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Anchorage, AK 99501-1981
PHONE: 907.279.8561
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www.perkinscoie.com

December 10, 2004

RECEIVED

Emily Youcha
Environmental Specialist
Alaska Department of Environmental Conservation
610 University Avenue
Fairbanks, AK 99709-3643

DEC 13 2004

**CONTAMINATED
SITES
FAIRBANKS**

Re: Camp Lonely Landfill

Dear Ms. Youcha:

On behalf of our client, Cook Inlet Region, Inc. ("CIRI"), we are submitting this letter and the enclosed documents as a response to your September 27, 2004 letter and the accompanying ADEC Information Request relating to the Camp Lonely Landfill Site on the North Slope, adjacent to the Beaufort Sea (the "Site"). The Site is owned by the Bureau of Land Management ("BLM"). CIRI had a 20-year lease to the Site, which is up for renewal in 2004. For your convenience, and for ease of future reference, we have bates-stamped the documents.

CIRI has made a good faith effort to review the documents in its possession relating to the historical conditions and activities at the Site; however, CIRI is continuing to look through its records and will forward any additional responsive material that it identifies. Nothing in these responses should be construed as an admission of any fact, legal conclusion, or liability. In any and all subsequent discussions and proceedings, CIRI reserves all of its rights to contest such facts, legal conclusions, and liability and to assert any and all defenses that may be available to it.

Specifically, CIRI believes that it is not a responsible party at the Site. While CIRI leased the land from the BLM and is listed as the permittee, CIRI never operated the Site and never disposed of any hazardous substances at the Site. To the best of CIRI's knowledge, Federal agencies, including the United States Air Force ("USAF") and its contractors, and the Federal Aviation Administration ("FAA") were the only parties to

[09712-0022/DA042920.004]

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dispose of materials at the Site and, pursuant to a Memorandum of Understanding ("MOU") between CIRI and the USAF, which is described further below, the USAF remains solely responsible for liabilities associated with the cleanup and closure of the Site in accordance with ADEC requirements.¹

CIRI also notes that any inadvertent disclosure of documents that are privileged under the attorney-client privilege, work product doctrine, trade secret protections, or any other basis recognized by law should not be construed as a waiver of such protections with respect to those documents or any other documents. CIRI expressly reserves its right to object to any and all uses of such documents including, but not limited to, their admission as evidence in any administrative or judicial proceeding.

CIRI notes that your letter describes a June 2004 reconnaissance survey of sites at and near Point Lonely, which was conducted by USAF Civil Engineering Squadron staff and environmental consultants, along with BLM staff. While we have received copies of the photographs from this survey, we have not seen any written documentation of this survey. In order to accurately and fully respond to the request for information and the allegations raised in your letter, CIRI requests a copy of the report and any other documentation filed by or on behalf of the USAF regarding the June 2004 survey. CIRI reserves all rights to amend or supplement this response after reviewing those materials.

CIRI preliminarily responds to your information request as follows:

- 1. Provide name and company affiliation of the person answering the questionnaire.***

Eric Fjelstad, Esq., and Sloane Anders Wildman, Esq., Perkins Coie, LLP, counsel for CIRI.

¹ CIRI also notes that the use of terms that may have legal significance including, but not limited to: owner, operator, hazardous substance, release, threatened release, and contamination, is for CIRI's convenience only in providing a useful response. The use of any such terms should not be construed as stating or implying the truth of any factual matter or any conclusion of legal significance.

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2. ***Provide information on who placed, stored or disposed of wastes at the site, the types and volumes of wastes placed, stored or disposed of at the site, and when these activities occurred.***

To the best of CIRI's knowledge, the USAF and one of its contractors, FELEC Services, Inc. (now ITT), the Federal Aviation Administration and Husky Oil placed, stored or disposed of wastes at the Site. Please see CIRI's response to request #6 and the enclosed documents.

3. ***Provide copies of all studies, reports, and supporting information (including pre-acquisition assessments and work done on behalf of other parties) which you have knowledge of which address past and/or present environmental conditions at the site. Identify the name, title, address, and phone number of the party(s) who are responsible for preparing the studies or information. Information which has been previously submitted need not be submitted again (unless specifically requested in a subsequent communication) if you can provide the name of the office (and name and title of DEC representative, if known) to whom the report was previously provided to.***

CIRI is not aware of any studies, reports or supporting information regarding the Site, other than the survey apparently conducted by the USAF in June 2004 and testing conducted by FELEC (now ITT) in 1986. Information on FELEC's testing is included with the enclosed documents.

4. ***Provide a description of any ongoing or planned investigations or cleanup work at the site. Identify the names, titles, and phone numbers of the individuals responsible for preparing the studies or information.***

CIRI is not aware of any ongoing or planned investigations or cleanup work at the Site.

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5. *Provide a description of known releases at the site (date of occurrence, quantity released, type of substance released, etc.) and a description of corrective measures that were taken. Provide information on any suspected releases, which may have occurred or are occurring.*

In June 1984, a watchman found batteries at the Site that appeared to have been disposed of by the FAA. In addition, FELEC Services (now ITT), a contractor for USAF, found elevated levels of chromium at the Site during sampling in August 1986. Information on FELEC's testing is included with the enclosed documents.

6. *Describe the nature of past and present operations at the site, in particular, any actions that may have caused the release or threat of release at the site*

In the late 1970s and early 1980s, Husky Oil operated the Site as part of the camp that supported the federally sponsored oil exploration program at the Naval Petroleum Reserve. Husky abandoned the camp and the Site in November 1981. CIRI acquired the leasehold for the camp, including the Site, in early 1983 in an auction and obtained a landfill permit from ADEC on March 31, 1983.

Before CIRI acquired the leasehold, there is evidence that at least as early as October 1982, the USAF was using the landfill for its nearby operations. The USAF had planned to construct its own landfill, but the design and permitting process would take some time. In the interim, in September 1983, CIRI proposed a service-for-service exchange with the USAF. The USAF would use the Site in exchange for basic room and board for the CIRI watchmen. CIRI and the USAF entered into a letter agreement to this effect on December 1, 1983. The letter agreement was to last one year or until CIRI's Camp Lonely was able to be self-sustaining, whichever came first. It appears that Husky, the FAA, USAF and its contractors used the landfill exclusively. Our records indicate a single instance where CIRI apparently disposed of solid waste at the Site. A watchman's report notes that he took a "broken box to the dump" in December 1984.

The ADEC inspected the Site on June 10, 1986 and found it to be "in a very dismal state." At that time, CIRI advised ADEC that the USAF was the sole user of the Site. The ADEC sent a letter to the USAF on July 15, 1986 noting that "the uncovered solid waste was over the margin in terms of allowable dimensions prior to compaction and coverage. The landfill proper and surrounding ponded water over an area of two acres

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were dramatically colored a deep red by some unknown water-soluble substance." ADEC indicated in that letter that it would not issue a permit for the USAF's planned landfill pending agreement between CIRI and the USAF regarding close-out of the Site.

On July 2, 1986, according to two CIRI internal file memoranda, CIRI inspected the Site and found that the USAF had dumped what CIRI referred to in one of its memoranda as "illegal materials." CIRI contacted the USAF about CIRI's

findings of non-compliance with permit stipulations for the operation of the Camp Lonely landfill, based upon the visual observations made by [CIRI]. It was clear that several non-allowable items had been deposited in said landfill by the Lonely DEW line [USAF] personnel. Items such as waste oil, paint solvents, epoxy, scrap metal, and dye were among the more obvious.

According to the CIRI memo, the USAF assured CIRI that "they would do whatever was necessary to have the contractor ... bring the landfill back up to compliance standards"

The USAF then notified its contractor, FELEC Services, of the "landfill discrepancies" and insisted that the contractor take responsibility for any costs associated with cleanup, fines, or penalties at the Site. The USAF sent a letter to CIRI in October 1986 acknowledging that its contractor had placed unauthorized items in the landfill and explaining that its contractor had been unaware of its legal and permit responsibilities. The USAF also noted that, at its insistence, the contractor removed the unauthorized items and conducted an inspection, but did not locate any other unauthorized items. Water quality testing for the Site showed elevated levels of chromium, but the chromium levels reduced significantly in subsequent testing.

In late 1986, CIRI and the USAF then entered into a Memorandum of Understanding ("MOU") allowing the USAF's continued use of the Site until the USAF obtained a permit for its own landfill. Under the MOU, the USAF agreed to be responsible for "liabilities incurred during sole usage landfill operation period," for "compliance with state and federal regulations during sole-use period," and "to close the CIRI landfill in accordance with permit stipulations."

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In August 1989, the USAF notified CIRI that it wanted to terminate the MOU and close the landfill. CIRI told the USAF that it needed to document its cleanup and closure, or the USAF would be responsible for indemnifying CIRI.

In October 1989, FELEC (now ITT) sent a letter to the USAF saying that the CIRI landfill had been closed, fertilized and seeded in August 1989.

On May 18, 1990, the ADEC authorized closure of both the USAF landfill and the Site "provided that all provisions set forth in the permit regarding post-closure monitoring would be followed." However, two years later, on September 3, 1992, the ADEC informed CIRI that it had been mistaken and that the Site had not been closed out properly. The ADEC explained that the closure of USAF's own landfill at the same time apparently had caused some confusion at the agency. CIRI did not hear any more from the ADEC for the next 11 years. In January 2003, the ADEC provided notice of annual solid waste facility fees, noting again that the Site was not closed out properly. CIRI forwarded the invoice to the USAF, who paid it in April 2003.

7. *Identify persons to whom you leased all or a portion of the property and describe the nature of their operations.*

CIRI did not own the Site, and leased it from the BLM. However, the USAF used the Site pursuant to the MOU. The USAF's use of the Site is described in response to question 6, above.

8. *Provide a list of persons, and their phone numbers and addresses, who have knowledge about the use, storage or disposal of hazardous materials at the site.*

CIRI believes that the USAF and FAA personnel would have the best knowledge about the use, storage or disposal of hazardous materials at the Site, if any. In addition to the USAF, the following people may have some knowledge about any use, storage or disposal of such materials at the Site.

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Name	Position/Affiliation	Phone Number	Address
Kirk McGee	Vice President-Real Estate (CIRI)	(907) 274-8638	2525 "C" Street, Suite 500 P.O. Box 93330 Anchorage, Alaska 99509
Nick Pestrikoff	CIRI watchman from approximately 1984 - 1986	(907) 680-2275	Unknown

9. Provide other relevant information on the site history, operations, cleanup work, or agreements that may be applicable to this matter.

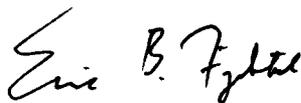
CIRI is not aware of any additional relevant information on the site history, operations or cleanup work.

10. Provide information regarding the existence of insurance coverage for damages resulting from releases of hazardous substances and copies of all such insurance policies, both currently in effect and in effect during the periods of activity in question.

CIRI is providing copies of relevant insurance policies dating back to 1982.

If you have any questions or concerns regarding this response, please contact me at (907) 263-6973.

Sincerely yours,



Eric B. Fjelstad

Enclosures

cc: Lisa Rieger, CIRI (w/encls.)
Hazel Felton, CIRI (w/encls.)
Sloane Anders Wildman, Perkins Coie (w/encls.)

320.38.007
000008 *gr*

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION
March 31, 1983

BILL SHEFFIELD, GOVERNOR
Please reply to:
Northern Regional Office
Pouch 1601
Fairbanks, Alaska 9970
(907) 452-1714

COOK INLET REGION, INC

CERTIFIED MAIL 32602
RETURN RECEIPT
REQUESTED

RECEIVED

APR 07 1983

Mr. Kirk McGee
Cook Inlet Region, Inc.
P.O. Drawer 4-N
Anchorage, Alaska 99509

DEC 13 2004

Land Department

**CONTAMINATED
SITES
FAIRBANKS**

Dear Mr. McGee:

RE: Solid Waste Permit 8331-BA001-Camp Lonely

The Department of Environmental Conservation has completed its evaluation of your Solid Waste Permit application for operation of a landfill at Camp Lonely, Section 18, T18N, R5W, Umiat Meridian, and is issuing the enclosed permit in accordance with AS 46 and 18 AAC 15. Please review the conditions and stipulations in the permit and ensure they are all understood. This permit is effective upon issuance and expires April 1, 1988.

Any person who disagrees with this decision may appeal the decision by requesting an adjudicatory hearing, using the procedures contained in 18 AAC 15.200-310. Hearing requests must be delivered to the Commissioner of the Department of Environmental Conservation, 3220 Hospital Drive, Pouch O, Juneau, Alaska 99811, within thirty days of receipt of this letter. If a hearing is not requested within thirty days, the right to appeal is waived and the decision becomes final.

Sincerely,

Douglas L. Lowery

Douglas L. Lowery
Regional Environmental Supervisor

Enclosure: 8331-BA001

cc: Keith Kelton, ADEC
Dick Williams, ADEC
Eugene Brower, Mayor/NSB

STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
POUCH 1601
FAIRBANKS, ALASKA 99701

SOLID WASTE DISPOSAL PERMIT

PERMIT NO. 8331-BA001

DATE ISSUED: March 31, 1983

This Solid Waste Disposal Permit is issued to Cook Inlet Region, Inc., P.O. Drawer 4-N, Anchorage, Alaska 99509, for the operation of a landfill at Camp Lonely, Section 18, T18N, R5W, Umiat Meridian. This permit is subject to the conditions and stipulations contained in Appendices A and B, which are incorporated herein by reference.

This permit is issued under provisions of Alaska Statute 46.03, the Alaska Administrative Code, as amended or revised, and other applicable state laws and regulations.

This permit is effective upon issuance and expires April 1, 1988. It may be terminated or modified in accordance with AS 46.03.120.

Douglas L. Lowery
Douglas L. Lowery
Regional Environmental Supervisor

APPENDIX A - SPECIFIC PERMIT CONDITIONS

I. PREPARATION AND DEVELOPMENT

The permittee shall:

- a. Upon occupancy of camp ensure that all windblown litter, trash, and other garbage are collected and disposed of in the landfill.
- b. Ensure that the length and width of the fills are compatible with the projected long term needs of the project.
- c. Erect and maintain a readily visible sign which provides users with the following information:

facility identification;
conditions for use;
owner/operator's name & address;
and emergency phone number.

II. OPERATION

The permittee shall:

- a. Store all kitchen wastes and other putrescible wastes in a safe and sanitary manner prior to incineration or burial. The wastes will at no time be stored where they may attract or be accessible to wildlife.
- b. Incinerate as much of the putrescible and combustible wastes as practical prior to land disposal.
- c. Operate the incinerator in compliance with the Alaska Air Quality Control Regulations, 13 AAC 50.
- d. Cleanup and control all littered and windblown material in and around the facility through the use of regular policing or other means as required.
- e. Prohibit the landfilling of all liquid wastes including sewage sludge, oil wastes, greases, paints, drilling muds and hazardous or toxic substances.
- f. Restrict disposal at the facility to incinerator residue and ash, small metal wastes, glass and other inert and nonhazardous materials, construction wastes, and domestic refuse.
- g. Deposit solid wastes in cells located along the side of the existing pad at locations approved by the department. The cells shall not exceed twenty-five feet by fifty feet in width before final cover is applied. Final cover shall be applied so that it conforms to the height of the existing pad.

II. OPERATION (Continued)

- h. Spread the wastes deposited in the cells in layers not exceeding two feet in depth and compact with a heavy tractor or other similar equipment.
- i. Limit the total depth of the compacted layer of solid waste to four feet or less, and cover with two feet of compacted earth upon completion of solid waste filling.
- j. Operate only one disposal cell at a time and shall not begin filling a new cell until the previously operated one is completely filled and covered.
- k. Grade the completed landfill area to promote surface water runoff without erosion. Surface restoration and erosion control work such as revegetation will be required if the department determines that significant erosion has occurred within two years of facility closure.
- l. Be allowed to provide final cover and grading the following spring if landfill operation is terminated during the winter.

III. BURNING

The permittee shall:

Prohibit open burning at the landfill site and immediately extinguish any fires which occur. The permittee shall notify the Northern Regional Office if any fires occur. Call 452-1714.

IV. PROHIBITIONS AND SPECIAL RESTRICTIONS

The permittee shall:

- a. Prohibit discharge of firearms at the facility.
- b. Prohibit disposal of hazardous and oily wastes, waste oils, sludges, greases, paints, drill muds, and chemical wastes at this facility unless prior written permission is obtained from the department.
- c. All "disposal prohibited" or salvageable items shall be segregated and stored in an approved location and/or transferred to an approved final disposition location. Maximum storage period shall be one year.

V. MONITORING AND REPORTING

The permittee shall:

- a. Notify the Department of Environmental Conservation ten days prior to removal of earthmoving equipment from the completed landfill.
- b. Submit two (2) sets of "as-built" or record drawings of the completed facility within ninety (90) days of facility completion and closure. The drawings shall accurately show the limits of all solid waste deposition, both horizontally and vertically, including the limits of each trench. The drawings may be referenced to the State Plane Coordinate System, or other recognized system, or to a monumented, well referenced local system described on the drawings.

VI. CLOSURE

This permit shall be amended to provide for the upgrading or closure of the site, if the facility is classified as an "open dump" in accordance with the inventory and definitions being developed by the Environmental Protection Agency under the Resource Conservation and Recovery Act of 1976, P.L. 94-560.

APPENDIX B - GENERAL PERMIT CONDITIONS

I. ACCESS AND INSPECTION

The department's representative shall be allowed access to the permittee's facilities to conduct scheduled or unscheduled inspections or tests to determine compliance with this permit, state laws, and regulations.

II. AVAILABILITY OF RECORDS

Except for information relating to secret processes or methods of manufacture, all records and reports submitted in accordance with the terms of this permit shall be available for public inspection at the regional office of the Alaska Department of Environmental Conservation.

III. CIVIL AND CRIMINAL LIABILITY

Nothing in this permit shall be construed to relieve the permittee from civil or criminal penalties for noncompliance, whether or not such noncompliance is due to factors beyond his control, including but not limited to, accidents, equipment breakdowns, or labor disputes.

IV. PROPERTY RIGHTS

The issuance of this permit does not convey any property rights in either real or personal property, or any other privileges; nor does it authorize any damage to private property or any invasion of personal rights, nor any infringements of federal, state, or local laws and regulations.

V. SEVERABILITY

The provisions of this permit are severable and, if any provision of this permit or the application of any provision of the permit to any circumstances is held invalid, the application of such provision to other circumstances and the remainder of this permit shall not be affected thereby. Notwithstanding the above, in the event that such invalidation materially alters the scope or conditions of this permit, the department shall have the right, at its sole option, to terminate the permit.

VI. STATE LAWS

Nothing in this permit shall be construed to preclude the institution of any legal action or relieve the permittee from any responsibilities, liabilities, or penalties established pursuant to any applicable state law or regulation.

VII. POSTING OF PERMIT

The permittee shall retain a copy of this permit at the disposal facility.

VIII. TRANSFERS

This permit is not transferable and is the property of the State of Alaska, Department of Environmental Conservation. Should operation of the facility be contracted, or a change in contractors be made, the new contractor shall be notified of the existence of the permit and its conditions. A copy of the written notification shall be forwarded to the Regional Supervisor of the Department of Environmental Conservation, Pouch 1601, Fairbanks, Alaska 99707.

Inter - Office Memorandum

TO: Kirk McGee, Director, Planning & Development

FROM: Maria Williams, Secretary, Land & Resources *MW*

Date: June 28, 1983

Subject: CAMP LONELY WATCHMAN REPORT

Gordon Shanigan called today, June 28, 1983. He talked to Bill Skinner about the dump, Bill said not to worry about it, that they would bury it.

Gordon will try to obtain a copy of what CIRI is being charged to house the watchman.

MW/

Gorda Sharyans Activity Report
Recd 7-21-83

Monday - 11

Spent Half day opening shutters on Dorms & Kitchen - opened windows - should dry out fairly fast - only thing wet is Kitchen - Don't see any leaks yet - Bill patched with silicone rubber - so shouldn't leak - Skinner on vacation new Station Chief Cecil Bovee - Had a nice long talk with him about Dump - told him to read the permit. he did. He went down to the Dump & looked it over - and was irate with his operators (Dump is their job) then he had a talk with them, and next day - car & loader started Bugging.

Tuesday - 12

Finally managed to get a pallet of soda ASH moved - had to find out how many sacks per pallet & pounds - continuing inventory on pipe - Dump is looking nice - Almost Bugged

Wednesday

Finished inventory on pipe - on the 9^{3/4}" casing - I can only find 324 pieces of pipe 40 feet long - But on the white Inventory Sheets I noticed

000017

CIRI

COOK INLET REGION, INC.

September 12, 1983

Ed Maddox
DEW System Office
4700 Air Defense Sq. (TAC)
Petersen, AFB, Colorado 80914

Dear Mr. Maddox:

As we have discussed, both CIRI and the Air Force have mutual interests at Lonely, Alaska. In order for both to make use of the facilities for our mutual benefit, we offer a service for service exchange, which would allow the Air Force use of our landfill in exchange for providing the basic room and board for our watchman. I understand we would still be charged any culinary overtime. I am attaching a copy of our DEC permit to operate the landfill.

It is difficult to estimate when the camp will be opened. It is our intention to have the camp ready for the oil companies use as they begin operations in the OCS Sale area. In our discussions with several companies we have been told that drilling offshore Lonely will be next summer at the earliest. We have had considerable interest in using the camp as a staging area and look forward to operating cooperatively with the Air Force in the same manner as the USGS/Husky effort.

Sincerely,

COOK INLET REGION, INC.



Kirk McGee
Director, Land Planning & Development

KM/slb

Enclosure

DEPARTMENT OF THE AIR FORCE

4700th AIR DEFENSE SQUADRON (SUPPORT) (TAC)

PETERSON AIR FORCE BASE, COLORADO 80914


 COPY TO
 ATTN OF: CC

1 December 1983

SUBJECT: Letter of Agreement

 TO: Cook Inlet Region, Inc.
 ATTN: MR. Kirk McGee
 Director, Land Planning and Development
 CIRI Building
 2525 "C" Street
 P.O. Drawer 4-N
 Anchorage, AK 99509

1. Upon acceptance by Cook Inlet Region, Inc. this letter will constitute an agreement between the 4700th Air Defense Squadron (Support) (Tactical Air Command), Peterson Air Force Base, Colorado 80914 and Cook Inlet Region, Incorporated, Anchorage, Alaska 99509 for reciprocal services at Lonely, Alaska.

a. The 4700th Air Defense Squadron, through the Distant Early Warning (DEW) Line Station, POW-1, will provide lodging and messing support to the CIRI watchman employed at Camp Lonely. Such support shall be provided on a nonreimbursable basis in exchange for the right to utilize the landfill.

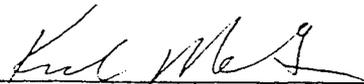
b. Cook Inlet Region, Inc. will permit the DEW Line Station POW-1 the use of the CIRI landfill operated at Lonely, Alaska on a nonreimbursable basis. CIRI will maintain the necessary ADEC permits for the operation of the landfill and will advise the 4700th Air Defense Squadron of any changes concerning the permit which may affect the use of the landfill.

c. Both the 4700th Air Defense Squadron and Cook Inlet Region, Inc. agree to hold the other blameless for any actions resulting from their availing themselves of the reciprocal services.

2. This agreement shall remain in effect until 1 December 1984, or until such time as the CIRI Camp at Lonely has the ability to be self-sustaining, whichever occurs first. Both parties agree to provide the other a minimum of 60 days notice regarding any changes in services provided.

3. This "Letter of Agreement" will be considered as a formal agreement upon your acceptance, countersignature and our receipt of one authenticated copy.


 JOE F. WEEMS, Colonel, USAF
 Commander


 Cook Inlet Region, Inc.

Date: Jan 4 1984

Inter - Office Memorandum

TO: Camp Lonely Personnel

FROM: *PA* Perry R. Ahsogeak, Land Administration Officer

Date: September 24, 1984

Subject: Camp Lonely

The Air Force has kindly let us the use of their camp facilities on a trade-off basis -- they provide room and board for the CIRI employees in exchange for the use of our garbage dump.

CIRI appreciates the Air Force letting us use the camp facilities and CIRI employees should extend every courtesy possible to Air Force personnel and their guests.

Air Force personnel are not restricted from visiting our camp grounds, however they should be accompanied by a CIRI staff member or have prior approval from this office before entering any CIRI facility unless it is on an emergency basis.

Any reasonable request from Air Force personnel for minor expendable items (i.e., nails, nuts, bolts) should be granted.

