** Ratio of dividend to last share price
- ▶ **Load:** In addition to ongoing fund expenses, some funds charge a one-time fee, or "load," when new shares are purchased. Fee is expressed as the percent charged of the amount invested
- ▶ **PPE:** Projected P/E ratio based on analyst's estimates of current fiscal year earnings
- ▶ **% chg.:** Weekly price change expressed as a percentage.

For footnotes and other explanations, see NYSE table

52 week High	52 week Low	Stock	Ticker	Mkt Cap (\$mil)	Div	Yld	PE	PPE	Wk Vol	Wk High	Wk Low	Wk Last	Wk Chg%	Chg%	
20%	9%	ARV Assisted Living	ARVI	107				16	4257	12	10 1/4	11 1/4	- 3/4	- 5.2	
10 1/4	4	AST Research	ASTA	184					8782	4 1/4	4 1/4	4 1/4	+ 1/4	+ 5.7	
12	5%	Advanced Logic	AALR	144					115559	12	9 1/4	11 1/4	+ 1 1/4	+ 19.2	
42	28%	Allergan	ALLG	2,150	52 1/2	1.6	13	11	11086	33 1/2	30 3/4	32 1/2	+ 1 1/4	+ 5.7	
52 3/4	1/2	Alpha Micro	ALMI	11					3116	5 1/4	5 1/4	5 1/4	+ 1/4	+ 4.9	
16	13 1/4	Alyn	ALYN	151					4919	15 1/4	13 1/4	14 1/4	+ 1 1/4	+ 9.9	
16 1/4	7 1/4	Ambassadors Int'l	AMIE	64				17	58	9 1/4	9 1/4	9 1/4	- 1/4	- 1.3	
34	1 1/2	AmeriQuest	AQIS	34					3317	11 1/4	9 1/4	9 1/4	- 1 1/4	- 10.0	
15	4 1/4	American Vanguard	AMGD	18	06r	8	5		177	7 1/4	6 1/4	7 1/4	+ 1 1/4	+ 1.8	
21	14 1/4	Amplicon	AMPI	122	20	1.0	9		19	21	19 1/2	21	+ 1 1/4	+ 8	
35 1/2	16 1/4	Apria Healthcare	AHGI	1,097				14	12	15990	21 1/4	18 1/4	21	+ 1 1/4	+ 9.1
19 1/4	14 1/4	Armed All	ARMR	352	64	3.9	40	17	2277	16 1/2	16 1/2	16 1/2	- 3/4	- 2.2	
4	1 1/4	Aurora Elect.	AUR	5					90	1 1/4	1 1/4	1 1/4	- 1/4	- 3.7	
12 1/4	9 1/4	Bank of Yorba Linda	BOYL	4					1034	12 1/4	10 1/4	12 1/4	+ 1 1/4	+ 15.9	
41 1/4	32	Beckman Instr.	BEC	1,062	52	1.4	17	13	4715	37 1/2	36 3/4	36 3/4	- 1/4	- 3	
33	22 1/4	Bergen Brunswig	BBC	1,321	48	1.5	18	15	3188	32 1/4	30 1/4	32 1/4	+ 1 1/4	+ 6.1	
33	22 1/4	Bioscience	BLTI	14					1386	35 1/4	25 1/4	3 1/4	- 3 1/4	- 5.7	
9 1/4	1 1/4	Biomerica	BMRA	14				29	910	4 1/4	3 1/4	3 1/4	- 1/4	- 3.0	
28	12 1/2	Biopsy	BIOP	192					75	2651	19 1/4	16 1/4	18 1/4	+ 1 1/4	+ 9.5
15 1/4	7 1/4	Boyd's Wheels	BYDS	57				24	14	1602	14 1/4	12 1/4	14 1/4	+ 3/4	+ 5.4