Requests by Air Force personnel for major items or any changes to the use of either CIRI or Air Force facilities will be coordinated through this office only.

Any questions that arise from the above procedures from CIRI or Air Force personnel should be directed to me at this office. Thank you for your cooperation.

PRA:cif

072:9

cc: Mr. Ahsogeak
See memo

CIRI COOK INLET REGION, INC.

Inter - Office Memorandum

TO: File

FROM: Edward S. Cronick, Manager, Business Planning & Development
EdC.

Date: July 9, 1986

Subject: CAMP LONELY

A return call was received ²² this date from a Major Charles ^{Burnes} ~~Parson~~, USAF at Peterson AFB ((303) 544-4928) in regards to our inquiry of Colonel Charles Smiley regarding concerns over status of the Camp Lonely landfill made by myself and Steve Planchon of the Land Department.

I reiterated our findings of non-compliance with permit stipulations for the operation of the Camp Lonely landfill, based upon the visual observations made by myself and Mr. Planchon. It was clear that several non-allowable items had been deposited in said landfill by the Lonely DEW line personnel. Items such as waste oil, paint solvents, epoxy, scrap metal, and dye were among the more obvious.

He responded that they would do whatever was necessary to have the contractor (ITT) bring the landfill back up to compliance standards. He stated that he would keep us advised of their status and give us details of any proposed remediation action prior to implementation.

ESC:pat
37/030

cc: Carl Marrs
Steve Planchon
Don Marx

Followup -

A. Dump

1) Call to Parson

a) Copy of permit

b) Sign

c) Cleanup plan

d) Testing

e) New Dump Site

B. Site Use

1) Call to Smiley

a) Facilities ~~off~~ limits

b) Dump Site

c) Stand use options

d) Airstrip

e) Upgrade facilities use

C. WSP Pac

1) Research

a) DEC regs for fuel steel

2) Call to WSP Pac

a) Fuel Steel

b) Handwritten

D. Camp Followup

1) Security

2) Site Safety

3) Compliance

Inter - Office Memorandum

TO: Don Marx, Director, Land Management & Administration

FROM: Steve Planchon, Manager, Land Administration *SP*

Date: July 10, 1986

Subject: Camp Lonely Inspection, File 260

Inspected site on July 2, 1986 with Ed Cronick. Observations and recommended follow-up as follows:

1. Dump Site. Air Force and Air Force Contractors have abused dump site privileges by dumping illegal materials, e.g.. waste oil, epoxy, etc. Notified Station Supervisor who intends to remove illegal materials that are visible. Recommended follow-up: 1) contact Air Force in Colorado (Chuck Smiley) and secure acknowledgement of Air Force liability; 2) research EPA concerns to determine the extent of CIRI liability; 3) develop internal clean-up plan if EPA involvement unlikely; 4) develop internal contingency plans if EPA citing likely. Given nature of problem and risk to BLM ground lease we need to move on this immediately.
2. Camp Facilities. Observed extensive evidence of break-ins and theft. Three wheeler and Honda generator stolen (Three wheeler found at the station). Front-end loader tire slashed. Recommended follow-up: 1) move valuable materials to shop building; 2) secure building with angle iron and protected lock (similar to bunkers at Jig); 3) remove U.S. Government no trespass signs, replace with CIRI signs; 4) send letter to Air Force requesting that all buildings be placed strictly off limits.
3. Hazardous Wastes. Air Force storing hazardous materials on pad (drums of cleaning solvent). Instructed Station Supervisor to remove. Recommendation: 1) check on removal; 2) written notification to Air Force regarding incident and request that it not be repeated.
4. Nor Pac Cat Train. Extensive break-in and theft apparent. Strong smell of fuel in vicinity of fuel sled (no spill visible). Recommendation: 1) contact Nor Pac regarding theft; 2) request Nor Pac to check for possible fuel sled leaks.

Memo - Don Marx
Re: Camp Lonely
July 11, 1986
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5. On Site Fuel Storage. Oil spill absorbent materials missing. Fuel tanks containment berms have leaks in liner. Appears that we risk major problems in event of spill and are not in compliance with DEC regulations. If EPA or DEC visit to inspect site, could cause problems. Recommendations: review status of fuel storage (i.e. quantities, location, etc.) determine legal requirements, determine deficiencies and recommend corrective action.
6. Air Force Agreement. Agreement for sharing of facilities has expired. Recommended action: review need for extension.
7. Summary. Camp Lonely could represent a major problem unless we move to solve some of the problems cited above. Recommend that Land Department take lead to follow-up with corrective action and that legal status be clearly communicated to Project Development and Joint Ventures.

SP:ah
23:634

File Lone

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

452-1714

July 15, 1986

Northern Regional Office
P.O. Box 1601
Fairbanks, Alaska
99707-1601United States Air Force
DEW System Office
Peterson AFB, Colorado 80914

RECEIVED

ATTN: Colonel Charles B. Neel

JUL 15 1986
U.S. AIR FORCE

RE: Proposed POW-1 DEW Line Station Solid Waste Site

On June 10, 1986 Department of Environmental Conservation staff inspected the existing landfill at Camp Lonely and found it to be in a very dismal state. The uncovered solid waste was over the margin in terms of allowable dimensions prior to compaction and coverage. The landfill proper and surrounding ponded water over an area of two acres were dramatically colored a deep red by some unknown water-soluble substance.

Cook Inlet Region Incorporated (CIRI) advises us that the USAF is the sole user of the Camp Lonely solid waste site, even though CIRI is the permit holder and legally responsible.

It is apparent that the nature of the Point Lonely location makes citing any operation of a solid waste site particularly difficult; however, given the less than ideal conditions with the existing solid waste site, it will be difficult to justify an additional site prior to receiving plans for satisfactory close-out of the first. It is therefore our intent to withhold approval of the POW-1 solid waste site permit pending agreement between CIRI and the USAF as to close-out of the existing Camp Lonely site.

In our opinion the proposed POW-1 solid waste site is vastly superior in design to the original site and should alleviate the problems inherent with that site (e.g., dumping solid waste directly onto the tundra or into tundra ponds).

Please call me at the above telephone number if you have any questions.

Sincerely,

*Richard Cormack*Richard Cormack
Environmental Field Officercc: Felec Services
CIRI300.15.063
8636-A010

CIRI

COOK INLET REGION, INC.

TELECOPIED

July 16, 1986

Major Gary R. Worrall
Director of Civil Engineers
4700 ADS/DE
Peterson, AFB, Colorado 80914-5000

Dear Major Worrall:

I would like to take this opportunity to document our minimum requirements regarding the Camp Lonely land fill cleanup, and also to thank you for your timely reaction to the identified problem.

The basis for our requirements is the fact that the Air Force contractor has violated the conditions of Alaska Department of Environmental Conservation Permit No. 8331-BA 001 (copy attached).

Given the violation, Cook Inlet Region, Inc. (CIRI), at a minimum, requires the following:

1. Thorough identification of the violation (including adequate testing or sampling) by the Air Force rather than the responsible party. CIRI is to be provided a problem identification report.
2. Comprehensive cleanup plan for review and approval by CIRI.
3. No significant cleanup actions without prior notification and approval by CIRI. We realize some cleanup actions have already taken place and request that the actions be documented for our review.
4. CIRI copied on all Air Force Contractor correspondence regarding the problem, and kept informed of all response actions.
5. Dump site will be posted with the required signs pursuant to the permit.
6. POW-1 cleaning solvent drums on the pad will be moved to Air Force property.

Major Gary R. Worrall
July 15, 1986
Page Two

7. Recognizing that time is of the essence, the Air Force will take whatever actions are necessary to effect a timely response to this cleanup activity.

As you and I have discussed, the contractor's violation needs to be dealt with in a comprehensive manner, and at no time should cleanup activities be in violation of any State or Federal environmental or land use regulations. Accordingly, it is essential that the Air Force and CIRI coordinate all response actions.

We appreciate your efforts to date and look forward to meeting with Major Barnes at the site on July 23, 1986. Also, we look forward to receiving the proposed draft agreement on the Air Force's continued use of the land fill.

Sincerely,

COOK INLET REGION, INC.



Steve Planchon, Manager
Land Administration

SP:ah
23:638

Enclosure

cc: Don Marx
Carl Marrs
Ed Cronick

TELEPHONE CALL RECORD

Person Called Richard CermackPerson Placing Call Steve PCompany DECFile Name Lonely CleanysPhone No. 452-1714

File No.

Date 7/22/86SUBJECT MATTER: Dump Site Cleanup

SUMMARY:

- ① Air Force has submitted excellent proposal for alternative land fill.
- ② DEC Haps at old site
 - a) Land fill brought into compliance
 - b) Site closed wt.
- ③ Exclusive use land fill permit - DEC willing to twist arms.
 - 1) one foot of gravel, side beams, regular cover up.
- ④ No media exposure.
- ⑤ With Slope Berms -



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS AIR FORCE SPACE COMMAND
 PETERSON AIR FORCE BASE, COLORADO 80914-5001

COOK INLET REGION, INC.

AUG 12 1986

Land Department

REPLY TO
ATTN OF

LKDN-86E-CO-0257

5 Aug 86

SUBJECT

Landfill Discrepancies, Lonely, Alaska

TO

FELEC Services, Inc.
 Attn: Mr Paul Deery

1. We have been advised of a most serious allegation concerning subject landfill, which is used by POW-1, but is permitted to the Cook Inlet Region, Inc. (CIRI). Although CIRI no longer has personnel in the area, they agreed POW-1 could continue to use their landfill until a new one could be established and permitted within site boundaries. All landfill operations are governed by local, state, federal and territorial laws, as well as the SOW and applicable DLIs.
2. The DSO was notified by CIRI that they had been contacted by a third party, who reported seeing serious landfill discrepancies, to include possible contamination by hazardous or toxic materials. The discrepancies reported include a number of leaking oil drums, paints and solvents, empty paint cans, epoxy, electrical conduit, kitchen equipment, scrap iron, radios and numerous other metal objects. Runway marker dye had also been dumped in or around the landfill, and may have leached into surrounding ground water.
3. If true, this irresponsible action will cause a number of problems. The ADEC office in Fairbanks is already disturbed by the manner in which other DEW Line landfills are being operated. The credibility we achieved with our past efforts to comply with state laws has probably been lost, and future permitting actions will most likely be very difficult. The generosity of CIRI to provide us an interim means to dispose of our solid waste has backfired--they are now in trouble with the State of Alaska as owners of the landfill. This is critical to them, because they may want to operate out of Lonely again or some other North Slope locations, requiring different permitting actions. They also may have lost their credibility as a result of this landfill misuse.
4. There is absolutely no reason for this situation to have occurred. The complacent attitude of operating dumps, rather than landfills, appears to be prevalent across the DEW Line, as is the lack of positive PHQ and Line management. You are directed to continue on-going "cosmetic" cleanup efforts, to

include removal and proper storage of the solvent barrels located on the Camp Lonely pad. A comprehensive follow-on cleanup plan is to be prepared and submitted for CIRI and USAF approval under the fixed price portion of the contract. This plan is to include applicable requirements of the attached letter, forthcoming CIRI and USAF guidance and an assessment of contamination with supporting laboratory test results. Once approved, final cleanup will be accomplished IAW environmental standards, to the satisfaction of CIRI authorities. A weekly progress report is to be sent to this office, with copies to DSO/DE and CIRI. All costs associated with this effort, as well as any fines or penalties which may be assessed by state or other government officials, will be the responsibility of FSI.

~~SECRET~~

HARRY J. STANLEY
Contracting Officer

1 Atch
CIRI Ltr, 16 Jul 86

cc: CIRI
DSO/LG

TELEPHONE CALL RECORD

000029

Person Called Chuck SmicklyPerson Placing Call Steve PlandaCompany Air ForceFile Name Camp Landly, Air ForcePhone No. ~~(303) 591-4922~~ (303) 591-4922

File No.

Date 8/11/86

SUBJECT MATTER:

SUMMARY:

- Wornal writing draft dump contractual use agreement.
 - a) By regulation only - no more fall ups.
 - b) Will close out when they obtain their own land fill permit; closed by regulation.
 - c) Open to CIAI stating Air Force had fill
- Agreeable to longer use as confidential
- CIAI to acknowledge conversation in writing.

CIRI

COOK INLET REGION, INC.

TELECOPIED

August 12, 1986

Major Gary R. Worrall
Director of Civil Engineers
4700 ADS/DE
Peterson AFB, Colorado 80914-5000

Re: CIRI Land Fill, Camp Lonely

Dear Major Worrall:

Pursuant to my discussions with Charlie Barnes of your office and Art Diggins, FSI Alaska Manager, on July 23, 1986 at Camp Lonely, Cook Inlet Region, Inc. (CIRI) is satisfied with FSI's debris cleanup efforts, subject to CIRI being provided with:

1. A detailed accounting of the problem (problem identification report) as requested in my July 16, 1986 letter.
2. A detailed cleanup report citing what actions were taken to clean the site up and certifying that the site is now in compliance with the land fill permit stipulations. It is especially important that this report cite water quality analysis results.

Upon receiving the above documentation CIRI will be willing to allow continued use of the land fill by the Air Force until such time that the Air Force acquires a land fill permit of its own. However, the Air Force's continued use shall be in strict compliance with the existing land fill permit stipulations as well as all applicable State and Federal regulations.

It is my understanding that your office is in the process of developing a draft agreement for CIRI's review regarding the Air Force's continued use of the land fill. Given CIRI/Air Force discussions to date the agreement will be substantially as follows:

1. The Air Force will be allowed continued use of the CIRI land fill.
2. All Air Force use will be in full compliance with existing permits and applicable State and Federal regulations.

Major Gary R. Worrall
CIRI Land Fill, Camp Lonely
August 12, 1986
Page Two

3. Upon the Air Force acquiring its own land fill permit, it will close the CIRI land fill in accordance with the land fill permit stipulations as well as other applicable State and Federal regulations. 

In addition to the above, CIRI would like the draft agreement to incorporate language which indemnifies CIRI from liabilities resulting from the Air Force's past and present use of the land fill.

Also, in consideration for the Air Force being allowed continued use of the land fill, and as was discussed with Charles Smiley of your offices on August 11, 1986, CIRI would like the agreement to contain a provision which allows CIRI to utilize hangar space for the storage of a front-end loader, two pickups and an ATV. The storage of equipment will be at CIRI's own risk.

Another provision we would like considered is the opportunity for CIRI to lodge one to two employees at the POW-1 facilities during our regular inspection trips to the camp. The lodging would be on a scheduled, space available basis.

While I realize that it is going to take some time to finalize the land fill agreement, we would appreciate interim permission to store equipment in the hangar. The basis for this request is to simply beat the weather with our equipment move operation, which I would like to schedule for the week of August 25th.

In closing I would once again like to thank you for your assistance in solving the identified land fill problem and look forward to closure on the issue as outlined above. I also look forward to receiving your draft agreement for the continuation of the Air Force's use of the land fill. We will provide a quick review in hopes of signing a final agreement by mid September.

Sincerely,

COOK INLET REGION, INC.



Steve Planchon, Manager
Land Administration

cc: Charles Smiley

SP:ah
23:661



NORTHERN TESTING LABORATORIES, INC.

600 UNIVERSITY PLAZA WEST, SUITE A
6957 OLD SEWARD HWY., SUITE 101

FAIRBANKS, ALASKA 99709
ANCHORAGE, ALASKA 99518

907-479-3115
907-349-8623

Client: FELEC Services, Inc.
Address: P.O. Box 29
Barrow, Alaska 99723
Attn: R. G. Unfred
Sample ID#: 080186-2
Source: POW 1

Date Arrived : 08-01-86
Time Arrived : 1100
Date Sampled : 07-31-86
Time Sampled : 0830
Date Completed: 08-19-86

=====
Parameter Unit Result Standard
Deviation
=====

RCRA METALS:

Antimony	mg/l	0.016	0.003
Arsenic	mg/l	0.004	0.001
Beryllium	mg/l	<0.005	-
Cadmium	mg/l	0.040	0.009
Chromium	mg/l	0.52	0.02
Copper	mg/l	<0.02	-
Lead	mg/l	0.026	0.010
Mercury	mg/l	<0.0002	-
Nickel	mg/l	0.10	0.03
Selenium	mg/l	<0.002	-
Silver	mg/l	<0.01	-
Thallium	mg/l	<0.1	-
Zinc	mg/l	0.027	0.017

MISCELLANEOUS CONTAMINANTS:

Biochemical Oxygen Demand	mg/l	23	-
Chemical Oxygen Demand	mg/l	242	-
Cyanide	mg/l	0.005	-
Nitrate-N	mg/l	<0.10	-
Grease @ Oil	mg/l	<5	-
pH @ Deg. C.	pH Units	8.6 @ 20.6	-
Phenol	mg/l	<0.05	-
Total Dissolved Solids	mg/l	2412	-
Total Suspended Solids	mg/l	55	-

ORGANIC PRIORITY POLLUTANTS:

Method 608: Pesticides- <0.02 ppb
PCB's- <0.05 ppb

Method 624: All <2 ppb except Toluene- 2ppb

Method 625: All <3 ppb except Phenol- 4 ppb

CL 0025

=====
Reported By: *Kathleen Siftar* Date: 8-19-86
Kathleen Siftar, Acting Chemistry Supervisor
=====

. TELEPHONE CALL RECORD

Person Called Richard KormackPerson Placing Call Steve PlumbCompany ADECFile Name LovelyPhone No. 452-1714

File No. _____

Date 9/20/86

SUBJECT MATTER: _____

SUMMARY: _____

- Water Quality Test results called in by FSI, no problems to date.
- Land Fill Permit Air Force
 - a) Close out CIRL is refusal for new land fill.
 - b) No provision for CIRL use included in Air Force Permit.
 - c) DEC will pressure Air Force to allow CIRL use when the comes.
 - d) Acknowledged his commitment to Air Force us regarding starting land fill.



US Army Corps
of Engineers

Alaska District
Regulatory Branch
Post Office Box 898
Anchorage, Alaska 99506-0898

Public Notice of Application for Permit

COOK INLET REGION, INC.

AUG 26 1986

Land Department

PUBLIC NOTICE DATE: August 22, 1986

EXPIRATION DATE: September 19, 1986

REFERENCE NUMBER: 2-860449

WATERWAY NUMBER: Beaufort Sea 409

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached plan.

APPLICANT: U.S. Air Force, Dew System Office, Peterson Air Force Base, CO 80914.

LOCATION: Lonely, Alaska, latitude 70°54'33" N., longitude 153°15'21" W.

WORK: The applicant proposes to excavate and place approximately 3,000 cubic yards (cy) of gravel in wetlands to construct a sanitary landfill and access ramp. Construction would consist of placing a 1' thick protective gravel pad over the entire area of the proposed landfill and the rampway. Gravel would then be built up over the rampway gradually sloping from 3' thick at the road to 4 1/2' thick at the edge of the landfill. Cell No. 1 would be constructed at the end of the rampway by enclosing a 20'x20' section of the pad with gravel berms approximately 3 1/2' higher than the pad. Two feet of waste material would then be deposited in the cell and it would be covered with 1 1/2' of gravel. The other cells, Nos. 2 through 25 would be constructed, closed and filled in a similar manner. When all 25 cells have been closed, the entire area would be covered with 6" of topsoil or prepared gravel and seeded. This permit is for the duration of the initial construction of the landfill. However, the landfill is expected to continue in use for 8-12 years. The gravel would be obtained from a 1,688'x48'x12" area and approximately 625 cy would come from below the mean high tide line.

PURPOSE: To provide a waste disposal area for DW-1 Dew Line Site.

ADDITIONAL INFORMATION: Further information may be obtained from Mr. Vernon Finch, ITT/FELEC Services, Incorporated, Post Office Box 15012, Colorado Springs, CO 80935-5012.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

CULTURAL RESOURCES: The latest published version of the National Register of Historic Places has been consulted for the presence or absence of registered properties, or properties listed as being eligible for inclusion therein, and this worksite is not registered property or property listed as being eligible for inclusion in the Register. Consultation of the National Register constitutes the extent of cultural resource investigations by the District Engineer, and he is otherwise unaware of the presence of such resources. Presently, unknown archeological, scientific, prehistorical, or historical data may be lost or destroyed by work under the requested permit.

ENDANGERED SPECIES: The project area is within the known or historic range of the tne Arctic Peregrine Falcon. Preliminarily, the described activity will not affect endangered species, or their critical habitat designated as endangered or threatened, under the Endangered Species Act of 1973 (87 Stat. 844). This application is being coordinated with the U.S. Fish and wildlife Service and the National Marine Fisheries Service. Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

FEDERAL SPECIES OF CONCERN: The following Federal species of concern may use the project area: Polar Bear, Black Brant, Canada Goose, lesser Canada Goose, Lesser Snow Goose, White-fronted Goose, Tundra Swan, Mallard, Peregrine Falcon, and Arctic Peregrine Falcon.

FLOOD PLAIN MANAGEMENT: Evaluation of the described activity will include conformance with appropriate State or local flood plain standards; consideration of alternative sites and methods of accomplishment; and weighing of the positive, concentrated and dispersed, and short and long-term impacts on the flood plain.

SPECIAL AREA DESIGNATION: None.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts which the proposed activity may have on the public interest requires a careful weighing of all those factors which become relevant in each particular case. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. The decision whether to authorize a proposal, and if so the conditions under which it will be allowed to occur, are therefore determined by the outcome of the general balancing process. That decision should reflect the national concern for both protection and utilization of

important resources. All factors which may be relevant to the proposal must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

AUTHORITY: This permit will be issued or denied under the following authorities:

(X) Perform work in or affecting navigable waters of the United States - Section 10, River and Harbor Act 1899 (33 U.S.C. 403).

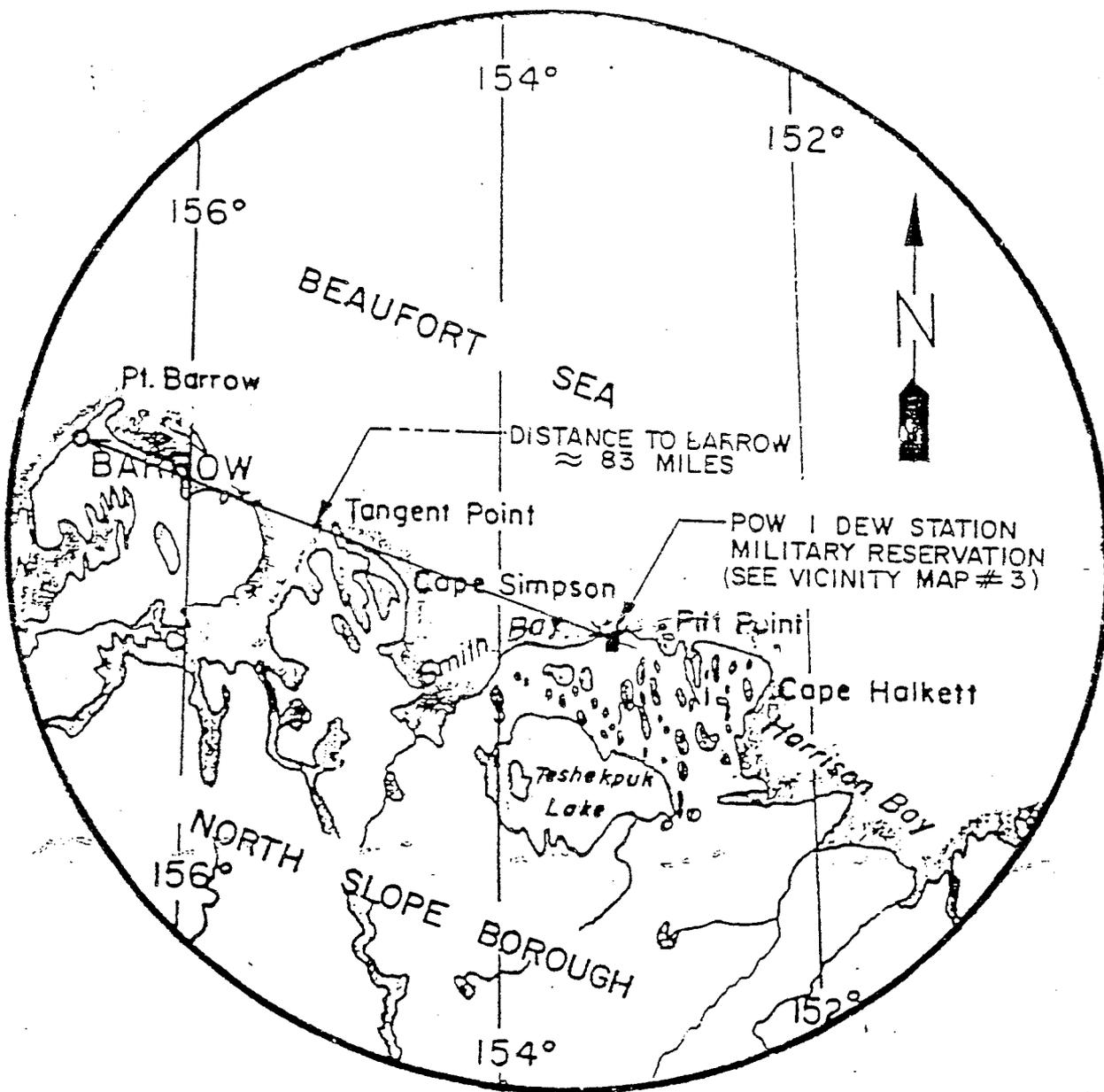
(X) Discharge dredged or fill material into waters of the United States - Section 404, Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. If further information is desired concerning this notice, contact Mrs. Georgina Akers at (907) 753-2712.

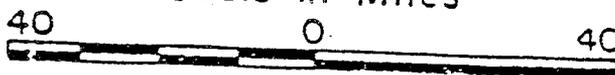
A plan and Notice of Application for State Water Quality Certification are attached to this Public Notice.

District Engineer
U.S. Army, Corps of Engineers

Attachments

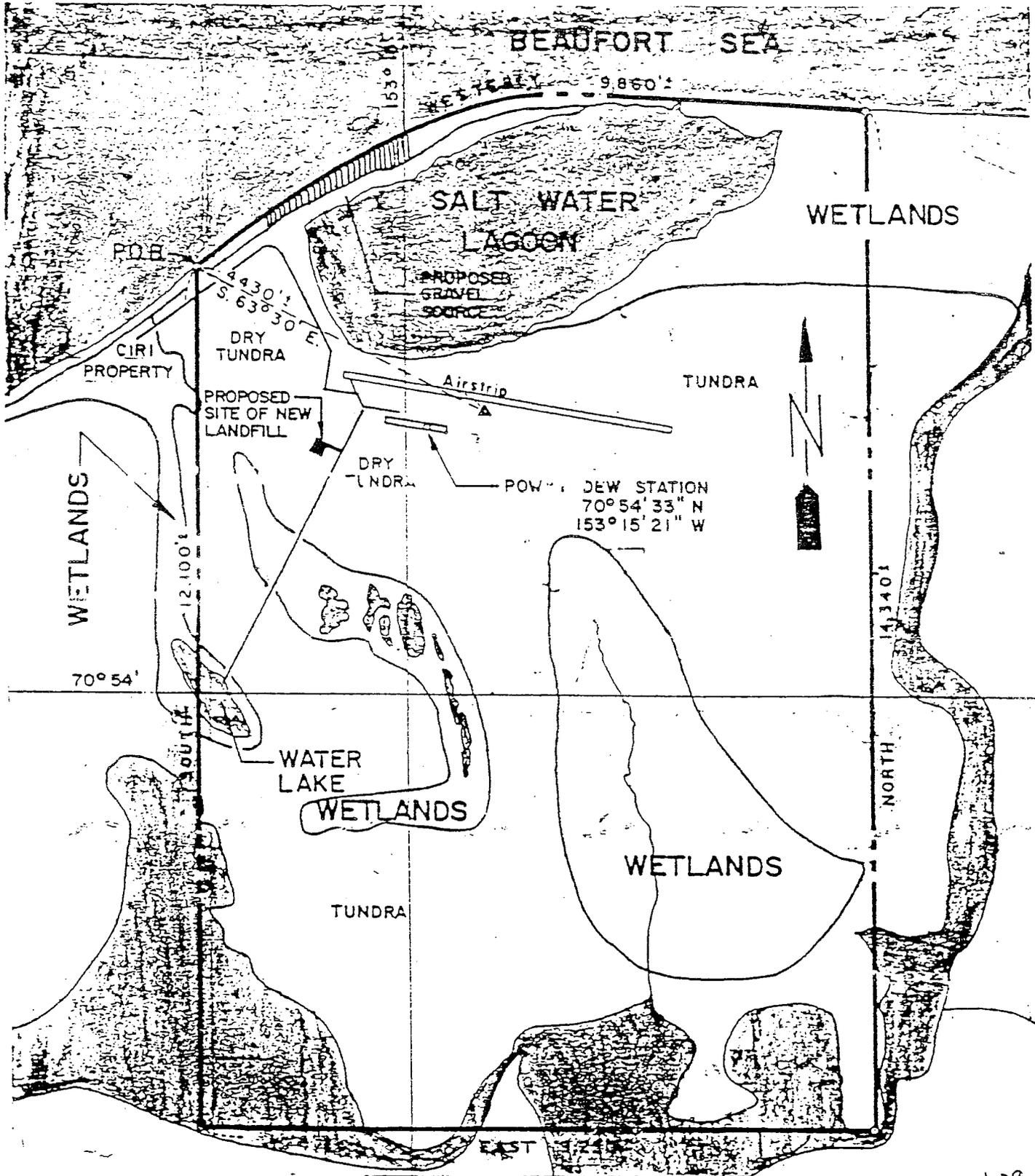


VICINITY MAP
Scale in Miles



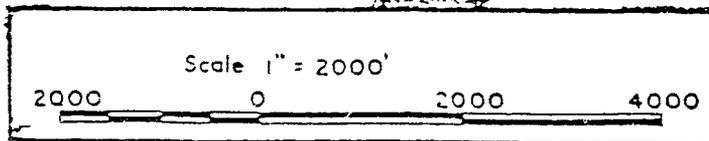
BEAUFORT SEA 409
SHEET 1 OF 9

FROM: U.S. ARMY CORPS OF ENGINEERS PROJECT DRAWING 7543

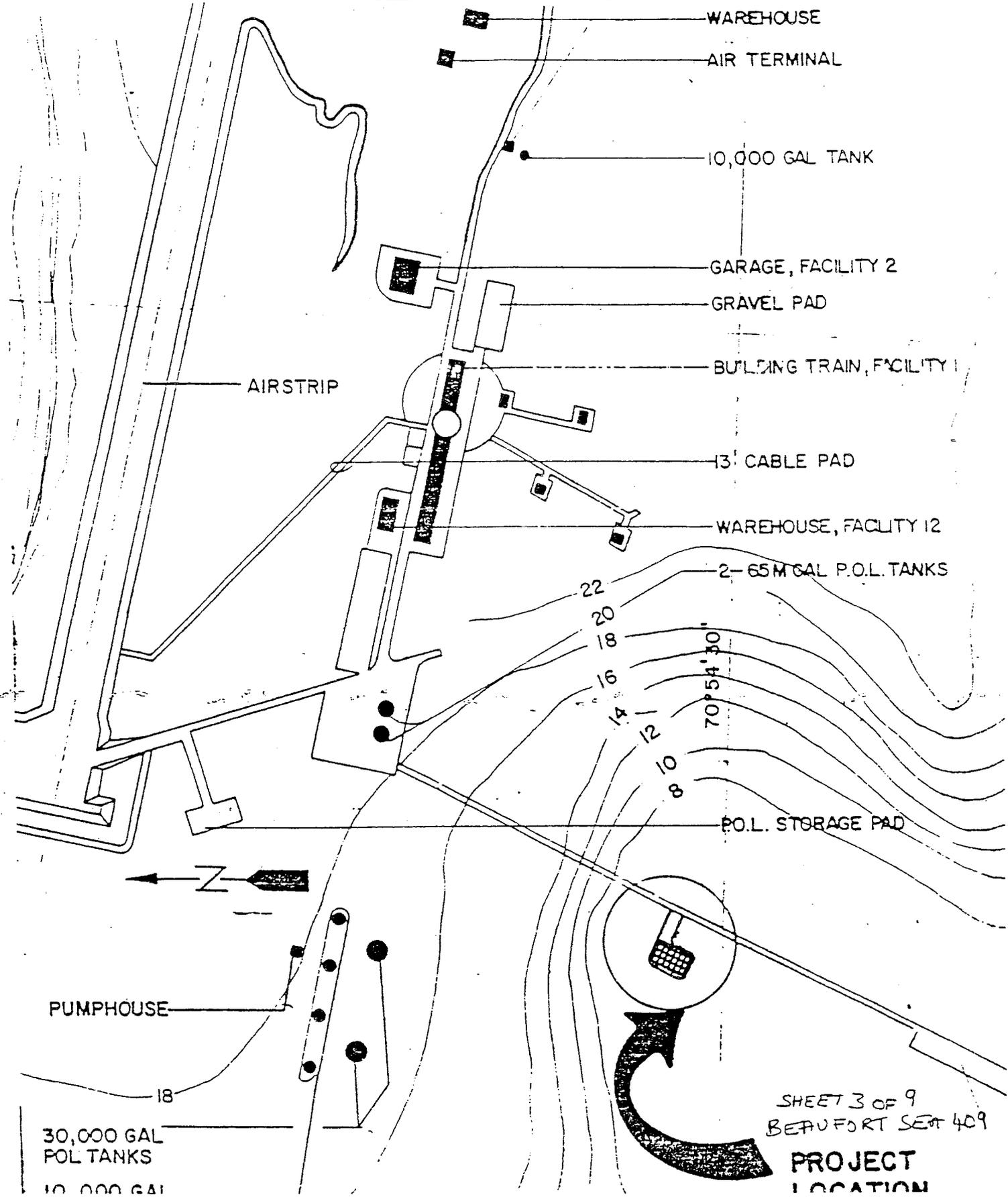


VICINITY MAP

BEAUFORT SEA 409
SHEET 2 OF 9

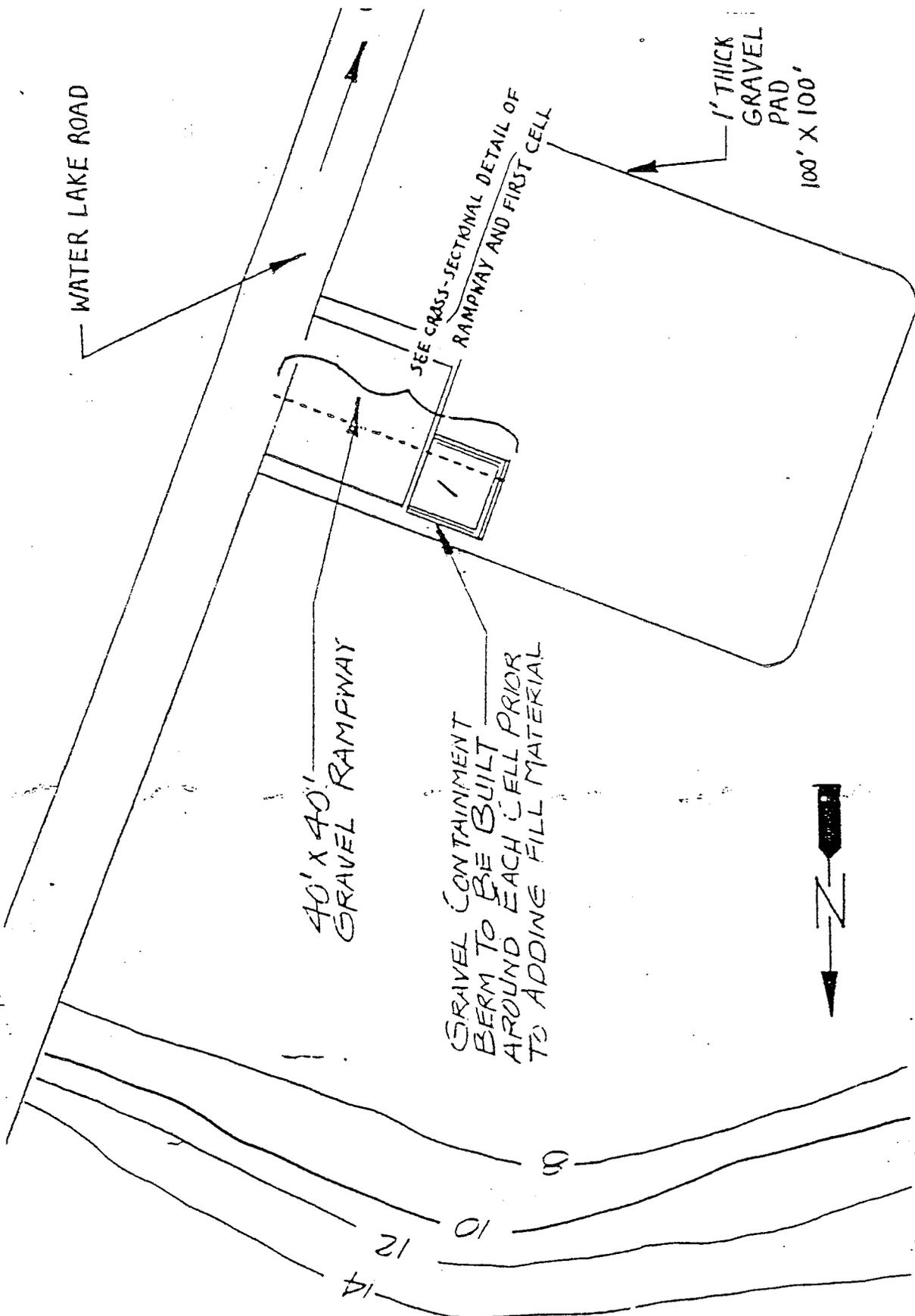


PLAN VIEW



SHEET 3 OF 9
BEAUFORT SEA 409

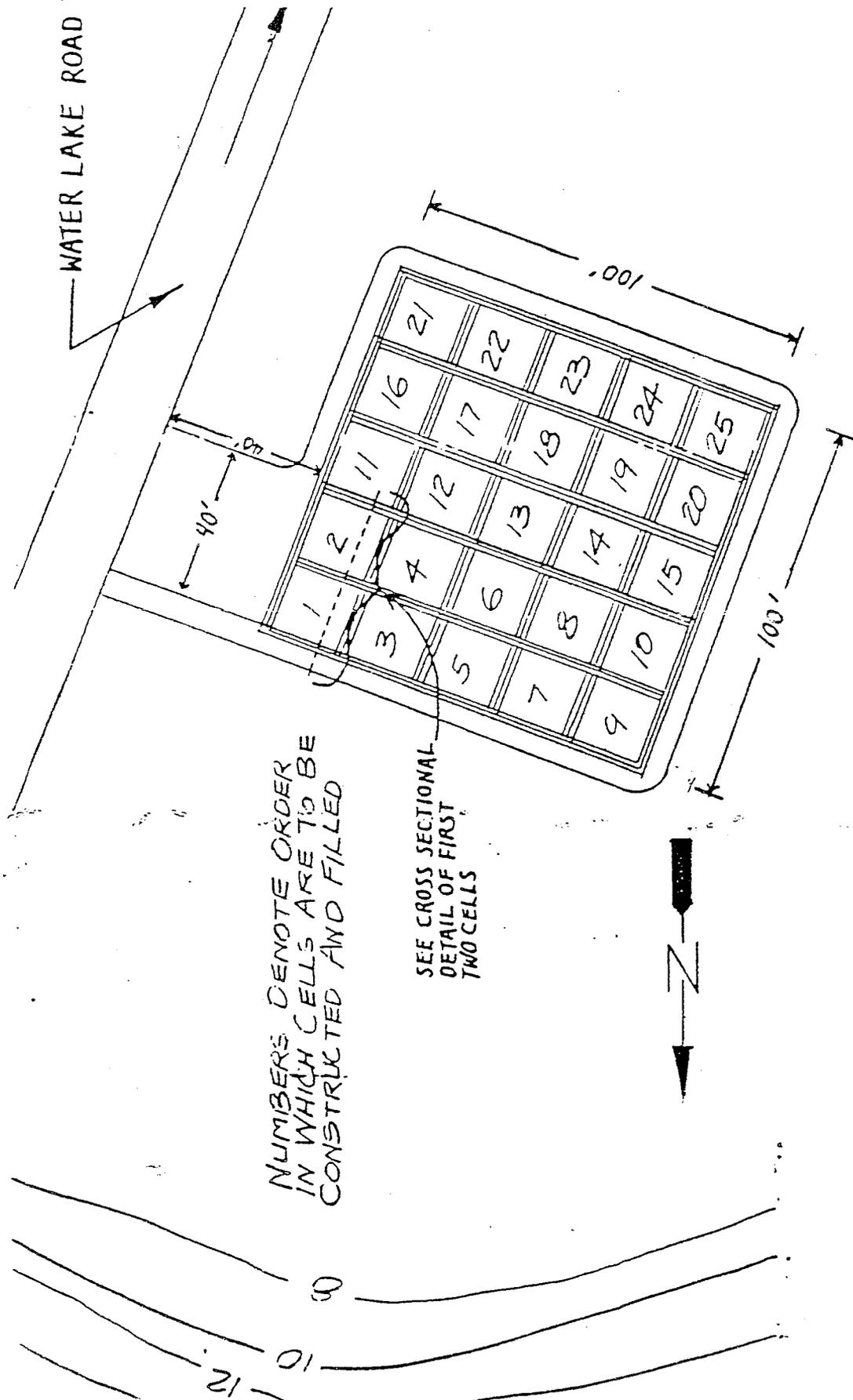
**PROJECT
LOCATION**



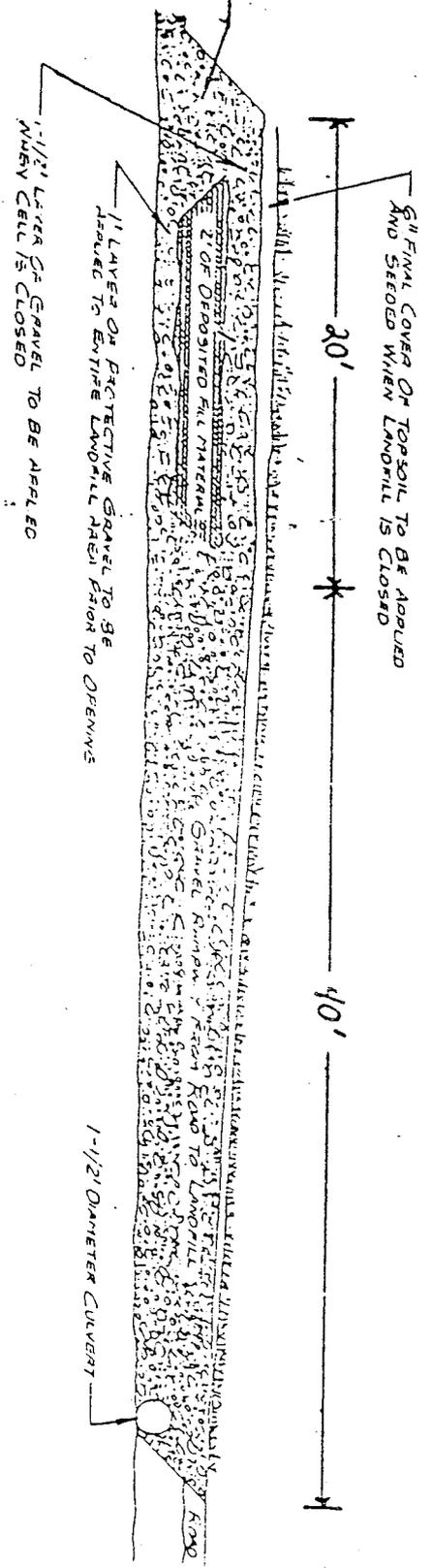
TOP VIEW OF LANDFILL AT START-UP POINT

TOP VIEW OF LANDFILL AT CLOSE-DOWN POINT (APPROXIMATELY 10 YEARS)

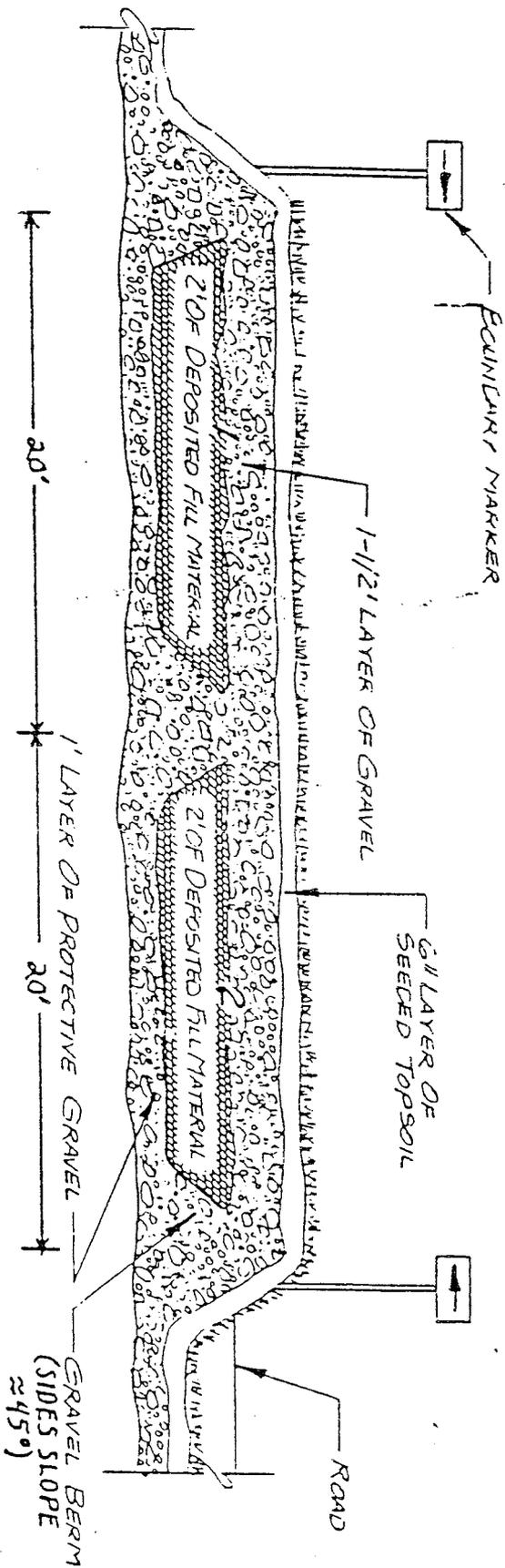
BEAUFORT SEP 4 09



GRAVEL BERM
(SIDES SLOPE
≈ 45°)



CROSS-SECTIONAL DETAIL OF RAMPWAY TO LANDFILL AND FIRST CELL (ALL OTHER CELLS SIMILAR)
BENEFORT SERA 409



**CROSS-SECTIONAL DETAIL OF FIRST TWO CELLS
ADJACENT TO RAMPWAY (ALL OTHER CELLS SIMILAR)**

BEAUFORT SEN 4.09

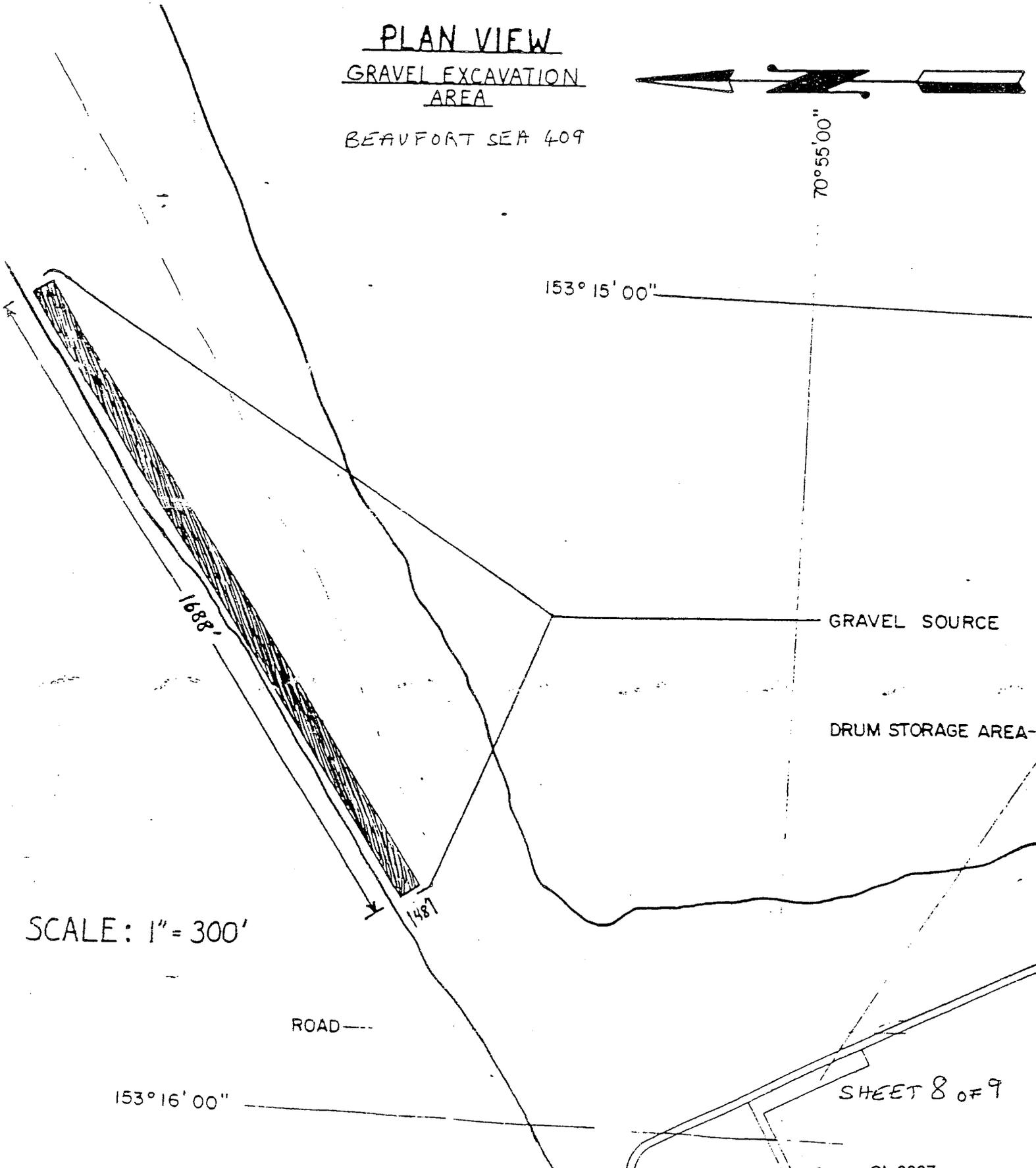
PLAN VIEW
GRAVEL EXCAVATION
AREA

BEAUFORT SEA 409



70°55'00"