11 1/4	2 1/4	Bridgford Foods	BRID	75	24	3.0	13	17	77	8 1/4	7 1/4	7 1/4	- 3/4	- 9.9	
13 1/4	3 1/4	CET Environmental	ENW	32					382	2 1/4	4 1/4	4 1/4	+ 1 1/4	+ 8.7	
34 1/4	14 1/4	CKE Restaurants	CKR	577	08	3	34	24	18480	30 1/4	28 1/4	30 1/4	+ 3/4	+ 2.1	
4 1/4	1 1/4	CalComp	CLCP	9					1378	2 1/4	2 1/4	2 1/4	- 1 1/4	- 24.4	
6	2 1/4	Cam Data Sys.	CADA	8					11	9					
17 1/4	10 1/4	Cardiov. Dynamics	CDVD	126				11	9	61	2 1/4	2 1/4	2 1/4	- 1 1/4	- 2.3
11 1/4	4 1/4	Ceradyne	CRDN	66				18	11	1550	8 1/4	7 1/4	8 1/4	+ 3/4	+ 4.8
9	1 1/4	Cerplex Group	CPXL	20					5309	2 1/4	1 1/4	1 1/4	- 3/4	- 29.4	
6 1/4	5	Chicago Pizza	CHPO	30					1487	5 1/4	5	5	- 1/4	- 2.4	
9 1/4	5 1/4	Cocensys	COCN	131					1760	6 1/4	5 1/4	6	+ 1/4	+ 2.4	
22 1/4	9 1/4	Comarco	CMRO	80				20	14	444	17 1/4	16 1/4	16 1/4	+ 1/4	+ 3.1
15 1/4	6 1/4	Comp. Care	CMP	35					502	12 1/4	11 1/4	12 1/4	+ 3/4	+ 6.4	
14 1/4	7 1/4	Consumer Portfolio	CPSS	211				16	13	13247	14 1/4	13 1/4	14 1/4	+ 1 1/4	+ 8.6
38 1/4	26 1/4	CorVel	CRVL	133				17	13	494	28 1/4	27 1/4	28 1/4	+ 1 1/4	+ 2.4
17 1/4	8	Core	CORE	60					19	1222	10 1/4	10	10	- 1/4	- 2.4
8 1/4	2 1/4	Cortex	CORX	22					2103	3 1/4	2 1/4	3	+ 1/4	+ 9.1	
29 1/4	16	Data Processing	DPRC	135				24	278	20 1/4	18 1/4	18 1/4	- 2	- 9.9	
15 1/4	7 1/4	Datsa	DATM	64				95	11	855	10 1/4	10 1/4	- 3/4	- 6.7	
15 1/4	22 1/4	Day Runner	DART	187					15	1714	28	26 1/4	28	+ 1 1/4	+ 3.2
7 1/4	1 1/4	Dense-Pac	DPAC	29				35	9	2390	2 1/4	1 1/4	1 1/4	- 1 1/4	- 15.2
12	10	Diedrich Coffee	DDRX	53					2492	10 1/4	10	10	- 3/4	- 3.6	
26 1/4	19 1/4	Downey S&L	DSL	439	48b	1.9	22	10	884	25 1/4	25 1/4	25 1/4			
3 1/4	1 1/4	Dynastion/ATI	DYNO	12					1	1 1/4	1 1/4	1 1/4	+ 1/4	+ 16.7	
20 1/4	13 1/4	Eldorado Banc.	ELB	76	40f	2.0	14	11	52	19 1/4	18 1/4	19 1/4	+ 3/4	+ 3.3	
21 1/4	6 1/4	Emulex Corp.	EMLC	101					17	2683	18 1/4	16 1/4	17	- 1 1/4	- 2.9
37 1/4	21 1/4	FHP Corp.	FHPC	1,458				83	23	20851	36 1/4	33 1/4	35 1/4	+ 1 1/4	+ 4.8
18	12	Fidelity Natl.	FNAT	206	28b	1.8	13	10	576	16 1/4	15 1/4	15 1/4	- 3/4	- 2.3	
67	20	FileNet	FILE	160					60	14	5701	23 1/4	23 1/4	+ 2.6	
30 1/4	18 1/4	First Alliance	FACO	168					5057	30 1/4	27 1/4	30 1/4	+ 2	+ 7.1	