153° 15' 00"



1688'

1487

GRAVEL SOURCE

DRUM STORAGE AREA

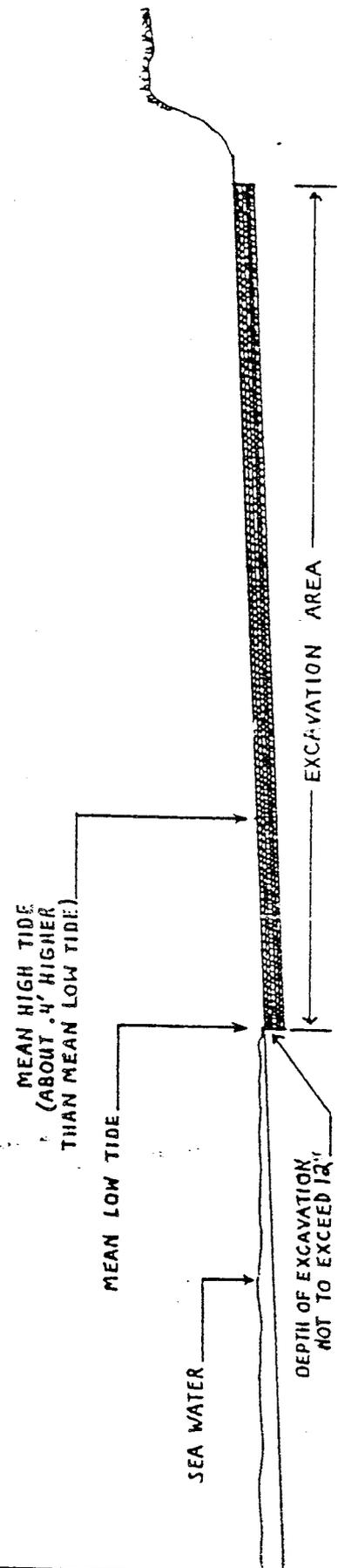
SCALE: 1" = 300'

ROAD

153° 16' 00"

SHEET 8 OF 9

CROSS-SECTION OF BEACH
EXCAVATION AREA
BEAUFORT SEA 409



SLOPE OF BEACH APPROXIMATELY 1/2" PER 1'

SCALE: 1/8" = 1'

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION

465-2601

BILL SHEFFIELD, GOVERNOR

POUCH 0 - JUNEAU 99811

NOTICE OF APPLICATION
FOR
STATE WATER QUALITY CERTIFICATION

Any applicant for a Federal license or permit to conduct any activity which may result in any discharge into the navigable waters must first apply for and obtain certification from the Alaska Department of Environmental Conservation that any such discharge will comply with the Clean Water Act of 1977 (PL 95-217), the Alaska Water Quality Standards and other applicable State laws. By Agreement between the U.S. Army Corps of Engineers and the Alaska Department of Environmental Conservation application for a Department of the Army Permit may also serve as application for State Water Quality Certification when such certification is necessary.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers Public Notice No. 2-860449 also serves as application for State Water Quality Certification from the Alaska Department of Environmental Conservation, as provided in Section 401 of the Clean Water Act of 1977 (PL 95-217).

The Department will review the proposed activity to insure that any discharge to waters of the United States resulting from the referenced project will comply with the Clean Water Act of 1977 (PL 95-217) the Alaska Water Quality Standards and other applicable State laws.

Any person desiring to comment on the water quality impacts of the proposed project may do so by writing to:

Alaska Department of Environmental Conservation
Northern Regional Office
P.O. Box 1601
Fairbanks, Alaska 99701
Telephone: 452-1714

within 30 days of publication of this notice.

Attachment 2



NORTHERN TESTING LABORATORIES, INC.

600 UNIVERSITY PLAZA WEST, SUITE A
6957 OLD SEWARD HWY., SUITE 101

FAIRBANKS, ALASKA 99709
ANCHORAGE, ALASKA 99518

907-479-3115
907-349-8623

Client: FSI / POW-1
Address: P.O. Box 487
Fairbanks, Alaska 99701

Date Arrived : 09-03-86
Time Arrived : 0830
Date Sampled : 09-02-86
Time Sampled : ----
Date Completed: 09-17-86

Source: Waste Pit

Parameter	Unit	Result	Standard
Chromium	mg/l	0.21	0.00

Quality Control Report

Listed below are quality control assurance reference samples with a known concentration prior to analysis. The acceptable limits represent a 95% confidence interval established by the Environmental Protection Agency or by our laboratory through repetitive analyses of the reference sample. The reference samples indicated below were analyzed at the same time as your sample, ensuring the accuracy of your results.

Sample #	Parameter	Unit	Result	Acceptable Limit
284-2	Chromium	mg/l	0.25	0.21 - 0.31

Reported By: Kathleen Siftar, Acting Chemistry Supervisor

Date:

000048

Department of the Army
Alaska District, Corps of Engineers
Attn: NPACO-R (C)
P.O. Box 898
Anchorage, Alaska 99506-0898

FIRST-CLASS MAIL
POSTAGE & FEES PAID
DEPARTMENT OF THE ARMY
PERMIT No. G-5

CIRI
ATTN: Roy Huhndorf
P.O. Drawer 4-N
Anchorage, AK 99509

CL 0041

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION

August 29, 1986

000049

BILL SHEFFIELD, GOVERNOR

452-1714

Northern Regional Office
P.O. Box 1601
Fairbanks, Alaska
99707-1601

COOK INLET REGION, INC.

SEP 2 1986

Land Department

Mr. Vernon D. Finch
Manager, Civil Engineering
FELEC Services, Inc.
P.O. Box 15012
Colorado Springs, Colorado 80935-5012

Dear Mr. Finch:

RE: Laboratory Analyses of Surface Water from the CIRI Landfill

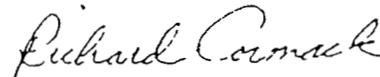
We have evaluated the subject laboratory analysis data. The chromium level appears to be quite high. Chromium is toxic to many organisms. For example, the chronic toxicity of chromium to Daphnia magna is less than 10 ppb, which is considerably lower than the concentration reported in your data (.52 mg/l).

It is likely that the area where samples were taken is prone to a natural flushing and dilution action caused by snowmelt and rainfall. Hopefully FELEC's cleanup of the site subsequent to our visit has removed the source of chromium leachate, however, we are concerned that a chronic leaching problem could exist from the landfill site. For this reason we request continued monitoring for chromium to ensure that a continuous source is not leaching into surrounding ponds. At this time, we recommend sampling specifically for chromium again before freezeup and then again after breakup, 1987.

If it becomes apparent that a continuous source is present, we will discuss remedial measures at that time.

Please call me at the above number if you have any further questions or need additional information.

Sincerely,



Richard Cormack
Environmental Field Officer

RC:tss

cc: CIRI

320.15.004

CL 0042



DEPARTMENT OF THE AIR FORCE
4700TH AIR DEFENSE SQUADRON (SUPPORT) (TAC)
PETERSON AIR FORCE BASE, COLORADO 80914-5000

REPLY TO
ATTN OF: CC

25 Sep 86

SUBJECT: 4700 ADS/Cook Inlet Region, Inc (CIRI) POW-1 Memorandum of Understanding

TO: Cook Inlet Region
CIRI Building
ATTN: Steve Planchon
2525 'C' Street
P.O. Drawer 4-N
Anchorage AK 99509

1. In reference to your letter of 12 Aug 86, the attached Memorandum of Understanding is submitted for your approval/disapproval. If you feel some point or stipulation is untenable, please submit suggested revision. If acceptable, please return original copy with original signatures thereon.

2. Point of contact is Mr Maurice Ross, (303) 554-4922.

A handwritten signature in cursive script, reading "Charles B. Neel".

CHARLES B. NEEL, Col, USAF
Commander

1 Atch
4700 ADS/CIRI MOU

COOK INLET REGION, INC.

OCT 3 1986

Land Department

MEMORANDUM OF UNDERSTANDING
BETWEEN
4700TH AIR DEFENSE SQUADRON (TAC)
AND
COOK INLET REGION, INC (CIRI)

I. BASIC PROVISIONS

Upon acceptance by Cook Inlet Region, Inc. (CIRI), this memorandum will constitute an agreement between the 4700th Air Defense Squadron (ADS)(Tactical Air Command), Peterson Air Force Base, Colorado 80914-5000, and Cook Inlet Region, Incorporated, Anchorage, Alaska 99509, herein after referred to as CIRI, for joint use of certain facilities at the Lonely (POW-1) DEW Line station.

II. RECIPROCATIONS

A. The 4700th Air Defense Squadron (USAF) will, through the DEW Line O&M contractor at POW-1, grant the following concessions to CIRI in exchange for the reciprocal returns as outlined herein.

1. CIRI will be allowed to share hangar, Facility Number 00018, to store one (1) Front End Loader, two (2) Pickups and, one (1) Three-Wheel ATV. CIRI's space allocation will consist of the western bisection of the hangar floor space and will not exceed fifty percent (50%) of the available floor space in the hangar. Air Force requirements will be afforded precedence in all circumstances. In return, CIRI will be responsible for housekeeping in their portion of the building.

2. CIRI will be provided food and lodging for no more than two (2) CIRI representatives during their periodic facility inspections. Category A rates, per DO 177-32, will apply. CIRI must provide 4700 ADS/DO names, SSANs, arrival/departure dates, and charter air service (AF Form 181 will be used).

B. CIRI will grant the USAF interim use of their landfill at POW-1 until such time as the USAF acquires its own landfill permit, and realizes an operational landfill.

III. GENERAL PROVISIONS

A. CIRI agrees to assume all risks of loss or damage to property or injury to, or death of persons by reason of use of these facilities by CIRI or their representatives under this Agreement including risks connected with the provision of services or goods by the Government, to CIRI or to any representative of CIRI under this agreement. CIRI further agrees to indemnify and hold harmless the Government against, and to defend at CIRI's expense, all claims for loss, damage, injury, or death sustained by any individual or corporation and arising out of or resulting from CIRI's use of these facilities pursuant to, or in connection with this agreement, or arising out of the provision of services or goods by the

Government to CIRI or its representatives, whether the claims be based in whole or in part on the negligence or fault of the Government or its contractors or any of their officers, agents and employees, or based on any concept of strict or absolute liability, or otherwise. CIRI shall neither transfer nor assign its interests or obligations under this Agreement without the prior written approval of the 4700th ADS, provided that CIRI may, as part of its business and without further notice, enter into arrangements with third parties regarding CIRI's usage of facilities covered by this agreement. All such "third parties" shall be considered as CIRI representatives under the terms of the agreement. CIRI will be liable for any damage to the hangar resulting from any induced cause by their representative.

B. The USAF will be responsible for liabilities incurred during sole usage landfill operation period. The USAF further assumes responsibility for compliance with state and federal regulations during sole-use period. Finally, the USAF agrees to close the CIRI landfill in accordance with permit stipulations.

C. This agreement gives the CIRI no express or implied interest of any kind in real estate, improvements, or other tangible assets of the Lonely (POW-1) DEW Line station or the Government.

IV. This Agreement may be amended, at any time as mutually agreeable, by written amendment(s) signed by the 4700th Air Defense Squadron (Tactical Air Command) and Cook Inlet Region, Inc.

V. This agreement shall remain in effect indefinitely, but may be terminated by either party upon a 90 day written notice.



CHARLES B. NEEL, Col, USAF
Commander
4700th Air Defense Sq (TAC)

COOK INLET REGION, INC.

OCT 20 1986

Local Department



DEPARTMENT OF THE AIR FORCE
4700TH AIR DEFENSE SQUADRON (SUPPORT) (TAC)
PETERSON AIR FORCE BASE, COLORADO 80914-5000

REPLY TO
ATTN OF: DE

14 OCT 1986

SUBJECT: CIRI Landfill, Camp Lonely (Your Ltr, 12 Aug 86)

TO: Cook Inlet Region, Inc.
Attn: Mr Steve Planchon
CIRI Bldg
2525 "C" Street
P.O. Drawer 4-N
Anchorage, AK 99509

1. In response to referenced letter, the following is submitted:

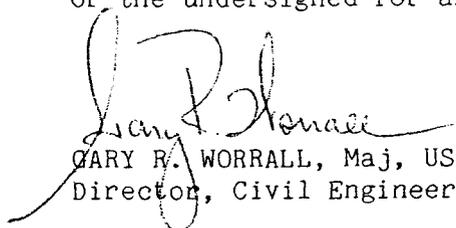
a. The incident at subject landfill was brought to our attention by your office. Upon this notification, the contractor was directed to investigate and resolve immediately. The root of the problem appears to be the frequent rotation of site personnel, who apparently were unaware of Alaska laws and DEW Line directives. A contributing factor was the confusion over ADEC permitting requirements. Consequently, site personnel placed unauthorized items in the CIRI landfill.

b. The contractor immediately took action to remove the unauthorized items and prepare them for proper disposal (retrograde). They also inspected the landfill for other such items that may have been placed there earlier, but found none. This was followed by covering the landfill debris in accordance with applicable directives. The contractor also took action to educate site personnel and instructed them to operate and maintain the landfill as specified in the permit provisions and DEW Line directives. This subject is now a special item for Station Supervisor's responsibilities and shall be frequently inspected by USAF contract monitors.

c. As you are aware, a series of water quality tests has been initiated to ensure no further actions are required. The analysis of the first test (atch 1) resulted in an ADEC recommendation (atch 2) to conduct two more tests. The next test was conducted before freeze-up (atch 3). As you can see, the chromium level has reduced significantly, probably as a result of natural dilution action. A third test will be conducted next Spring, after the thawing season.

2. Your understanding and continued support, despite this incident, is greatly appreciated. We will keep you advised of our progress to establish the new site landfill.

3. In reference to the new CIRI/AF agreement, you should have already received the draft for review. Please don't hesitate to contact Mr Smiley or the undersigned for any questions or discussion.


GARY R. WORRALL, Maj, USAF
Director, Civil Engineering

3 Atch

1. Lab test, 19 Aug 86
2. ADEC Ltr, 2 Sep 86
3. Lab test, undated (Sep 86)



NORTHERN TESTING LABORATORIES, INC.

600 UNIVERSITY PLAZA WEST, SUITE A
6957 OLD SEWARD HWY., SUITE 101

FAIRBANKS, ALASKA 99709
ANCHORAGE, ALASKA 99518

907-479-3115
907-349-8623

Client: FELEC Services, Inc.
Address: P.O. Box 29
Barrow, Alaska 99723
Attn: R. G. Unfred
Sample ID#: 080186-2
Source: POW 1

Date Arrived : 08-01-86
Time Arrived : 1100
Date Sampled : 07-31-86
Time Sampled : 0830
Date Completed: 08-19-86

Parameter	Unit	Result	Standard Deviation
RCRA METALS:			
Antimony	mg/l	0.016	0.003
Arsenic	mg/l	0.004	0.001
Beryllium	mg/l	<0.005	-
Cadmium	mg/l	0.040	0.009
Chromium	mg/l	0.52	0.02
Copper	mg/l	<0.02	-
Lead	mg/l	0.026	0.010
Mercury	mg/l	<0.0002	-
Nickel	mg/l	0.10	0.03
Selenium	mg/l	<0.002	-
Silver	mg/l	<0.01	-
Thallium	mg/l	<0.1	-
Zinc	mg/l	0.027	0.017

MISCELLANEOUS CONTAMINANTS:

Biochemical Oxygen Demand	mg/l	23	-
Chemical Oxygen Demand	mg/l	242	-
Cyanide	mg/l	0.005	-
Nitrate-N	mg/l	<0.10	-
Grease @ Oil	mg/l	<5	-
pH @ Deg. C.	pH Units	8.6 @ 20.6	-
Phenol	mg/l	<0.05	-
Total Dissolved Solids	mg/l	2412	-
Total Suspended Solids	mg/l	55	-

ORGANIC PRIORITY POLLUTANTS:

Method 608: Pesticides- <0.02 ppb
PCB's- <0.05 ppb

Method 624: All <2 ppb except Toluene- 2ppb

Method 625: All <3 ppb except Phenol- 4 ppb

Reported By: *Kathleen Siftar*
Kathleen Siftar, Acting Chemistry Supervisor

Date: 8-19-86

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION

August 29, 1986

BILL SHEFFIELD, GOVERNOR

452-1714

Northern Regional Office
P.O. Box 1601
Fairbanks, Alaska
99707-1601Mr. Vernon D. Finch
Manager, Civil Engineering
FELEC Services, Inc.
P.O. Box 15012
Colorado Springs, Colorado 80935-5012

Dear Mr. Finch:

RE: Laboratory Analyses of Surface Water from the CIRI Landfill

We have evaluated the subject laboratory analysis data. The chromium level appears to be quite high. Chromium is toxic to many organisms. For example, the chronic toxicity of chromium to Daphnia magna is less than 10 ppb, which is considerably lower than the concentration reported in your data (.52 mg/l).

It is likely that the area where samples were taken is prone to a natural flushing and dilution action caused by snowmelt and rainfall. Hopefully FELEC's cleanup of the site subsequent to our visit has removed the source of chromium leachate, however, we are concerned that a chronic leaching problem could exist from the landfill site. For this reason we request continued monitoring for chromium to ensure that a continuous source is not leaching into surrounding ponds. At this time, we recommend sampling specifically for chromium again before freezeup and then again after breakup, 1987.

If it becomes apparent that a continuous source is present, we will discuss remedial measures at that time.

Please call me at the above number if you have any further questions or need additional information.

Sincerely,

Richard Cormack
Environmental Field Officer

RC:tss

cc: CIRI

320.15.004



NORTHERN TESTING LABORATORIES, INC.

600 UNIVERSITY PLAZA WEST, SUITE A
6957 OLD SEWARD HWY., SUITE 101

FAIRBANKS, ALASKA 99709
ANCHORAGE, ALASKA 99518

907-479-3115
907-349-8623

Client: FSI / POW-1
Address: P.O. Box 487
Fairbanks, Alaska 99701

Date Arrived : 09-03-86
Time Arrived : 0830
Date Sampled : 09-02-86
Time Sampled : ----
Date Completed: 09-17-86

Source: Waste Pit

Parameter	Unit	Result	Standard
Chromium	mg/l	0.21	0.00

Quality Control Report

Listed below are quality control assurance reference samples with a known concentration prior to analysis. The acceptable limits represent a 95% confidence interval established by the Environmental Protection Agency or by our laboratory through repetitive analyses of the reference sample. The reference samples indicated below were analyzed at the same time as your sample, ensuring the accuracy of your results.

Sample #	Parameter	Unit	Result	Acceptable Limit
284-2	Chromium	mg/l	0.25	0.21 - 0.31

Reported By: Kathleen Siftar, Acting Chemistry Supervisor

Date: 09-17-86

COOK INLET REGION, INC.

October 23, 1986

Colonel Charles B. Neel
Department of the Air Force
4700th Air Defense Squadron (Support) (TAC)
Peterson Air Force Base, Colorado 80914-5000

Re: Camp Lonely - Landfill
POW-1 Memorandum of Understanding

Dear Colonel Neel:

Thank you for providing Cook Inlet Region, Inc. (CIRI) with a draft POW-1 Memorandum of Understanding (MOU) regarding shared use of CIRI and United States Air Force facilities at Camp Lonely, Alaska. With the exception of Stipulation III. B. CIRI approves the MOU as written. In regards to Stipulation III. B. CIRI requests the following change:

- B. . . . Finally, the USAF agrees to close the CIRI landfill in accordance with permit stipulations and further agrees to CIRI's reasonable use of USAF landfill facilities after the CIRI landfill is closed.

As it is unlikely that the Alaska Department of Environmental Conservation will permit two landfills in the immediate vicinity, the above recommended change is necessary to insure CIRI's continued access to a landfill facility after the CIRI pit is closed.

Please inform us whether or not the recommended change is acceptable to the USAF.

Sincerely,

COOK INLET REGION, INC.



Steve Planchon
Manger, Land Administration

SP/slb
699:23

000059



DEPARTMENT OF THE AIR FORCE
4700TH AIR DEFENSE SQUADRON (SUPPORT) (TAC)
COOK INLET REGION PETERSON AIR FORCE BASE, COLORADO 80914-5000

NOV 7 1986

8 NOV 1986

Land Department

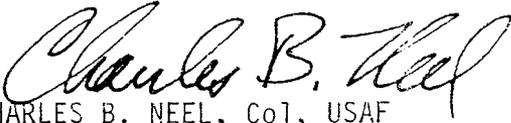
REPLY TO
ATTN OF: CC

SUBJECT: Camp Lonely Landfill (POW-1), Memorandum of Understanding 4700 ADS/Cook
Inlet Region, Inc (CIRI)

TO:
Cook Inlet Region
CIRI Building
ATTN: Steve Planchon
2525 'C' Street
P.O. Drawer 4-N
Anchorage AK 99509

1. Please find attached, the revised Memorandum of Understanding, para III B has been changed per your request. Please sign and return the original copy.

2. Point of contact is Mr Maurice W. Ross, (303) 554-4922.


CHARLES B. NEEL, Col, USAF
Commander

1 Atch
4700 ADS/CIRI MOU

CI 0052



NORTHERN TESTING LABORATORIES, INC.

600 UNIVERSITY PLAZA WEST, SUITE A
2505 FAIRBANKS STREET

FAIRBANKS, ALASKA 99709
ANCHORAGE, ALASKA 99503

SEP 16 1987
Land Department
907-479-3115
907-277-8378

Client: Felec Services/POW 1
Address: Felec Services, Inc.
4060 Bijou
P.O. Box 15012
Colorado Springs, CO
Attn: Jim Goodwin

Date Arrived : 07-01-87
Time Arrived : 0900
Date Sampled : 06-30-87
Time Sampled : 0745
Date Completed: 07-15-87

Source: Water Sample From Old Landfill

Sample ID #: 070187-6

Parameter	Unit	Result	Standard Deviation
Chromium	mg/l (ppm)	7.6	0.3

Acceptable?

Quality Control Report

Listed below are quality control assurance reference samples with a known concentration prior to analysis. The acceptable limits represent a 95% confidence interval established by the Environmental Protection Agency or by our laboratory through repetitive analyses of the reference sample. The reference samples indicated below were analyzed at the same time as your sample, ensuring the accuracy of your results.

Sample #	Parameter	Unit	QC Result	Acceptable Range
284-2	Chromium	mg/l	0.216	0.209 - 0.306

Reported By: *Diane L. Shaw*
Diane L. Shaw, Chemistry Supervisor

Date: 7-16-87

MEMORANDUM OF UNDERSTANDING
BETWEEN
4700TH AIR DEFENSE SQUADRON (TAC)
AND
COOK INLET REGION, INC (CIRI)

I. BASIC PROVISIONS

Upon acceptance by Cook Inlet Region, Inc. (CIRI), this memorandum will constitute an agreement between the 4700th Air Defense Squadron (ADS)(Tactical Air Command), Peterson Air Force Base, Colorado 80914-5000, and Cook Inlet Region, Incorporated, Anchorage, Alaska 99509, herein after referred to as CIRI, for joint use of certain facilities at the Lonely (POW-1) DEW Line station.

II. RECIPROCATIONS

A. The 4700th Air Defense Squadron (USAF) will, through the DEW Line O&M contractor at POW-1, grant the following concessions to CIRI in exchange for the reciprocal returns as outlined herein.

1. CIRI will be allowed to share hangar, Facility Number 00018, to store one (1) Front End Loader, two (2) Pickups and, one (1) Three-Wheel ATV. CIRI's space allocation will consist of the western bisection of the hangar floor space and will not exceed fifty percent (50%) of the available floor space in the hangar. Air Force requirements will be afforded precedence in all circumstances. In return, CIRI will be responsible for housekeeping in their portion of the building.

2. CIRI will be provided food and lodging for no more than two (2) CIRI representatives during their periodic facility inspections. Category A rates, per DO 177-32, will apply. CIRI must provide 4700 ADS/DO names, SSANs, arrival/departure dates, and charter air service (AF Form 181 will be used).

B. CIRI will grant the USAF interim use of their landfill at POW-1 until such time as the USAF acquires its own landfill permit, and realizes an operational landfill.

III. GENERAL PROVISIONS

A. CIRI agrees to assume all risks of loss or damage to property or injury to, or death of persons by reason of use of these facilities by CIRI or their representatives under this Agreement including risks connected with the provision of services or goods by the Government, to CIRI or to any representative of CIRI under this agreement. CIRI further agrees to indemnify and hold harmless the Government against, and to defend at CIRI's expense, all claims for loss, damage, injury, or death sustained by any individual or corporation and arising out of or resulting from CIRI's use of these facilities pursuant to, or in connection with this agreement, or arising out of the provision of services or goods by the

Government to CIRI or its representatives, whether the claims be based in whole or in part on the negligence or fault of the Government or its contractors or any of their officers, agents and employees, or based on any concept of strict or absolute liability, or otherwise. CIRI shall neither transfer nor assign its interests or obligations under this Agreement without the prior written approval of the 4700th ADS, provided that CIRI may, as part of its business and without further notice, enter into arrangements with third parties regarding CIRI's usage of facilities covered by this agreement. All such "third parties" shall be considered as CIRI representatives under the terms of the agreement. CIRI will be liable for any damage to the hangar resulting from any induced cause by their representative.

B. The USAF will be responsible for liabilities incurred during sole usage landfill operation period. The USAF further assumes responsibility for compliance with state and federal regulations during sole-use period. Finally, the USAF agrees to close the CIRI landfill in accordance with permit stipulations and further agrees to CIRI's reasonable use of USAF landfill facilities after the CIRI landfill is closed.

C. This agreement gives the CIRI no express or implied interest of any kind in real estate, improvements, or other tangible assets of the Lonely (POW-1) DEW Line station or the Government.

IV. This Agreement may be amended, at any time as mutually agreeable, by written amendment(s) signed by the 4700th Air Defense Squadron (Tactical Air Command) and Cook Inlet Region, Inc.

V. This agreement shall remain in effect indefinitely, but may be terminated by either party upon a 90 day written notice.



CHARLES B. NEEL, Col, USAF
Commander
4700th Air Defense Sq (TAC)



11/12/86

Frank Klett
Vice President
Cook Inlet Region, Inc.

ed C.

000063

CIRI

COOK INLET REGION, INC.

November 13, 1986

Colonel Charles B. Neel
Department of the Air Force
4700th Air Defense Squadron (Support) (TAC)
Peterson, Air Force Base, Colorado 80814-5000

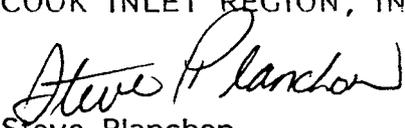
Re: Camp Lonely Land Fill
260 Land Agreement

Dear Colonel Neel:

Please find enclosed a fully executed Memorandum of Understanding.
Thank you for your assistance on this matter.

Sincerely,

COOK INLET REGION, INC.


Steve Planchon
Manager, Land Administration

SP/slb
712:23

Enclosure



COOK INLET REGION, INC.

DEPARTMENT OF THE AIR FORCE

AUG 21 1989 4700th OPERATIONS SUPPORT SQUADRON (TAC)
LANGLEY AIR FORCE BASE VA 23665-7399

Land Department

FILE # _____
E. _____
COPIES TO: **000064**

REPLY TO
ATTN OF: LG

SUBJECT: Notification of DEW Line Station (POW-1) Closure

11 AUG 1989

TO: Cook Inlet Region
CIRI Building
ATTN: Steve Planchon
2525 'C' Street
P.O. Drawer 4-N
Anchorage AK 99509

1. DEW Line Station (POW-1) at Lonely Alaska is scheduled to close as of 30 September 1989.
2. Termination of the Memorandum of Understanding between 4700 OSS and Cook Inlet Region will follow since our support capability will cease upon site closure.
3. My point of contact is TSgt Michael Ryan, (804) 764-3172.

Charles D. Smiley
Charles D. Smiley
Director of Logistics

Readiness is our Profession

CI 0057

Inter - Office Memorandum

TO: Brad Curtis, Manager, Land & Minerals
FROM:  Mike Franger, Senior Land Management Officer
DATE: September 1, 1989
SUBJECT: Termination of Memorandum of Understanding
Camp Lonely
CIRI 260 - Landfill

In correspondence dated August 11, 1989, the USAF has indicated that they have scheduled the closure of DEW Line Station POW-1 at Lonely for September 30, 1989. Further, they indicate that the above referenced agreement between the 4700th Operations Support Squadron and CIRI will terminate upon site closure.

You are aware of the problems created by the USAF contractor at POW-1 regarding use of the CIRI landfill. The last correspondence in our files indicates that a problem may still exist regarding water quality around the landfill. There is nothing in the file to indicate that the site has been accepted and closed out by the Department of Environmental Conservation.

Another consideration, before the referenced agreement is accepted as terminated, is the disposition of CIRI's equipment, which is currently located in hangar number 00018 at the Dew Line Site.

Recommendations

CIRI, before accepting termination of the MOU, should request assurance from the USAF in the form of correspondence from ADEC that the site has been acceptably closed out, or obtain indemnification from the USAF for any liabilities which may surface in the future regarding the landfill. Additionally, some decision should be made soon as to the disposition of CIRI's equipment at the site, (loader, pick-up truck) in case some assistance is required from the POW-1 personnel in relocating it.

MF/slb
503:056

September 1, 1989

COOK INLET REGION, INC.

Department of the Air Force
4700th Operations Support Squadron (TAC)
Langley Air Force Base, Virginia 23665-7399

Attention: Charles D. Smiley
Director of Logistics

Re: Closure of DEW Line Station (POW-1)
030,006.30 -260 Land Fill

Dear Mr. Smiley:

Cook Inlet Region, Inc. (CIRI) is in receipt of your recent Memorandum regarding closure of the above referenced facility at Lonely, Alaska, and the corresponding termination of the Memorandum of Understanding between CIRI and the 4700th OSS.

As you are aware, problems existed in the past regarding use of the CIRI land fill by the Air Force contractor at the site. While remedial actions were taken, CIRI has no information to indicate that the site was effectively cleaned up, closed out, and accepted as such by the Alaska Department of Environmental Conservation (ADEC). Before CIRI can agree to the termination of the referenced MOU, it is requested that the Air Force provide documentation to the effect that the site was closed and accepted by the ADEC. In the absence of this, CIRI will require that the Air Force provide indemnification to CIRI and accept responsibility for any liabilities which have or may occur in the future as a result of the Air Force's use of the site.

CIRI appreciates the assistance and cooperation that the Air Force and its contractors have offered in the past and looks forward to resolving this situation satisfactorily. Please contact me directly at (907) 274-8638 if you should have any questions with regards to this matter.

Sincerely,

COOK INLET REGION, INC.



Brad Curtis
Manager, Land and Minerals

BC/MF/slb
503:058

000067



COOK INLET REGION, INC.

DEPARTMENT OF THE AIR FORCE

4700th OPERATIONS SUPPORT SQUADRON (TAC)
LANGLEY AIR FORCE BASE VA 23665-7399

SEP 12 1989

Logistics Department

REPLY TO
ATTN OF:

LG

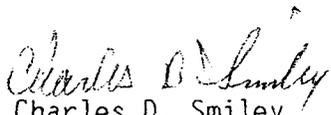
SUBJECT:

Termination of Memorandum of Understanding

TO:

Cook Inlet Region
CIRI Building
ATTN: Steve Planchon
2525 'C' Street
P.O. Drawer 4-N
Anchorage AK 99509

1. In accordance with the Memorandum of Understanding (MOU) between Cook Inlet Region, INC. and the 4700 Operations Support Squadron (TAC) this serves as notification of termination of said MOU effective 30 September 1989.
2. Please insure that all equipment and/or properties belonging to Cook Inlet Region, INC. are removed prior to site closure.
3. Point of contact is TSgt Michael Ryan or Mr John Smith at (804) 764-3172.


Charles D. Smiley
Director of Logistics

Readiness is our Profession

CI 0060



CA Ltr: 02943

FELEC Services, Inc.

P.O. Box 7449, Riverdale Station
 525 Butler Farm Road, Suite 106
 Hampton, Virginia 23666-0449
 Telephone: (804) 766-1400 Telex: 98-137

clc/1312j/DE-1/83

OCT 20 1989

Department of the Air Force
 4400 Contracting Squadron (TAC)
 Langley AFB, VA 23665-5000

Attention: Ms Linda Chartier/LGCNR

Subject: Closure of Landfills, Camp Lonely and POW-1, Alaska
 Contract No.: F05603-87-C-0017

Reference: CO Letter 1063 (LG) dated 28 September 1989

Dear Ms Chartier:

The Cook Inlet Region Inc. (CIRI), landfill was closed, fertilized and seeded in August of 1989. This landfill was inspected by Mr. Mike Frainger of CIRI during his visit in late September 1989. A condition of the CIRI landfill permit 8331-BAC01 is that two sets of drawings have to be supplied to ADEC showing the limits of all solid waste disposition both horizontally and vertically. The basic plot plans were not provided as part of the DEW Line contract and we are experiencing difficulties obtaining them so that they can be updated for submittal to ADEC. We have contacted CIRI but they cannot locate the originals or copies. The plot plan should have been submitted to ADEC with CIRI's submittal for the landfill permit so we are now trying to secure the drawings from ADEC. If we are unsuccessful, we will submit the formal closure notice without drawings.

The POW-1 landfill was closed on 30 September 1989 and was properly covered, fertilized, and seeded as per instructions in landfill permit No. 8636-SA010. Drawings required by this permit are in drafting and will be submitted to ADEC within the 90 day time frame for final approval.

Very truly yours,

ITT/FELEC SERVICES, INC.

Original signed by

D. Robertson
 Manager, Contracts

33

000069

COOK INLET REGION, C.

FILE # 030006.30
DATE _____
COPIES TO: _____



OCT 30 1989

DEPARTMENT OF THE AIR FORCE
4700th OPERATIONS SUPPORT SQUADRON (TAC)
LANGLEY AIR FORCE BASE VA 23665-7399

and Department

26 OCT 1989

REPLY TO
ATTN OF:

LG

SUBJECT:

Closure of Landfill, Camp Lonely, POW-1 Alaska
(Ref your Ltr 1 Sep 89)

TO:

Cook Inlet Region Inc.
ATTN: Mr Curtis
CIRI Building
2525 "C" Street
P. O. Box 93330
Anchorage Alaska 99509-3330

1. In our efforts to close out the landfill at Camp Lonely, Alaska to the satisfaction of ADEC, my environmental coordinator and contractor have been hard at work trying to obtain the necessary documents for closure. Attachment 1 provides a summary of our efforts to date.
2. If you have drawings of the landfill I would greatly appreciate that you forward them to me as soon as possible.
3. My organization will continue in our efforts to close out the CIRI landfill to your satisfaction as well as ADEC. You will be advised when a successful conclusion is reached.

Charles Smiley
CHARLES SMILEY
Director of Logistics

1 Atch
CA Ltr 02943

Readiness is our Profession

CL 0062

000070



CA Ltr: 02943

FELEC Services, Inc.

P.O. Box 7449, Riverdale Station
525 Butler Farm Road, Suite 106
Hampton, Virginia 23666-0449
Telephone: (804) 766-1400 Telex: 98-1377

clc/1512j/DE-1/83

OCT 20 1989

Department of the Air Force
4400 Contracting Squadron (TAC)
Langley AFB, VA 23665-5000

Attention: Ms Linda Chartier/LGCNR

Subject: Closure of Landfills, Camp Lonely and POW-1, Alaska
Contract No.: FD5603-87-C-0017

Reference: CC Letter 1063 (LG) dated 28 September 1989

Dear Ms Chartier:

The Cook Inlet Region Inc. (CIRI), landfill was closed, fertilized and seeded in August of 1989. This landfill was inspected by Mr. Mike Frainger of CIRI during his visit in late September 1989. A condition of the CIRI landfill permit 8331-BA001 is that two sets of drawings have to be supplied to ADEC showing the limits of all solid waste disposition both horizontally and vertically. The basic plot plans were not provided as part of the DEW Line contract and we are experiencing difficulties obtaining them so that they can be updated for submittal to ADEC. We have contacted CIRI but they cannot locate the originals or copies. The plot plan should have been submitted to ADEC with CIRI's submittal for the landfill permit so we are now trying to secure the drawings from ADEC. If we are unsuccessful, we will submit the formal closure notice without drawings.

The POW-1 landfill was closed on 30 September 1989 and was properly covered, fertilized, and seeded as per instructions in landfill permit No. 8636-5A010. Drawings required by this permit are in drafting and will be submitted to ADEC within the 90 day time frame for final approval.

Very truly yours,

ITT/FELEC SERVICES, INC.

Original signed by

D. Robertson
Manager, Contracts

CL 0063

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION

May 18, 1990

000071

STEVE COWPER, GOVERNOR

(907) 452-1714

Northern Regional Office
1001 Noble Street
Suite 350
Fairbanks, Alaska 99701

Mr. R.L. Nicholson
FELEC Services, Inc.
525 Butler Farm Road, Suite 106
P.O. Box 7449, Riverdale Station
Hampton, VA 23666-0449

Dear Mr. Nicholson:

Re: Landfill permit 8636-BA010 and 8331-BA001

The Alaska Department of Environmental Conservation (ADEC) has received the as-built drawings of the POW-1 Dew Line Station Landfill.

The ADEC authorizes ^{8331-BA001} the closure of the landfills operated under permits 8636-BA010, provided that all provisions set forth in the permit regarding post closure monitoring would be followed.

If you any questions regarding the above matters, please contact me at the phone number indicated above.

Sincerely,



Mehrdad Nadem
Environmental Field Officer

mn/pg

cc: W. McGee, ADEC/Fairbanks
B. Fristoe, ADEC/Fairbanks
R. Cannone, ADEC/Fairbanks

300.15.141

CL 0064

Grant Leopoldus
 Loren Mundt - 403-253-5511

7/26/90

- not in office - out 'til Mon.

Howard Hariman - Stanton 713-781-4000
 - will contact Mundt as soon as he can

- says sled was to have been moved this past winter

7/26

Charles Smiley - USAF - out of office 'til Mon.
 John Smith - will call back



- 3 people will be visiting sites within next couple of weeks (USAF personnel)
 - civil engineers and aviation people to inspect and check on disposition (current status) of various sites including POW-1
- According to Smith, Chuck Smiley told him the site was accepted and closed out by ABEC
 - I asked for correspondence indicating this -> he said Chuck ~~can~~ would send it!

031 764

000073



DEPARTMENT OF THE AIR FORCE
4700th OPERATIONS SUPPORT SQUADRON (TAC)
LANGLEY AIR FORCE BASE VA 23665-7399

06 NOV 1990

REPLY TO
ATTN OF LG

SUBJECT: Closure of Landfill, Camp Lonely, POW-1 Alaska ADEC Permit 8331-BA001
(Ref your Ltr 1 Sep 89)

TO: Cook Inlet Region Inc.
ATTN: Mr Curtis
CIRI Building
2525 'C' Street
P. O Box 93330
Anchorage Alaska 99509-3330

1. Attached is correspondence from ADEC authorizing the closure of the POW-1 Landfill Permit No. 8636-BA010 and the Landfill Camp Lonely Landfill Permit 833-BA001.
2. The operational responsibility of POW-1 and other DEW Line Radar sites in Alaska was transferred to Pacific Air Command, 11th Air Force (formerly Alaskan Air Command), Elmendorf Air Force Base, Alaska on 1 October 1990. They have been provided copies of subject permits.
3. Please direct any questions you may have to my environmental coordinator Mr Chuck Hill, 4700 OSS/LGTE, Langley AFB VA 23665, phone (804) 764-3161.

Charles Smiley
CHARLES SMILEY
Director of Logistics

1 Atch
ADEC Authorization

Readiness is our Profession

CL 0066

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION

May 18, 1990

000074

STEVE COWPER, GOVERNOR

(907) 452-1714

Northern Regional Office
1001 Noble Street
Suite 350
Fairbanks, Alaska 99701

Mr. R.L. Nicholson
FELEC Services, Inc.
525 Butler Farm Road, Suite 106
P.O. Box 7449, Riverdale Station
Hampton, VA 23666-0449

Dear Mr. Nicholson:

Re: Landfill permit 8636-BA010 and 8331-BA001

The Alaska Department of Environmental Conservation (ADEC) has received the as-built drawings of the POW-1 Dew Line Station Landfill.

The ADEC authorizes ^{8331-BA001} the closure of the landfills operated under permits 8636-BA010, provided that all provisions set forth in the permit regarding post closure monitoring would be followed.

If you any questions regarding the above matters, please contact me at the phone number indicated above.

Sincerely,



Mehrdad Nadem
Environmental Field Officer

mn/pg

cc: W. McGee, ADEC/Fairbanks
B. Fristoe, ADEC/Fairbanks
R. Cannone, ADEC/Fairbanks

300.15.141

CL 0067

COOK INLET REGION, INC.

December 26, 1990

Mr. Chuck Hill
4700 OSS/LGTE
Langley Air Force Base
Virginia 23665

Re: Camp Lonely Landfill (POW-1)
CIRI 031,764

Dear Mr. Hill:

Cook Inlet Region, Inc. (CIRI) recently received correspondence from Charles Smiley which included a copy of a letter from the Alaska Department of Environmental Conservation (ADEC) dated May 18, 1990 pertaining to authorization for the closure of the landfill at Camp Lonely, which had been permitted under ADEC Permit No. 8331-BA001. This ADEC correspondence authorized closure of the landfill "provided that all provisions set forth in the permit regarding post closure monitoring would be followed." You are aware that problems had occurred during the use of the landfill by the USAF contractor at POW-1 when unauthorized materials were found to have been dumped in the landfill. Subsequent sampling of surface waters in the vicinity of the landfill indicated potential contamination problems existed with chromium levels found in these samples (see enclosed ADEC correspondence dated August 29, 1986).

In this correspondence, additional sampling was recommended by the ADEC Environmental Field Officer who was reviewing this matter. Our copy of the results from tests conducted on September 30, 1987 shows levels of chromium higher than that referenced in the August 29, 1986 ADEC letter. We do not, however, have the agency response to this latter lab analysis.

We are concerned that a "continuous source" of contamination may be present at the landfill. Please forward the following:

1. The ADEC response to the water sampling that was conducted on June 30, 1987.
2. Your plans regarding post closure monitoring, as referenced in the ADEC correspondence of May 18, 1990.
3. The drawings of the landfill that were required to be submitted to ADEC to support your request for formal closure of the landfill.

Chuck Hill

-2-

December 26, 1990

Additionally, on July 26, 1990, I had a telephone conversation with John Smith of your office regarding closure of the Camp Lonely Landfill. He indicated to me that a team of USAF personnel consisting of civil and environmental engineers would be visiting various DEW line sites including POW-1 this past summer to conduct their own inspection of site closeouts. What were the results of their inspection of the Camp Lonely site? Were surface water samples taken and analyzed from the vicinity of the landfill?, if so, please forward the lab results.

Sincerely,

COOK INLET REGION, INC.



Mike Franger
Land Manager

MF/clp/04/14

Enclosures

cc: Mehrdad Nadem, ADEC, Fairbanks



NORTHERN TESTING LABORATORIES, INC.

600 UNIVERSITY PLAZA WEST, SUITE A
2505 FAIRBANKS STREET

FAIRBANKS, ALASKA 99709
ANCHORAGE, ALASKA 99503

SEP 16 1987
Land Department
907-479-3115
907-277-8378

Client: Felec Services/POW 1
Address: Felec Services, Inc.
4060 Bijou
P.O. Box 15012
Colorado Springs, CO
Attn: Jim Goodwin

Date Arrived : 07-01-87
Time Arrived : 0900
Date Sampled : 06-30-87
Time Sampled : 0745
Date Completed: 07-15-87

Source: Water Sample From Old Landfill

Sample ID #: 070187-6

Parameter	Unit	Result	Standard Deviation
Chromium	mg/l (ppm)	7.6	0.3

Acceptable?

Quality Control Report

Listed below are quality control assurance reference samples with a known concentration prior to analysis. The acceptable limits represent a 95% confidence interval established by the Environmental Protection Agency or by our laboratory through repetitive analyses of the reference sample. The reference samples indicated below were analyzed at the same time as your sample, ensuring the accuracy of your results.

Sample #	Parameter	Unit	QC Result	Acceptable Range
284-2	Chromium	mg/l	0.216	0.209 - 0.306

Reported By: *Diane L. Shaw*
Diane L. Shaw, Chemistry Supervisor

Date: 7-16-87

WALTER T. HICKEL GOVERNOR

Telephone: (907) 451-2360
Fax: (907) 451-2187

DEPT. OF ENVIRONMENTAL CONSERVATION

Northern Regional Office
1001 Noble Street, Suite 350, Fairbanks, AK 99701-4980

COOK INLET REGION, INC. 320.15.004

September 3, 1992

Mr. Mike Franger, Land Manager
Cook Inlet Region, Inc.
P.O. Box 93330
Anchorage, AK 99509-3330

SEP 03 1992
Land Department

Dear Mr. Franger:

RE: CIRI Camp Lonely Solid Waste Site (Permit Expired)

The above-referenced solid waste/landfill site formerly operated under ADEC permit 8331-BA001, which expired on 1 April, 1988 (no fooling). Your records identify this site as located on the west flank of the Husky/CIRI Camp Lonely pad, and that, subsequent to the permit expiration, it was in the process of close-out when this Department received the last communication to date from you, on 26 December, 1990 - a cc of a letter addressed to Mr. Chuck Hill, at Langley AFB, Virginia.

That letter of yours noted that the conditions for close-out on this site had not been met because no further communication from ADEC had been received subsequent to 18 May, 1990. Such a communication was needed, since information in regard to high levels of chromium had been reported to this Department.

The accompanying lab report in our file shows a report from Northern Testing Labs dated 1 July, 1987, commissioned by Felec Services. Felec Services was the branch of ITT which contracted for the ongoing operation of the DEW line sites until this contract passed on to RCA in 1990. This contractor operated the active DEW line site of POW-1 - Lonely - and it is not clear to me why this result would have any application to the landfill at Camp Lonely, operated by CIRI. The lab report does not contain any permit number or file number which would enable this result to be identified as to site. Do you have an explanation for this?

If this in fact is a report relating to Camp Lonely, the levels of chromium are such that samples of soil and water from adjacent tundra must be secured to determine background levels for chromium. Still, additional tests must at some point be submitted to determine that there is no leachate of other heavy metals, hazardous or toxic materials, or hydrocarbons from this site. Our file in respect of this site contains no such reports. These general test results are required as an essential part of closing out landfill sites.

When I assumed this position as North Slope district field officer in November, 1990, I was assigned all solid waste site jurisdiction everywhere on the North Slope Borough outside of Prudhoe. None of this correspondence was referred to me, as it should have been, and Camp Lonely/Husky/CIRI was referred to as a defunct installation. The military site of POW-1 was being closed out, and confusion in our filing system often results from closely adjacent, if unrelated, sites.