39 1/4	22 1/4	First Am. Fin.	FLAF	399	72	2.1	12	9	1019	36 1/4	34 1/4	34 1/4	- 1 1/4	- 4.5	
31 1/4	54 1/4	Fluor Corp.	FLR	5,716	68	1.0	23	18	16955	68 1/4	64 1/4	68 1/4	+ 3 1/4	+ 5.4	
27 1/4	16	Furon	FCY	187					10	814	21	20 1/4	21 1/4	+ 1 1/4	+ 6
10 1/4	5 1/4	GB Foods Corp.	GBFC	41					503	7	6 1/4	6 1/4	- 1/4	- 7.1	
17 1/4	7 1/4	GT Bicycles	GTBX	136				23	12	697	13 1/4	13 1/4	13 1/4	+ 3/4	+ 9
4 1/4	3 1/4	Gen. Automation	GA	17					11	925	25 1/4	21 1/4	22 1/4	- 1 1/4	- 7.1
9	5	Gish Biomed	GISH	21				65	13	2904	4 1/4	3 1/4	3 1/4	- 1 1/4	- 11.1
8 1/4	2 1/4	Graphix Zone	GZON	18					671	17 1/4	1 1/4	1 1/4	+ 1 1/4	+ 10.0	
21 1/4	19 1/4	Hansen's	HANS	26					394	3 1/4	3 1/4	3 1/4			
5 1/4	3 1/4	Hycor Biomed	HVBD	12				21	16	1943	4 1/4	3 1/4	4 1/4	+ 1 1/4	+ 8.8
6 1/4	5 1/4	I-Flow	IIFL	43					7	9581	20 1/4	18 1/4	20 1/4	+ 1 1/4	+ 8.8
28	17	ICU Medical	ICUI	75	31	1.5	9	14	12	2865	8 1/4	8 1/4	8 1/4	- 3/4	- 7.7
18	6 1/4	Imagyn	IGVN	64					3310	8 1/4	6 1/4	7 1/4	- 3/4	- 2.7	
19 1/4	5	Imperial Credit	ICIL	674				64	16	10229	17 1/4	15 1/4	16 1/4	- 3/4	- 2.2
22 1/4	12	Imperial Mortgage	IMH	153	1.44e	6.4	10	10	1081	22 1/4	21 1/4	22 1/4	+ 1 1/4	+ 1.1	
7 1/4	4 1/4	Insight Health	IHSC	19					478	6 1/4	6 1/4	6 1/4	+ 1 1/4	+ 0	
25	20	Ingram Micro	IM	3,217					65734	25	20 1/4	24 1/4	+ 4 1/4	+ 20.7	
9	4 1/4	Interpore	INTP	38				32	26	722	5 1/4	5 1/4	5 1/4	- 1/4	- 2.4
12 1/4	5 1/4	Invo Int'l	INVO	5					1	134	5 1/4	5 1/4	+ 1 1/4	+ 8.3	
24 1/4	16 1/4	Irvine Apt. Comm.	IAC	458	1.46f	5.9	28		8	2520	24 1/4	23 1/4	24 1/4	+ 2 1/4	+ 9.9
7 1/4	1 1/4	Irvine Sensors	IRSN	25					6157	1 1/4	1 1/4	1 1/4	+ 3 1/2	+ 7.1	
5 1/4	4 1/4	Javelin Systems	JVNL	14					643	5 1/4	4 1/4	5			
17 1/4	13 1/4	Koll Real Estate	KRES	10					4689	10	10	10			
16 1/4	4 1/4	Krause's Furniture	SOFA	5					17	1 1/4	1 1/4	1 1/4	+ 1 1/4	+ 11.1	
16 1/4	4 1/4	LL Knickerbocker	KNIC	149				71	2302	10 1/4	9 1/4	9 1/4	- 1/4	- 2.5	
7 1/4	3 1/4	Luther Medical	LUTH	12					665	4	3 1/4	4	+ 1 1/4	+ 3.2	
10 1/4	5 1/4	MA Systems	MA	63				4	5	932	7 1/4	7 1/4	+ 1 1/4	+ 6.6	
6 1/4	3 1/4	MTI Technology	MTIC	69					4562	2 1/4	2 1/4	2 1/4	+ 1 1/4	+ 10.3	
12 1/4	6 1/4	Medstone Int'l.	MEDS	39	16t			7	1057	7 1/4	6 1/4	7 1/4	+ 3/4	+ 9.6	