Called 9/12 - no info

Mr. Mike Franger

- 2 -

September 3, 1992

As you are perhaps aware, the former POW-1 station of Lonely has now been reactivated for new construction. Investigation into the unresolved matter of the two landfills on this military site has brought up the issue of solid waste sites nearby not closed out according to statutory requirements. You should be aware that personnel are already operating on the site, adjacent to the old Husky/Camp Lonely pad.

This led to my review of your file, and the consequent discovery that the actions needed to complete close-out of this site have not been undertaken. As I had just made a field visit to POW-1 on 5 August, 1992, I could easily have inspected your site, but was not aware at that time that such an inspection, or any other additional information, was required.

Please reply within fifteen (15) days and identify the problems which remain to be met, both from CIRI and ADEC, in order to complete the close-out of this site. If you have additional lab reports specifically relating to the Camp Lonely landfill, please submit them at that time. We have nothing later than July, 1987, and its reference to the CIRI/Husky/Camp Lonely landfill remains questionable.

It is particularly in CIRI's interest to do so, given renewed activity on the adjacent site, the fact that USAF is now taking action to close out the two sites on its own facility, and the need to complete such actions prior to October, 1993, when a new set of Federal regulations governing landfills not previously closed-out to statutory satisfaction comes into effect. Many new restrictions will apply to landfills still on active status after that time.

If you have any information or questions, or wish to speed up our mutual action, do not hesitate to call me at 451-2153. In correspondence, please address everything to my personal attention, and to make sure there are no mix-ups with the other Lonely sites, please use our file number referenced above (ADEC 320.15.004). As there are no currently valid permit numbers for any of these sites, please do not use any in referencing your correspondence, as it may result in distribution and filing errors at this end. Your cooperation will be very much appreciated.

I will be glad to assist you in any way I can from this end, to help finalize this action.

Sincerely,



Scott Home

Environmental Specialist II

SH/jw (g:\eq\jenniew\franger)

cc: Doug Lowery, NRO, Fairbanks
Kris McCumby, NRO, Fairbanks
Steve Hansen, USAF, Elmendorf AFB
Chris Mello, NSB, Barrow
Renee Evans, NADO, Fairbanks
Doug Dasher, NADO, Fairbanks

COOK INLET REGION, INC.

September 29, 1992

Scott Home
Environmental Specialist II
Alaska Department of Environmental Conservation
Northern Regional Office
1001 Noble Street, Suite 350
Fairbanks, AK 99701-4980

Re: Camp Lonely Solid Waste Site
CIRI 031;764

Dear Mr. Home:

This letter is in response to your correspondence of September 3, 1992 and our telephone conversation of September 28, 1992. In our discussion, I explained to you that, through a cooperative agreement, Cook Inlet Region, Inc. (CIRI) had allowed the U.S. Air Force (USAF) to utilize the existing land fill at CIRI's camp (authorized by ADEC Permit No. 8331-BA001) while the USAF pursued authorization of their own land fill at the POW-1 Dew Line Site. During the USAF contractor's use of the CIRI site, problems developed as a result of the deposition of unauthorized substances into the landfill. Remediation actions were undertaken, and a sampling program was conducted which resulted in test results being submitted to your office for review. I do not have enough information in our files here to indicate whether this sampling program was completed to your agency's satisfaction.

In my correspondence of December 26, 1990 to Mr. Chuck Hill of the USAF (which was copied to your office), I outlined CIRI's concerns with the USAF's proposal to close the CIRI landfill. This is the last correspondence I have on this matter, and I have received no further information from the USAF or its former contractor (Felec Services).

CIRI never has operated the camp on a commercial basis since acquiring it, and to my knowledge has, itself, never deposited anything in the landfill originally authorized by Permit No. 8331-BA001. Obviously, it is our intention to have the site properly closed out to your agency's satisfaction. The purpose of my December 26, 1990 correspondence was to obtain documentation that this was in fact done by the USAF.

Scott Home
September 29, 1992
Page 2

CIRI intends to cooperate with your agency to see that this site is properly closed out.

Sincerely,

COOK INLET REGION, INC.

A handwritten signature in cursive script, appearing to read "Mike Franger".

Mike Franger
Land Manager

MF/pk/09/217

FRANK H. MURKOWSKI, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION
Environmental Health Division
410 Willoughby, Suite 303
Juneau, Alaska 99801

Telephone: 907-465-5350

FAX: 907-465-5164

January 3, 2003

Cook Inlet Regional Corporation
 CIRI Bldg 2525 C St
 Anchorage, AK 99509

Re: Camp Lonely Landfill, Permit Number 8331BA001

Dear Cook Inlet Regional Corporation:

Recent changes to solid waste facility fees may affect you! If you have an active solid waste facility or a closed facility for which the final closure obligations have not been completed, you will receive an invoice from the Alaska Department of Environmental Conservation (ADEC) in mid-February for fees due. Please review the information below to ensure that we don't bill you incorrectly.

Why will you be sending me a bill? For several years, the Solid Waste program has been funded partially by fees. In 2000, the Alaska Legislature passed a bill (HB 361) requiring changes to the way our fees are structured. In June of 2002, we adopted new fee regulations that meet the requirements of HB 361. Instead of billing by the hour for services provided, we are now charging flat fees for all permitted facilities and facilities with expired permits that have not provided documentation to the Department that all permit obligations for closure and post-closure monitoring have been fulfilled.

What does this mean to me? If you have regular contact with the Solid Waste program, you are probably used to seeing a monthly fee invoice. We have not sent these invoices since July when we switched to the new fee system. Now most facility operators will receive one annual invoice for a flat fee covering all permitting, inspection, monitoring review, and technical assistance needed for your facility.

What solid waste facility are you talking about? Our records show that you own or operate a Closed Class III (camp) landfill. The facility name and permit number are shown in the subject line above.

How much will you be billing me? The 2003 annual fee for a Closed Class III (camp) landfill is \$76.00.

Handwritten notes:
 Hazard
 Look into this
 we have never opened
 this - the ADEC files
 did.
 Keep me
 informed
 KM

What billing address and contact number do you have for me? The billing address that we have in our records is shown above. The contact person and phone number we have listed for billing purposes is:

Name: None

Phone Number: 907-274-8638

Our new billing system may have project specific information rather than accurate billing information. If the information shown is incorrect, please make the changes needed on this letter and either mail to: **ADEC, Attn: User Fee Section, 410 Willoughby Ave, Ste 303, Juneau, AK 99801** or fax to the User Fee Section at **907-465-5097**.

My solid waste facility is closed. Why will I get a bill? Most permits, as well as the solid waste regulations, have requirements for proper closure, post-closure monitoring, recording a notice on the land deed, and documentation of these steps. If you did not notify the Department that closure was complete, we may still have your facility listed as active. If you did not send documentation to the Department that all post-closure obligations were fulfilled, we may list your facility as closed but not "retired". If you feel that our facility status information is incorrect, please contact Maggie Stumme at 907-465-5350 or Solid_Waste@envircon.state.ak.us.

Who do I contact if your billing information is wrong or my address has changed? If the facility contact or the billing information is incorrect, please contact the User Fee Section at ADEC_Userfees@envircon.state.ak.us.

If you have technical questions or if the facility status is incorrect, please contact Maggie Stumme at 907-465-5350 or email Solid_Waste@envircon.state.ak.us.

Please contact us by **February 3, 2003** with any corrections so we can ensure that your invoice is accurate.

Sincerely,



Heather Stockard
Solid Waste Program Manager



March 7, 2003

Scott Hansen
 Chief, Environmental Restoration
 Elmendorf Air Force Base
 10471 20th Street, Suite 360
 Elmendorf, Alaska 99506

**SUBJECT: Permit #8331BA001 – SW Camp Lonely Landfill
 2003 Calendar Year Annual Fee**

Dear Scott:

The Alaska Department of Environmental Conservation recently sent Cook Inlet Region, Inc. (CIRI) an invoice in the amount of \$76, which represents the annual fee charged for landfills that have not been properly closed.

The Memorandum of Understanding (MOU) between CIRI and the 4700th Air Defense Squadron (USAF) dated November 12, 1986, under the general provisions, the USAF agrees to close the CIRI landfill in accordance with permit stipulations. As this has not happened, it is only fitting that the USAF pay the annual fee until such time as the landfill is closed properly. A copy of the MOU is included with the invoice for your reference.

I hope that we can resolve this problem as soon as possible and put Camp Lonely to bed once and for all!

We look forward to hearing from you soon.

Sincerely,

Hazel J. Felton
 Special Projects Manager, CIRI Real Estate

0086.HJF
 Enclosures (2)

cc: Sandi Woods, ADEC

Post-it® Fax Note 7671		Date ¹¹⁻⁶⁻⁰³ 3-3-03	# of pages ▶ 84
To	MARY ADAMS		
From	HAZEL FELTON		
Co./Dept.	Co.		
Phone #	Phone # 263-5714		
Fax #	Fax # 522-3248		

w/ copy of MOU

000085

INVOICE

State of Alaska

Department of Environmental Conservation
EH/Solid Waste Program
410 Willoughby Avenue, Suite 303
Juneau, AK 99801-1795

Invoice Date February 18, 2003	Invoice Number SW1064
--	---------------------------------

For ADEC Use - Inv Code: SW

Cook Inlet Regional Corporation
CIRI Bldg 2525 C St
Anchorage, AK 99509

Client ID: 719
Permit #: 8331BA001
PJ Name: SW Camp Lonely Landfill
Facility: Camp Lonely Landfill

Make checks payable to State of Alaska.
Remit to above address. Attn: User Fee Section

Detach top portion with your payment. Please include Permit # and Invoice # with payment.

2003 Calendar Year Billing

Permit #: 8331BA001 - SW Camp Lonely Landfill

Annual Fee Amount: \$76.00

SPECIAL INSTRUCTIONS: _____

Amount Due This Invoice: \$76.00

DESCRIPTION: _____

EXPENSE CODE: _____

The Balance Due shown above represents your 2003 Calendar Year Annual Fee for your Closed Class III (camp) landfill

Account Summary

Last Inv Num	Last Inv Date	Last Inv Amt	Last Pay Amt	Unpaid Amt
None	--	\$ 0.00	\$ 0.00	\$ 0.00
Total Amount Due Upon receipt (including this invoice)				\$ 76.00

We now accept Credit Cards. To pay via Credit Card, complete the form below and mail this page to the address shown above. Or you can fax it to 907-465-5097 or call our accounts receivable section at 907-465-5115.

Credit Card Type: VISA MasterCard

Expiration Date: Month Year

Credit Card Number: _____

Amount to be charged: _____

Approval Signature: _____

Printed Name: _____

Contact Phone: _____

Fax Number: _____

Inv #: SW1064 Client ID: 719 Permit #: 8331BA001 PJ Name: SW Camp Lonely Landfill Code: SW

If you have questions or disputes regarding your billing amount, please contact Sandi Woods at 907-465-5318. If you have payment questions please contact our Accounts Receivable Section at 907-465-5115. Or ADEC_Userfees@envircon.state.ak.us before 3/1/03 or ADEC_Userfees@dec.state.ak.us after 3/1/03.

Bottom of page

CL 0078

MEMORANDUM OF UNDERSTANDING
BETWEEN
4700TH AIR DEFENSE SQUADRON (TAC)
AND
COOK INLET REGION, INC (CIRI)

I. BASIC PROVISIONS

Upon acceptance by Cook Inlet Region, Inc. (CIRI), this memorandum will constitute an agreement between the 4700th Air Defense Squadron (ADS)(Tactical Air Command), Peterson Air Force Base, Colorado 80914-5000, and Cook Inlet Region, Incorporated, Anchorage, Alaska 99509, herein after referred to as CIRI, for joint use of certain facilities at the Lonely (POW-1) DEW Line station.

II. RECIPROCATIONS

A. The 4700th Air Defense Squadron (USAF) will, through the DEW Line O&M contractor at POW-1, grant the following concessions to CIRI in exchange for the reciprocal returns as outlined herein.

1. CIRI will be allowed to share hangar, Facility Number 00018, to store one (1) Front End Loader, two (2) Pickups and, one (1) Three-Wheel ATV. CIRI's space allocation will consist of the western bisection of the hangar floor space and will not exceed fifty percent (50%) of the available floor space in the hangar. Air Force requirements will be afforded precedence in all circumstances. In return, CIRI will be responsible for housekeeping in their portion of the building.

2. CIRI will be provided food and lodging for no more than two (2) CIRI representatives during their periodic facility inspections. Category A rates, per DO 177-32, will apply. CIRI must provide 4700 ADS/DO names, SSANs, arrival/departure dates, and charter air service (AF Form 181 will be used).

B. CIRI will grant the USAF interim use of their landfill at POW-1 until such time as the USAF acquires its own landfill permit, and realizes an operational landfill.

III. GENERAL PROVISIONS

A. CIRI agrees to assume all risks of loss or damage to property or injury to, or death of persons by reason of use of these facilities by CIRI or their representatives under this Agreement including risks connected with the provision of services or goods by the Government, to CIRI or to any representative of CIRI under this agreement. CIRI further agrees to indemnify and hold harmless the Government against, and to defend at CIRI's expense, all claims for loss, damage, injury, or death sustained by any individual or corporation and arising out of or resulting from CIRI's use of these facilities pursuant to, or in connection with this agreement, or arising out of the provision of services or goods by the

Government to CIRI or its representatives, whether the claims be based in whole or in part on the negligence or fault of the Government or its contractors or any of their officers, agents and employees, or based on any concept of strict or absolute liability, or otherwise. CIRI shall neither transfer nor assign its interests or obligations under this Agreement without the prior written approval of the 4700th ADS, provided that CIRI may, as part of its business and without further notice, enter into arrangements with third parties regarding CIRI's usage of facilities covered by this agreement. All such "third parties" shall be considered as CIRI representatives under the terms of the agreement. CIRI will be liable for any damage to the hangar resulting from any induced cause by their representative.

→ B. The USAF will be responsible for liabilities incurred during sole usage landfill operation period. The USAF further assumes responsibility for compliance with state and federal regulations during sole-use period. Finally, the USAF agrees to close the CIRI landfill in accordance with permit stipulations and further agrees to CIRI's reasonable use of USAF landfill facilities after the CIRI landfill is closed.

C. This agreement gives the CIRI no express or implied interest of any kind in real estate, improvements, or other tangible assets of the Lonely (POW-1) DEW Line station or the Government.

IV. This Agreement may be amended, at any time as mutually agreeable, by written amendment(s) signed by the 4700th Air Defense Squadron (Tactical Air Command) and Cook Inlet Region, Inc.

V. This agreement shall remain in effect indefinitely, but may be terminated by either party upon a 90 day written notice.



CHARLES B. NEEL, Col, USAF
Commander
4700th Air Defense Sq (TAC)



11/12/86

Frank Klett
Vice President
Cook Inlet Region, Inc.



311th Civil Engineer Squadron
Engineering & Operations Flight
(611 CES/CECR)

10471 20th St Ste 302
 Elmendorf AFB AK 99506-2200

Comm/DSN #: 552-5226

Fax #: 552-3248

F A X C O V E R S H E E T

From: 611 CES/CECR
 Mary Adams

Date/Time:
 6 Nov 03

TO: Hazel Felton
 Subject:

Fax Number: 907-263-5190

No. of Pages including cover sheet: 2

Remarks: Attached is a copy of the invoice that the AF paid on 17 Apr 03 with Document No. DH0146506. Hope this helps.

Mary

DO NOT TRANSMIT CLASSIFIED INFORMATION OVER UNSECURED TELECOMMUNICATIONS SYSTEMS. OFFICIAL DOD TELECOMMUNICATIONS SYSTEMS ARE SUBJECT TO MONITORING. USING DOD TELECOMMUNICATIONS SYSTEMS CONSTITUTES CONSENT TO MONITORING.

INVOICE

State of Alaska
 Department of Environmental Conservation
 EPI/Solid Waste Program
 410 Willoughby Avenue, Suite 303
 Juneau, AK 99801-1795

Invoice Date	Invoice Number
February 18, 2003	SW1064

For ADEC Use - Inv Code: SW

Cook Inlet Regional Corporation
 CIRI Bldg 2525 C St
 Anchorage, AK 99509

Client ID: 719
 Permit #: 8331BA001
 PJ Name: SW Camp Lonely Landfill
 Facility: Camp Lonely Landfill

Make checks payable to State of Alaska
 Remit to above address. All in User Fee Section

Detach top portion with your payment. Please include Permit # and Invoice # with payment.

2003 Calendar Year Billing

Permit #: 8331BA001 - SW Camp Lonely Landfill Annual Fee Amount: \$76.00

Amount Due This Invoice: \$76.00

*Paid
 DOV NR
 2/17/03*

The Balance Due shown above represents your 2003 Calendar Year Annual Fee for your Closed Class III (camp) landfill

Account Summary

Last Inv Num	Last Inv Date	Last Inv Amt	Last Pay Amt	Unpaid Amt
None	--	\$ 0.00	\$ 0.00	\$ 0.00
Total Amount Due Upon receipt (including this invoice)				\$ 76.00

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Credit Card Number: <input type="text"/>	Amount to be charged: <input type="text"/>
Approval Signature: <input type="text"/>	Printed Name: <input type="text"/>
Contact Phone: <input type="text"/>	Fax Number: <input type="text"/>

Inv #: SW1064 Client ID: 719 Permit #: 8331BA001 PJ Name: SW Camp Lonely Landfill Code: SW

If you have questions or disputes regarding your billing amount, please contact Sandi Woods at 907-465-5318. If you have payment questions please contact our Accounts Receivable Section at 907-465-5115. Or ADEC_Userfees@envlrcn.state.ak.us before 3/1/03 or ADEC_Userfees@dec.state.ak.us after 3/1/03.

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Camp Lonely Inspection
Field Notes

October 7, 1982

R. F. Dunning, SAPC & Kirk McGee, Cook Inlet Region, Inc.

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CONTAMINATED
SITES
FAIRBANKS

(1) The airport has a runway 5,000 feet long, 150 wide with runway lighting. The navaid is a nondirectional beacon. There are VASI lights for the approach. The airport minimums are cloud cover at 540 feet elevation, 1-1/2 mile visibility. Unknown communications.

(2) The camp is approximately one mile from the airport along the road that parallels the ocean. The crew at the Dew Line Site look at the camp once a day. The camp's ATCO housing buildings are boarded up with metal shutters. The camp is a ATCO structure on wood piles with a 8' wide corridor between modules. The camp has been 'pickled'. The toilet tanks have been bailed out and antifreeze placed in them. None of the utility systems are in operation. All lighting is off. Interior inspection by flashlight. The hot water is supplied by electric hot water heaters. The wash cars have a storage tank integral with the unit. Metal shower stalls with fiberglass bases. The furnace in the wash car is a Lennox ES5Q5-943-1L. It is an electric furnace with a Pyrotronics CS smoke detector in the duct. Controls are by Robertshaw.

(3) Bunk rooms have a Chromalux electric wall mounted fan coil unit, two bulb overhead florescent fixture, wood paneling on the walls, built-in beds and closets. Furniture includes a built-in desk and metal and wood chairs. Hallways are carpeted and also have a runner of indoor/outdoor carpet. Most rooms are two-man rooms, one has a subdivision along the center of the room which subdivides the outside window and the overhead light. The closets are extremely small; approximately 1' x 2' built into the corner of the room. The rooms are approximately 9' x 11', with a 7' ceiling. There are smoke detectors in each room. As mentioned before, a 2 bulb overhead florescent fixture and an incandescent over-the-bed fixture with a plug-in. Most wiring is surface-mount in EMT.

(4) Lighting in the hallways is with incandescent bulbs in the side walls. There are smoke detectors in the hallway, exit signs, fire extinguishers for ABC use, strip mount electric heat, ashtrays. Most of the hallways have carpeting. Some of the center hallways have linoleum which is peeling up in some areas. The fire alarm control system is an Edwards of Canada Custom 6500 with 4 zones. Zones include rooms, kitchen, offices, and rooms.

(5) The dining room is set up of four modules with the kitchen connected. The dining room has a linoleum floor surface over half of it; the other half having had the linoleum ripped up where the roof caved in. The roof has been re-jacked up and lally columns installed. There are still some slight gaps evident in the floor where you can see outside between modules. There is still some water on the floor from leaks. Generally the repair is in good condition. The ceiling of the dining room is plywood over where it leaked and it is the one foot wide tongue and groove ceiling material over the rest of the area as is the rest of the camp. There are dining room chairs and tables enough for approximately one third of the dining room. The dining room contains six fold-up tables, a side bar, a loading tray serving line, a bun warmer, emergency lights. It is lit by two tube florescent fixtures.

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(6) The kitchen has electric griddle, electric heating elements, a hood with fire suppression nozzles. The serving line has heat lamps over trays with an electric food warmer underneath. The fire suppression system is a Kidde Sentinel last checked in 1981, directly piped to the fire suppression nozzles. The deep fat fryer apparently has been removed. The kitchen also contains a Pollution Packer 1800 garbage compactor. It contains two General Electric electric ovens, a CRS-COR Model 120-1386 Tray Warmer. It contains Equipto-type shelving. The kitchen has one walk-in cooler that is approximately 9' x 9' and another walk-in cooler than is approximately 9' x 9'. These are cooled by McCray Coolers, Model EEP-01045A. The kitchen takes up two modules and has an additional module attached to the side for dry storage. It has a Chromalux heater in each one, two 19 cu. ft. chest type freezers with locks unlocked. The storage areas have wood shelving and a leaky outside exterior door which snow has leaked under. They also have exterior doors between it and the main part of the kitchen. The dish/pot washing area contains electric hot water heater, Stero dishwasher with tray capabilities one tray at a time, has stainless steel sinks, spray rig. No garbage compactor, no grease trap apparent. There is a booster water heater, 15 KW for the electric hot water pot washing. The serving area has a cup dispenser, and some counters.

(7) One module area which appears to be a recreation area has a 10' ceiling and is approximately 16' wide, contains what appears to be all the mattresses for this facility. It has high windows and Chromalux heaters. At the end of this recreation space, there is a bathroom and two showers, a toilet, a lav and a Metos Sauna which is approximately 10' x 14' inside. It has some water on the floor; unable to determine where it is coming from, but it has a linoleum floor, wood walls, electric heat, wood block benches, in good condition. Near the sauna are two what could be single or double rooms which share bathrooms, two each side - four total. There is what could be called a fire hose station in the units but it is not to code - it is copper pipe with a rubber garden hose and gate valve. The electrical equipment for the units are Square D breakers and marked as to room numbers.

(8) Offices include secretarial desk, chair, keybox, credenza, plumber's helper; engineering drafting rooms include drafting table, desks, etc. Office areas are carpeted and one area even has a parkay floor which is coming up because of shrinkage or expansion. Telephones include speaker phones, a GE Deskon unit. In the hallways somebody has painted over the orange ATCO metal and the paint is peeling off - the orange is still good, but the white paint put over it is not.

(9) There is a commissary with some temporary plywood shelving. Most office areas have office desks; office chairs don't seem to be in existence; however, there are metal leatherette armchairs. The pickling operation appears to be fairly well done. There has been some snow between the shutters and the windows; however the windows all appear to be generally in good shape. The hallways contain coat hooks as do the living units. All entries are double arctic entries with approximately 6' x 8' room between doors - inner door being a normal swinging door, outer door being ATCO standard door with a refrigerator-type push. These arctic entries are built into the modular corridors. Beds are simple plywood structures with plywood frame as are the desks. There are roll-out storage containers in some rooms that go under the beds.

(10) In the bathrooms, some of the washers and dryers have been removed; however there is plumbing for them and there are soap dispensers. Bathrooms have emergency lighting, cup dispensers, lavatories, heaters and shelving. There are storage rooms in some areas which have plywood shelving.

(11) The dispensary contains a bed, approximately 10' of shelf space with cabinetry, counter with shelf over it, two closets, a rack apparently for oxygen bottles, a lavatory, an electric hot water heater and is next to a bathroom with shower, toilet, lav, shelving which is also next to a two-bunk room.

(12) In the communications room there is some water damage apparent in the ceiling and some slightly bowed roofing ceiling tiles. There does not appear to be water on the floor - it is dry. Communications room has approximately eight 50 pair breakover junction (terminal) boxes for telephone lines with the cabling in place. Some of the covers are exposed. There is next to it a listing of telephone numbers and which pair they go to. This is attached to a plywood board which is on the wall. The communications room has a spiral staircase to a second level which apparently is a weather observation site that has windows on three sides, a 4' x 4' bubble skylight and desk and shelf areas which were used for aircraft movements and weather observation. The large windows are glass thermopane that have been boarded up with plywood. Each window has a sun shield. Heat is by baseboard electric and hanging electric unit heaters. This communications area opens out to the roof which has a weather gathering station (no equipment remaining). There is a ladder on the roof of the communications shack and on top of that there is a wind speed and direction indicator and a Rohn communications tower approximately 40' high.

(13) Roofing of most modules appears to be white painted urethane foam, foamed in place after assembly. The damaged roof area of the dining hall has nailed-down asphalt strip roll roofing, in good condition. There is a pipe on the top of the roof that runs from the utility building out over the roofs and into an effluent area off the pad which is approximately 200' from the modules. The communications tower is a guyed tower. It appears to be about 120' high with various antennas on it, FAA lighting, painting, a small 6'x 8' building at the base and a walkway on piling to it from the pad.

(14) Out in front of the modules there is a bull rail with hanging cords for 16 vehicles, parking both sides. There is exterior lighting on about three 40' tall poles, 3 electric lights each. There is another Rohn Tower about 40' high with an orange wind sock at the communications shop and a very small 20' Rohn Tower next to Western Geophysical (cloth temporary structures near the entrance road).

(15) There is on the average of about 3 or 4 inches of snow on the roof, although in some areas especially that area adjacent to the sauna, where there is a 3' difference in roof elevation, there is perhaps 1-1/2' of snow.

(16) One of the kitchen exhaust fans does not have a cover and this is allowing snow to get down into the kitchen. Outside entrances to the camp have wood step walkways with railings up to them. The camp is supported on 12" diameter wood piles with 12 x 12's at approximately 10 or 12 foot

centers. Utility drain piping is exterior with aluminum insulated pipe hung off the side of the building. One of the housing wings does have Maytag dryers, 2 Maytag washers. Toilets are set up on a 6" high platform. Drain piping appears to be gravity to a central sump pump. No emergency lights in the corridors. However, maybe some of the side lights are wired to an emergency system. There is a fire alarm bell in the corridor.

(17) In general, the camp facilities, that is housing, dining, offices, appear to be in good shape. It would have to be opened up, electricity and heat applied before a thorough analysis could be done. However, it does appear if the utility systems worked, you could move in on reasonably short notice.

(18) The utility building is an ATCO fold-up building. The end rolling door has been foamed in place. It is subdivided between a sewage treatment plant on the north half and on the south half there are three Cat diesel generators and a large raw water tank. The sewage treatment plant is approximately 25 - 30' long, has a surge tank, a digester, an aeration basin, a clarifier and a chlorine contact chamber. Above the tank is a small area for office and lab tests. Most of the glassware for testing is in place. They have a small electric water heater, unit heaters on the sides, 8' florescent lights overhead. There is some Halon direct bottle fire suppression in the facility. There is also a building maintenance building inside of this building which is about 10' by 18 or 20' with plywood shelving and miscellaneous spare parts such as overhead lights, electrical controls, solenoid valves, electrical breakers, emergency lights, etc. The utilities building has room for all the chemicals and spare parts for the utilities systems. There is a small area which has electrical cable and communications wiring which appears to have been an electrical shop; there is also a plumbing area.

(19) On the south side there are 3 generators - a Cat D-343, a Cat D-353 and what appears to be another Cat, D-343. These have air intakes, turbochargers with exhaust silencers, 12 volt batteries, air inlet louvers and also in this area are the air blowers for the sewage treatment system. The Cat diesels are set up about 3' off the floor, some electrical switch gear is next to them. The generators appear to be in good condition. It is unknown how they are pickled. They do not have attached radiators. Lube levels indicate that they are full. Cooling is by three remote radiators outside of the building. Engine hour meters are connected to the magneto. The generator with no indication of its number has 3362 hours, the D-353 has 14759. The 343 has 2012. The raw water tank is approximately 45' long, 9' wide x 9' high. It is connected to a Grinnell fire pump, and the utility building is sprinkled.

(20) Next to the utility building is an incinerator building which is approximately 40' wide. One third of this is incinerator, the other third is a shop. The incinerator portion has 2 incinerators. One is a large batch feed which is an Advance Combustion System, Model No. CAI-500-R and is for batch loading of bulk solid wastes. The other incinerator is smaller with a similar Advance Combustion System panel and appears to have a line coming to it from the sewage treatment system. It could also be batch fed. In the incinerator room is an overhead door and a raised loading level for off-loading at truckbed height. It is at 4' level

inside the building, and 4' above grade outside the building. The incinerator has a ram feed mechanism powered by hydraulic motor, which takes bulk wastes received from the loading dock and compacts it into the incinerator. The floor in this building is steel diamond plate. The other 2/3 of the building is a welding vehicle shop. There are still some tanks of acetylene and oxygen, overhead florescent lighting, no crane, some bench space, some cabinetry and metal saw horses, etc.

(21) The utilities building, incinerator building and the building next to it are at grade and have an air duct system underneath with fans mounted on risers. The building next to the utilities buildings is apparently empty and is locked. It has overhead doors at both ends. There is a 500 gallon day tank on skids outside of the building for the generators and miscellaneous other structures.

(22) In back of the kitchen is a loading dock on piling and a water plant in a temporary ATCO trailer next to it on piles which is not attached to the existing structures. The utilities piping for the camp structure appears to be a gravity feed, as it slopes downward to a sump.

(23) The building at the base of the main communications tower has had all communications equipment removed from it. All that is remaining are surface mount lights and electrical. There is an aluminum framework for mounting telephone or radio gear. A few coax cables are left unhooked from previous equipment. This room is approximately 9' x 7-1/2', 10' x 8' outside. The building is set on piling and the radio tower is set on one pile.

(24) There are six 130 KW generator sets in ATCO skid mounted modules. The second row of ATCO modules are offices with removable electrical and communications connections. The drill mud and pipe storage, especially the drill mud, is too mixed up to make a reasonable inventory in this time frame.

(25) The fuel storage tanks have gravel dikes around them with a Hypalon liner - tan color. The tanks are sitting on 2-1/2' high skids which insulate them from the permafrost. There is a minimal amount of snow and water in the dike area. It appears that connections to the tanks are done by rubber hoses. The tanks are obviously older than the rest of the camp facilities. The smaller is a welded tank, the larger one is a bolted steel with a walkway and ladder around it. The gauge on the large diesel tank appears to be stuck at 8'. The board is warped so it can't go any lower than that.

(26) The storage yard contains approximately 3 or 4 pallets of landing mat, a rack of screwed fiberglass water pipe. The northwest side of the pad has some spare gravel stockpiled. Also there are miscellaneous drums and unburnables piled immediately off the pad. The Dewline site is using this as a solid waste land fill. There is a considerable stack of aluminum irrigation pipe, 6" diameter with joints, some of it with urethane blocks for floating over water areas. A rough guess would be 200 joints, 40' long. Some of this is still banded together and appears never to have been used. Most of this pipe is in good condition, with reasonable joints. There are 6 or 8 skids for cat-trains. Miscellaneous skidded open hoppers for storage of unknown materials, some skidded storage tanks - one with

heaters and a Kato 30 KW generator. One was made by Stack Steel, the other is unknown manufacturer. There is miscellaneous steel material, aluminum antennas, wood pallets, 12 x 12 wood timbers, 2 and 3-by wood timers, rollers, snow scoops, temporary panels for buildings, a stack of 6" PVC sewer pipe, insulated with corrugated steel jacketing, arctic utility pipe, joints approximately 20' long.

(27) The carpenter shop is a wood building, approximately 12 x 20'. This is set on 3 wood 12 x 12's, conceivably could be skidded. Next to it on pallets are old pieces of plywood and 2-by lumber and what appears to be the base of a satellite dish antenna.

(28) The communications shop is an aluminum metal building with an overhead door at one end, or one side, and a man door and a pallet next to it with Rohn tower sections, self-telescoping. The exterior has been damaged in some places, but patched with urethane foam. It has an overhead door at the other end and a 200 or 300 gallon diesel day tank outside of it. The communications shop is set at grade with no apparent cooling underneath it.

(29) The vehicle maintenance shop next to it has one pipe coming up out of the ground which appears an underslab cooling system. Behind it is a 600 or 700 gallon day tank, an overhead door at both ends. This building was locked and inaccessible. The overhead door appears to have electric operators. Both the vehicle maintenance shop and the storage building appear to be constructed as a Butler type frame building.

(30) Attached next to the storage building is a 10 x 40' wide ATCO office trailer. The storage building has insulated metal panels. The heat is oil-fired unit heaters in the ceiling. There are some pallet racks and shelving, substantial pallet racks along the wall, some shelving - two levels - in the middle. The floor of the storage building is plywood. The storage building is still stocked with some electrical materials, although it appears to be as if quite a bit was pulled out. It has overhead doors at both ends, large lights at the top. The mezzanine level has things like light bulbs, masks and various filters and spares, etc. Not much is remaining in the warehouse. No apparent floor settlement due to heating. The pallet racks are still vertical, floor still appears to be level. The overhead door has had a little bit of air leakage around it and there is a small pile of snow in one corner. The warehouse is insulated with 3" thick urethane interior steel covered panels. There does not appear to be a cooling system under the floor of the storage building.

(31) The sewage treatment plant capacity is apparently 7500 gallons per day. While they were in operation, they apparently had to truck water daily from a lake that is 1-1/2 miles or so away. The same source is used by the Dewline site. It should be noted that this is very near the coastline and could be polluted by sea water with high seas.

(32) We now have the electronics shop unlocked. It is heated by an oil-fired heater for the office area, and by an oil-fired unit heater for the rest of the facility. It appears as if this is an insulated building with foamed urethane panels. There are some pallet racks in the way of the overhead door which will block it when the south overhead door is open. Some binnage, an office area which is basically empty except for some bench

space and a little bit of shelving, a desk and a chair. Over the office is a mezzanine with no railing and with some shelving. This communication shop is basically empty. The two portable quonset hut style things with the small radio aerial, etc. on the northwest corner of the pad are owned and operated by Western Geophysical.

(33) Inside the carpenter shop, there is some wood left, a couple of cabinets, nails on shelves, but basically not much left in the building. There is an exhaust fan, overhead florescent lights, an electric unit heater, Chromalux, vented type. Floor, walls, and ceiling are plywood.

(34) The vehicle maintenance shop has urethane foam sprayed on the inside with plywood wainscoting 8' high. Overhead doors at both ends; one is narrow, 10' wide and the other is about 16' wide. Lights, 2 oil-fired unit heaters, a steel plate floor, not diamond plate, 55 gallon drums of lubricating oil, bench space, exhaust system for vehicle exhaust with 3 outlets. No apparent ground settlement. The steel plate floor would not really show that. Some snow leakage under the overhead door at the north end. The interior urethane foam is very dirty and unprotected. There appears to be no fire protection in the facility.

(35) The water treatment plant has tanks and treatment facilities. The access panel has been pulled off the potable water tank. There are two tanks. One tank appears to be a 4,000 gallon tank, 6-1/2' tall, painted green, it is empty, and it is vented. There is a blue tank with 8,000 gallons indicated on it, 6-1/2' tall, two small jockey pumps, a Lennox heater, a few constant pressure pneumatic line tanks, some fiberglass tanks for treatment, a chlorine holding tank, a $KMNO_4$ tank, a DuBois Chemical treatment system, water meter, filters, etc. The tanks have been drained. There may be at most an inch or so of water in the bottom. It appears that would not cause any problem with freezing.

(36) The camp count in the guard shack indicated 51 two-man rooms. This is not counting office space, recreation space, etc.

(37) We are going to go thru and count the rooms now. There seems to be some discrepancy as to how they are being used. The entrance has an entrance building approximately 8' x 20', the first hallway to the north has 12 two-man rooms, north wing, first entrance. South wing has a laundry with two washers, two dryers, a laundry table, a wash car with 3 toilets, 6 showers, 8 lavs and a mop sink. It has 9 two-man rooms. Then there is the dining room, and on the north corridor on the dining room, there is a laundry wash room with a washer, two dryers, 3 toilets, 4 sinks and 4 showers. There are 16 two-man rooms and 2 storage rooms approximately 8' square. On the south corridor past the dining room are 4 two-man rooms. This is adjacent to the recreation room and sauna. These 2-man rooms have between them a double lav, toilet and shower on each side. On the north corridor past the kitchen is a 1-man room with a desk and a shower, toilet, and sink. The support services superintendent's office, another office at the guard room which shows 51 rooms, all but one of them 2 man rooms. Looking at the map, it says that this wing has 2 offices, an engineering surveying office, a superintendent construction office and a construction office. It has the single room and bath mentioned earlier, a dispensary, storage and a communications room, another office, and 8 double rooms. The bathroom has 2 toilets, 2 showers, 2 lavs. There is a commissary. There

are 2 8'x 8' storage rooms, one to be used by Supt. of Construction. There are only 8 double rooms in this wing. One of them is an office. In the whole camp, my count is 49 doubles and 1 single, for 99 beds. 96 beds were counted by others. If offices were eliminated, 6 more people could be occupied.

(38) Next to the entry of the camp is a temporary greenhouse which is covered with reinforced visquine which is about 20' long and 10' wide.

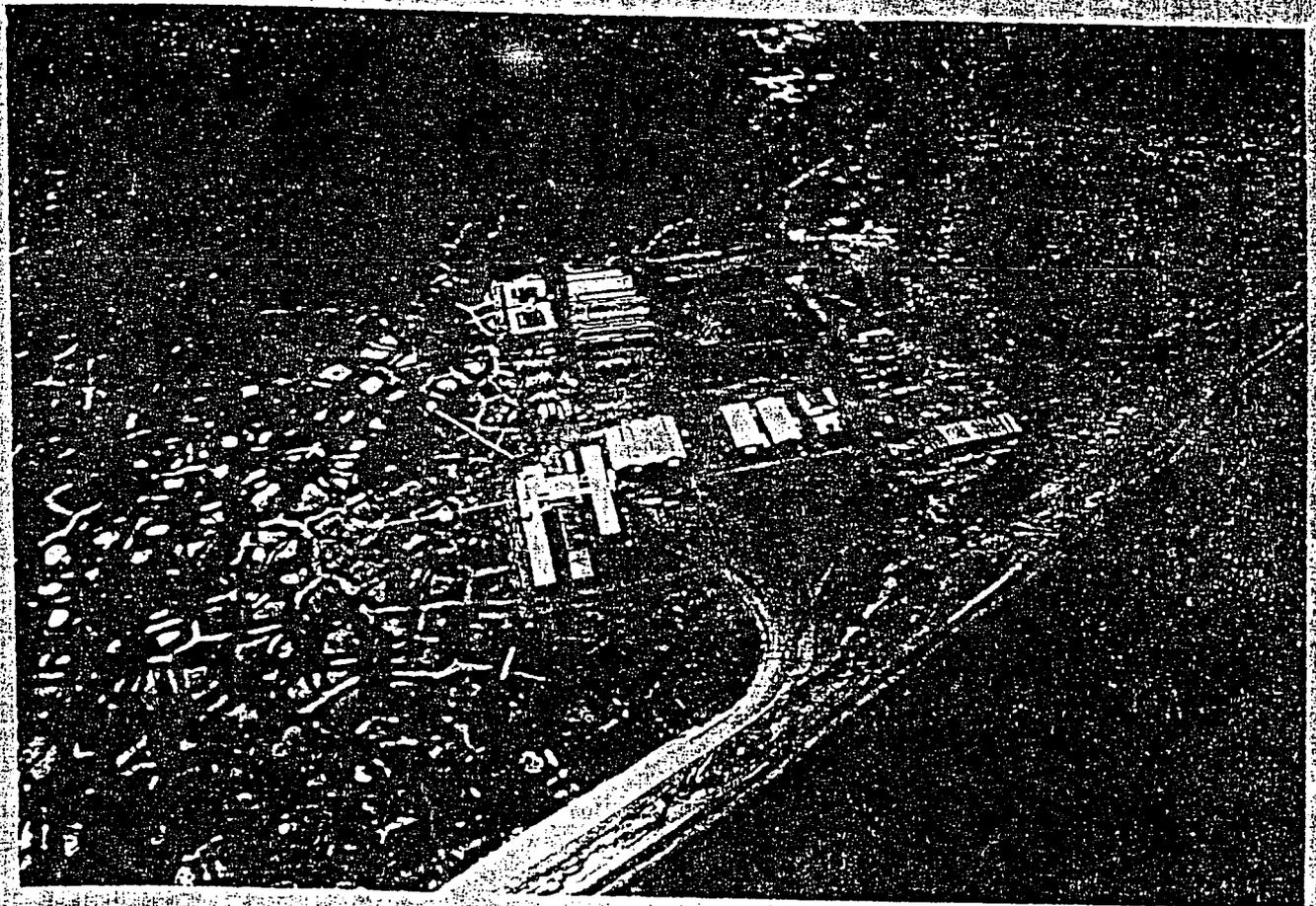
(39) The aviation fuel tank farm is at the west end of the airfield. There are four 10,000 barrel and two 30,000 barrel tanks surrounded by gravel dikes, no liner. Tanks appear to be in very good condition. There is piping in place that comes from the ocean and back to the airport. There is a small ATCO pump house, piping is plain steel, no painting, above ground on wood sleepers. The ATCO pumphouse is approximately 16 x 8 (two buildings, each about 8 x 8), one with 2 Marlow pumps, gauges, explosion proof electrical devices, valving, etc. The other with valving, strainers, etc. Everything very clean and looks new.

(40) The airfield has a hangar. It is 120' wide by 120' long. It has a 5 ton overhead crane over a portion of the hangar. It has 24' high doors along the north wall, horizontally sliding, with a 12' section of overhead door higher up in the middle for the tail of an aircraft. The floor is landing mat metal, the walls are insulated. It appears as if the roof is some sort of insulated panel. All new construction with steel frame. Opposite the hangar door is a 12 x 12 overhead door. Two corners of the building have interior storage rooms with mezzanines, one room has a long counter. There is a storage pallet rack, plywood pallet racks. Over these areas an open mezzanine. These areas are 24' x 44'. The other mezzanine area is the same size. The interior is empty. These are raised up above the main floor and have a heater and utility area in each corner. Heat in the building is by oil-fired unit heaters (4 - one in each corner). There are also about 3 fans, Casablanca type, to keep the heat down low and one large unit heater in the center. Electricity is provided to this by 130 KW portable ATCO trailer units. When Husky was operating, they had 1300 to 1800 operations at the airport per month.

(41) The air strip also has a three unit waiting room on piles next to the modular tower. It has a POL building, aircraft fill point, and two 10,000 to 20,000 gallon day tanks with pump houses. These were not inspected.

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EVALUATION AND ASSESSMENT OF CAMP LONELY, ALASKA



CIRI - H & N

Cook Inlet Region, Inc.-Holmes & Narver, Inc.
CIRI Building, 2525 C Street, Suite 509 A, Anchorage, Alaska

CL 0091

On October 7, 1982, Neil Lucas and Morgan Kramm, from the CIRI-H&N Albuquerque office, accompanied Kirk McGee, from Cook Inlet Region, Inc., and Richard Dunning and Lori Kincaid, from Sohio, on a walk-through inspection of Camp Lonely, Alaska. Camp Lonely, which is located 75 miles east of Point Barrow, Alaska, was built in 1976. In 1981 the camp was abandoned. The camp is now being offered for sale by the General Services Administration of the United States Government as surplus federal property. The sale is for all the improvements on a 12 acre site including the camp pad which is approximately 10 acres, but does not include the land itself. The land must be leased from the Bureau of Land Management.

Besides the land lease situation, there are several other items to be considered regarding the future use of the camp. Camp Lonely is in a very isolated location and is accessible only by air during the winter and by barge during the summer breakup. There is a 5000 foot runway at the DEW site which is approximately one mile east of the camp. At present, however, all use of the airstrip must be approved by the United States Air Force. Helicopters from Prudhoe Bay or Point Barrow can fly directly to the camp. All freight needs of the camp must be shipped either air cargo or cool barge. At Present both of these methods require the prior approvals of either the Air Force or the Bureau of Land Management. Water is not readily available at Camp Lonely. All water must be hauled to the camp by truck

from one of the nearby lakes. The distances involved are at least 1.8 miles one way and could be as much as 6 miles one way in the winter. There is presently a 20,000 gallon water storage tank inside the utility building. There is also a requirement to obtain the necessary permit to operate a landfill at the camp. Presently there appears to be a dump in the southwest corner of the camp. Possibly, authorization will be required to continue to discharge the sewage treatment plant effluent onto the tundra as has been done in the past.

The walk-through inspection revealed that Camp Lonely presently contains beds for 96 people (frames and mattresses) and various furnishings such as desks, chairs, filing cabinets and bookcases. Generally all the built-in items including bathroom fixtures, large kitchen appliances, washers, dryers, furnaces, etc. are still in place. All small kitchen appliances, cooking utensils, dishes, silverware etc. have been removed. There are only a few dining tables and no chairs in the dining room. Bed linens are required for all the beds. Essentially, other than the office equipment, beds and large applicances, everything for the normal operation of the camp will have to be procured.

When the camp was abandoned, it was well moth-balled. All the windows were boarded up, the water lines and tanks were drained and an

antifreeze solution was put in all the plumbing lines where water might accumulate. There is evidence of roof leaks in the radio/communications offices but in general, the camp is in very good condition. It appears to have been well-maintained during its period of occupation. Camp Lonely is a pile supported, modular type of construction which usually has a design life of eight to ten years. Since the camp was built in 1976, occupied four to five years and empty for another year, it is feasible that about five years of usable life remains. The camp could conceivably be used several years longer, but experience indicates that the costs associated with major repairs, such as reroofing, replacing shower stalls, repairing foundation settlements and general maintenance items tend to become substantial as the modular buildings approach their design life. Compared to other camps of similar type construction and age Camp Lonely appears to be in very good condition.

In addition to the camp itself, there are several support structures. These are pre-engineered, steel buildings with floors on the camp pad. These buildings house the sewage treatment plant, power plant, water storage tank and incinerators as well as warehouse space and repair, operation and maintenance shops for the various crafts. Except for the sewage treatment plant, power plant, water treatment plant and the incinerators (all of which will be discussed later in this report), there are no tools or equipment in the

pre-engineered buildings. There are some storage shelves and a few miscellaneous items such as light bulbs, motors, circuit breakers, etc. The buildings are in reasonably good condition. Most of the buildings appear to have a foundation stabilization system to keep the subgrade frozen. This is very good, because, the most prominent problem with floors on grade, in permafrost regions is massive settlement due to thawing of the subgrade. The exterior of the buildings is in reasonable condition. The metal siding is battered due to vehicular traffic and has been torn at several locations. These tears should be corrected soon, because any openings where the exterior environment can get inside greatly reduces the energy efficiency of the building and shortens the useful life. The damage to the buildings, however, does not appear to be extensive and, if corrected at the time of reoccupation, should not be detrimental to their continued use.

There are approximately twenty portable modules on the camp site. Although none of these buildings was inspected inside, they all appear to be in good condition. These type modules are very useful for storage and offices at work sites and therefore have some value in the total camp cost. Another important item to consider is the gravel in the camp pad itself. Gravel permits are becoming much harder to obtain on the North Slope and in some situations are available only at great distances from the construction site.

All utility systems are considered in good condition. The fire alarm system reportedly was in good condition when the camp was abandoned.

The water treatment module contains chlorination equipment, filters, hydropneumatic tanks, and water tanks for both the raw and treated water. The raw water tank holds 4,000 gallons, the treated water 8,000 gallons. A 20,000 gallon storage tank is located in the power plant building. Water piping within the buildings are copper.

Heating is all electric. The modular facilities are heated mainly by wall mounted resistance heaters. There are a few hot air furnaces with electric coils.

There are two sewage lift stations. The smaller station is located near the base of the spiral staircase and contains a 2" pump. The larger lift station is located outside the west side of the kitchen. Outside sewage lines are 2" black steel piping heat traced, insulated with protective metal covers over the insulation. Outside sewage piping is 2" black steel, electrically heat traced, insulated, and with a protective metal cover over the insulation.

The waste treatment plant is a 7,500 gallon per day extended aeration plant fabricated by Steel Fabricators of Anchorage. It

apparently cost about \$50,000 when purchased. A new unit, same size and type, now sells for \$75,000. An experienced operator can operate this plant using only about 2 hours per day. He can also operate the water treatment plant and have about one-half day left for other duties. An operator that is very familiar with this plant and the entire camp is Mr. Donald J. Robinson, 455 Camelot Drive, Anchorage, Alaska. His telephone number is (907) 333-5261. He is now unemployed and would like to work at Camp Lonely again.

The incinerator was made by Advance Combustion Systems. It is a CA-I-500-R and will burn type 1 and 2 waste. Capacity is 500 pounds per hour. A second incinerator was fabricated on-site by the camp welder. This unit was made to burn the sludge from the waste treatment plant. Since it was placed into operation a short time before the camp was closed, its operation is still largely unknown.

The power plant consists of three skid mounted motor-generator sets. All are prime power units rated for 2 hours of operation at 110% of full load. All are made by Caterpillar, are battery started, and have a power factor of .8. Two of these units are 250 KW and one is 300 KW. All were modified to burn JP-5. The 250 KW units are Model SR-4, 1800 RPM with generator P/N 5N24. The 300 KW unit is a Model 5RCR, 1200 RPM with generator P/N 8L32. All three units appear to be in good condition. The larger unit operates at

1200 RPM which makes it a premium engine. The lower speed results in less engine wear. This option is worth about \$20,000 more than an engine of this size operating at 1800 RPM. The estimated fuel consumption of the 300 KW unit is about 25 gallons per hour; for the 250 KW unit, about 20 gallons per hour.

A question was raised as to the relocatability of Camp Lonely. This a difficult subject to address because, even though almost any building can be moved to a new location, there are definite limitations to the profit feasibility of such a venture. Due to the remote location of Camp Lonely, there are no main roads into the area and definitely no suitable haul roads during the summer months. During the winter months, tractors could feasibly drag the modules and components over the frozen tundra. This operation would be very time-consuming and expensive. Another alternative would be to barge the structures to a new location during the summer breakup. An additional consideration is that a new foundation system will have to be installed at the new location which means, at the least, construction of a new gravel pad and installation of new piles. Possibly the grade beams can be reused. In any case, it may prove to be more economically feasible to build a new camp, using new modules than to provide labor to dismantle the existing modular buildings which have already seen half of their useful life, move them to a new location and re-erect them.

As to the question of expandibility, modular and pre-engineered building systems are usually easily expandable. More dormitories could be added by increasing the camp pad east from the existing office wing and adding whole new dormitory wings. A new kitchen/dining building capable of supporting the increased occupancy could be built in this area as well and the existing kitchen/dining modules could be converted into an expansion of the recreation area. As for the pre-engineered buildings, they can be easily added onto from either end or new buildings can be added to the camp.

A possibility exists that several buildings at the Lonely airstrip might be available for procurement, including several POL storage tanks, a hangar and an airline terminal. The hangar is an approximately 120 foot by 120 foot by 24 foot eave height pre-engineered building. There is a sliding hangar door along one end, the floor is laid with steel matting, and there is a small monorail hoist. This building appears to be in excellent condition. The airline terminal is made of modules similar to those used for Camp Lonely.

As mentioned earlier, the water required for Camp Lonely must now be trucked from one of the nearby lakes. A preliminary estimate has been included for comparing the costs of trucking the water on a year around basis versus the cost of building a pipeline to one of the suitable lakes. The figure for the trucking includes the truck,

the teamster and his room and board, and fuel. The figure for the pipe includes a 4" diameter, insulated and heat traced pipe, 4 miles long, the pipe supports, electrical power for the heat trace and pump, and the pump located at the lake.

Preliminary estimates for all the items discussed above are included here. The estimates for the items on the camp site include the cost when new for the buildings and a value assuming a 50% depreciation due to the age of the camp and the type of construction. The figures for the costs to move in and get the camp operational represent no more than an educated guess at this time. The figures are for manpower, equipment, and supplies required to make the camp suitable for occupancy only. The estimated length of time required to do this is 4 weeks. None of these figures include any normal operation and maintenance of the camp after occupation. The costs for the hangar, airline terminal, and POL facilities at the airport are included for future reference. There are two figures for the hangar and the POL tanks; one is the cost when new and the other is the replacement cost today. These facilities are so useful and in such good condition that they may be worth at least their full value when new. The airline terminal modules are depreciated 50% for the same reasons as the Camp Lonely facilities. The figures for the gravel pad represent a material value for the gravel, in place, with no allowance for transportation or placement. Although there is a

000108

large amount of miscellaneous piping materials and supplies stored on the camp pad, we have not attempted to provide any value assessment for these materials.

000109

CAMP LONELY COST ESTIMATE
October, 1982

A. EXISTING CAMP ESTIMATED VALUE AS OFFERED BY GSA		
1.	Modular Units, Equipment, Furnishings and Foundation, Approx. 21,600 SF	\$ 844,000
2.	Warehouses, Shops, Foundations, 14,000 SF	343,300
3.	Water, Sewage, Power, Incinerator Plants, Buildings, Foundations	460,000
4.	Fuel Storage Tanks, 2 each	175,000
5.	Weather Modules, Sheds and Shops, Portable, Skid Mounted, 18 each	<u>223,000</u>
	TOTAL	\$2,045,300
	50% Depreciation	(1,022,650)
	Estimated Value	<u>\$1,022,650</u>
B. CAMP PAD, EXISTING, APPROX. 10 ACRES, AS OFFERED BY GSA		\$ 516,000
C. CAMP OPERATIONAL STATUS BY JULY/AUGUST 1983		
1.	Repair and General Work on All Camp Buildings	\$ 270,000
2.	Equipment and Operators, 1 Month	170,000
3.	Fuel, Power Plant and Vehicles	120,000
4.	Culinary Service and Supply	50,000
5.	Supplies	50,000
6.	Logistics, C-13- Transport	<u>150,000</u>
	TOTAL	\$ 810,000

CAMP LONELY COST ESTIMATE (Cont'd)

D. AIRLINE HANGAR AND TERMINAL

1.	Existing Hangar	\$ 699,000
2.	Cost to Replace Hangar, Approx. 14,000 SF, Complete Including Monorail	1,100,000
3.	Airport Terminal Modules, 4 each	55,400
	50% Depreciation	(27,700)
	Est. Terminal Value	<u>\$ 27,700</u>

E. POL FARM

1.	Existing Tanks and Equipment, 90,000 BBL	\$ 600,000
2.	Cost to Replace, 90,000 BBL	\$2,500,000

F. WATER SUPPLY

1.	Truck Water, Approx. 6 miles (12 months)	450,000
2.	Construct 3" Pipeline on Pilings, Approx. 4 miles	\$1,350,000

Meets in FBKS
12-16-82 → BLM - TOM DEAN, BILL CLITHRO

Lease -

soil & gravel - little avoid

garbage - may have to fly out

Water - get = TWAP

- no offroad activities

- material sale contract - additional material
separate deal - stockpile
installment payments over period of time

landfill problems

standard clean up

may have to clean up after work - preach dirt little

Soil used get it to them (this letters requests)
soon - they will go for TWP now
and

AT STATE DEC - FBKS OFC

12-16-82

Met Doug Lowery - head

who got me in touch with all pertinent folks

BRAD FRISTOE - Waste Disposal Permit (sewer)

Reapply with ap - using old ap as guide
they will reissue

DENNIS WARD - Solid Waste Disposal

Reapply - same as above got map

Doug Dasher - Water Permit - apply for ac ^{USGS new} - head ac

not appropriate which DWR handles
check the water regs

- Food Service - reapply

~~didn't meet~~

John Janson }
Richard Krompholtz } ac

- Surface Oiling - reapply - the
annual decl

000113

CIRI COOK INLET REGION INC.

December 28, 1982

Mr. M. Thomas Dean
Arctic Area Manager
Bureau of Land Management
Fairbanks District Office
Post Office Box 1150
Fairbanks, AK 99707

Dear Mr. Dean:

Enclosed is a Land Use Application for lands at Camp Lonely. I understand that the Permit we receive will only be needed until a lease is completed.

As stated in the application, our intention is to operate the camp in the same manner (and with the same objectives) as did the USGS and Husky Oil. It will be used to support the offshore oil exploration activities that will be taking place as a result of the recent sale. The 100-man camp is not expected to be expanded at this time. We will be applying to the DEC to reissue the same permits that have been issued, but in our name.

As you are aware, we have initiated discussions with the Air Force to have use of the airfield, tank farm and hanger. Because of BLM's role as the underlying landlord of all of these lands, we will keep you informed as to the progress.

I have also enclosed a check for \$5,000 to cover the costs in processing the application and lease, as well as evidence of our bonding.

The enclosed map shows all of the Lonely area for reference to the Air Force improvements. The boundary depicted that we are requesting to lease, amounts to approximately 34 acres. This includes approximately 13 acres of existing pad and some room for the natural expansion of the landfill. It will also be necessary for barge landing sites at the two locations shown. Water supplies will be from the summer and winter lakes which have been used in the past. We will be coordinating our use with that of the Air Force. With regard to navigational aids, the FAA maintains the NDB beacon there, and

CL 0106

Mr. M. Thomas . n
December 28, 1982

000114

Page Two

that is the only approved instrument approach, we won't be directly involved in its maintenance or in adding a new system.

I appreciate you taking the time along with Bill Clithero and Jim Eldridge to meet with me in Fairbanks. If you have any questions, please call me at 274-8638.

Sincerely,

COOK INLET REGION, INC.



Kirk McGee
Director, Land Planning & Development

KM:pl

Enclosures

CL 0107

Form 2920-1
(July 1982)UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENTFORM APPROVED
OMB NO. 1004-0009
Expires: May 31, 1984

FOR BLM USE ONLY

LAND USE APPLICATION AND PERMIT

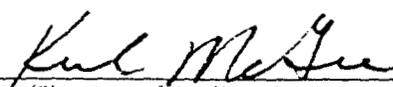
Sec. 302(b) of P.L. 94-579, October 21, 1976, 43 U.S.C. 1732

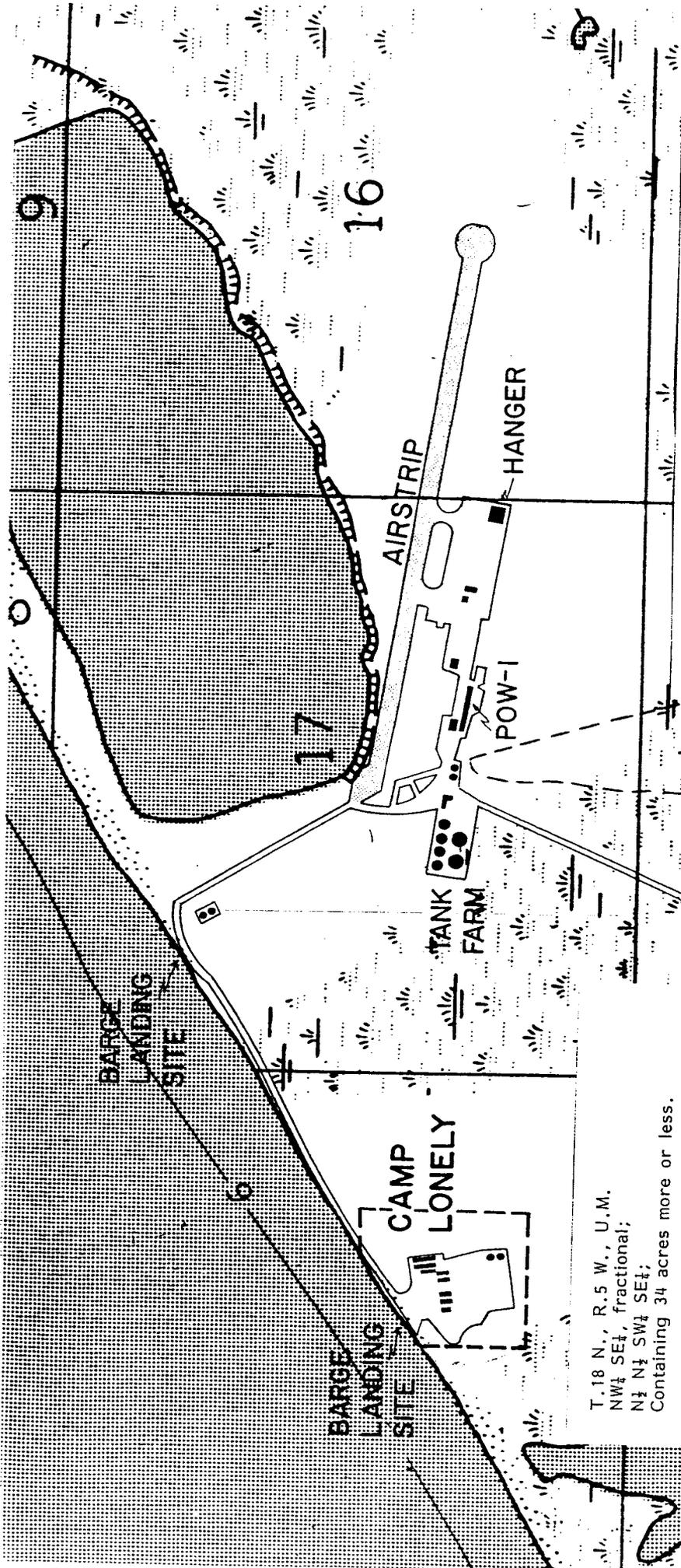
Application Number

APPLICATION

1. Name (first, middle initial, and last)	Address (include zip code)	Phone (include area code)
COOK INLET REGION, INC.	POST OFFICE DRAWER 4-N ANCHORAGE AK 99509	(907) 274-8638
2. Attach map or sketch showing public lands for which you are applying * attached		
3. Proposed date(s) of use: from January 1, 1983 to December 31, 1983		
4. Give legal basis for holding interest in lands in the state of <u>Alaska</u> (Check appropriate box and explain.)	<input type="checkbox"/> Resident <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Local Government <input type="checkbox"/> Other	<input type="checkbox"/> Partnership <input type="checkbox"/> County <input type="checkbox"/> State Governmen
5. Are the lands now improved, occupied, or used? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If "yes," describe improvements and purposes, identify users and occupants.) Lands are occupied by the Camp Lonely buildings.		
6. Do you need access to the land? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If "No," describe access.) Barge access to beach. Road access to airport.		
7a. What do you propose to use the lands for? Camp to support oil exploration activity		
b. What improvements and/or land development do you propose? (To complete application processing, engineering and construction drawings may be required.) NONE		
c. What is the estimated capital cost? \$ _____	d. What is the source of water for the proposed use? Lakes to the south.	

I CERTIFY That the information given by me in this application is true, complete, and correct to the best of my knowledge and belief and is given in good faith.


 (Signature of Applicant)
 Kirk McGee
12-28-82
(Date)



T. 18 N., R. 5 W., U.M.
 NW 1/4 SE 1/4, fractional;
 N 1/2 N 1/2 SW 1/4 SE 1/4;
 Containing 3 1/4 acres more or less.

000116

CIRI LAND DEPT.

N

TITLE: CAMP LONELY LEASE APPLICATION
 SCALE: 1" = 1000'
 DRAWN BY: SF
 DATE: 12/28/82
 CATALOG NO:
 INFO. SOURCE:
 U.S.G.S. TESHEKPUK (D-1)
 1070 RI W. INEPADEK ACOIN. D. 1982. 1

SUMMER WATER SOURCE

19

NORTH SLOPE BOROUGH

PERMIT APPLICATION

1. Name of Applicant: COOK INLET REGION, INC.
2. Address of Applicant: 2525 "C" Street
Anchorage, Alaska 99503
3. Name & Title of Contact Person: Kirk McGee, Director, Planning & Development
4. Phone No. of Contact Person: 274-8638
5. Type of Permit: Use Permit Development Permit

PROPOSED DEVELOPMENT

6. District in which development is ~~proposed~~ existing:

Conservation Kuparuk W. Mikkelson Gwyder Bay
 Prudhoe Bay Milne Pt. Pt. Thomson Duck Island

7. Legal Description

a. C or RD District (to nearest quarter section): _____
T. 18 N., R. 5 W., Section 18, SW $\frac{1}{4}$.

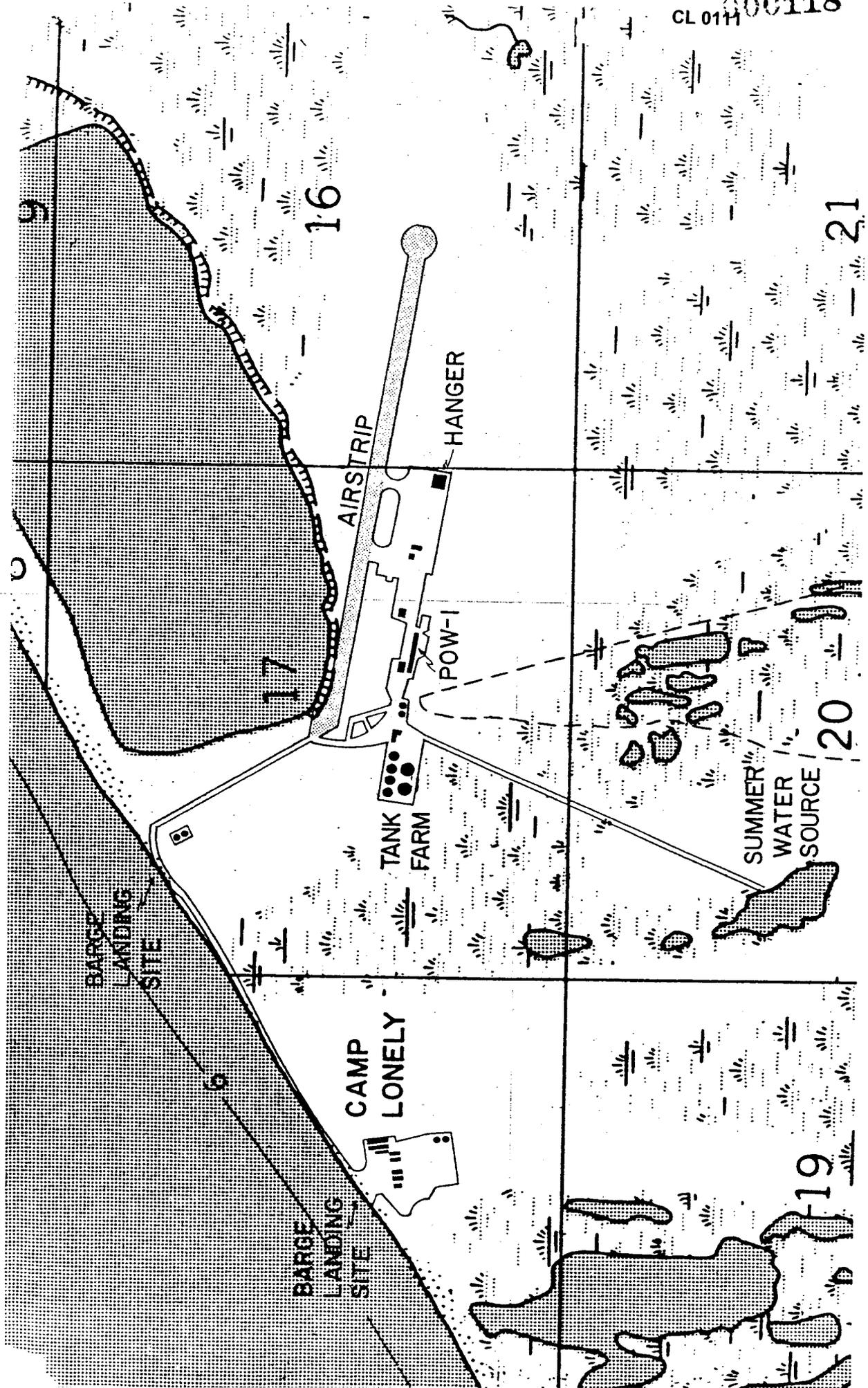
b. Barrow or Village District: Lot _____, Block _____, City _____

8. Development Type: Construction Change In Use
 Subdivision into _____ Drilling
 Other (Specify) continued use of existing camp.

9. Description of Development: Camp Lonely has been used for a number of years as a support base for oil development.
10. Other names/numbers by which proposal is also known (e. g. State/Fed Permit): Camp Lonely is common name.
11. Rationale statement - (explain why this development is necessary or desired): for support of oil exploration activities.

SITE PLAN

12. Attach to this Application the following:
 - a. General Vicinity Map
 - b. Specific Location Map (including nearby existing development/natural features)
 - c. Design Plans (including cross-sectional views and profiles, as appropriate)
 - d. Supplemental Information (include any other information which you feel may be helpful in the review of this application)



BARGE LANDING SITE

BARGE LANDING SITE

CAMP LONELY

TANK FARM

AIRSTRIP

HANGER

POW-1

SUMMER WATER SOURCE

16

17

19

20

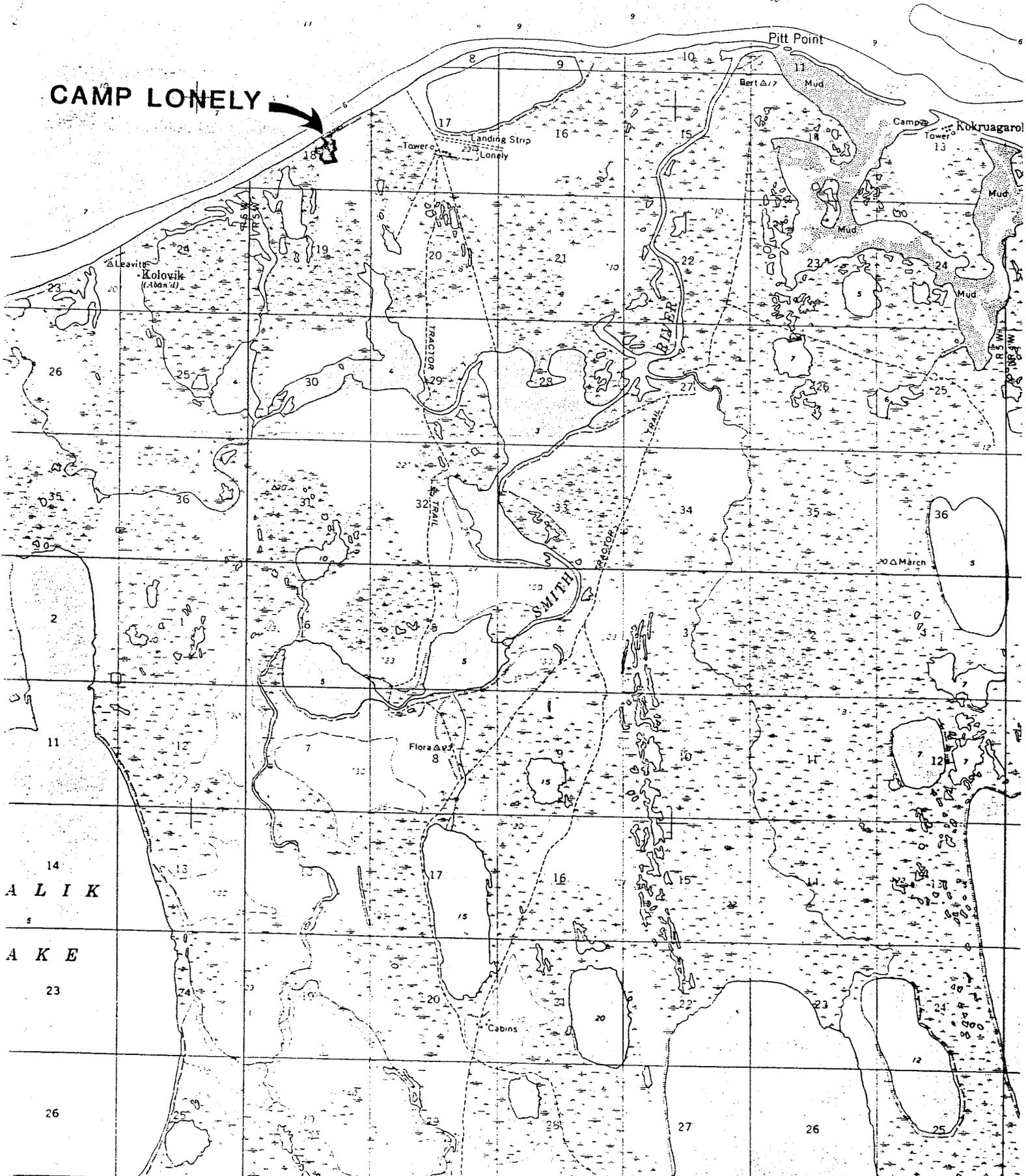
21

9

Handwritten scribbles

Handwritten scribbles

CAMP LONELY



14
A L I K
5
A K E
23

26

26

27

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 BUREAU OF LAND MANAGEMENT

000120
 COOK INLET REGION, INC.
 No. 102490
 JAN 6 1983
 Land Department

Form 1370-20
 (November 1967)

January 4, 1983

DATE

F-81305

PARENT SERIAL NUMBER

Temporary Use Permit - Camp Lonely

APPLICANT:

SUBJECT
 REMITTER IF DIFFERENT THAN APPLICANT:

Cook Inlet Region Inc.
 2525 C Street
 P. O. Drawer 4-N
 Anchorage, Alaska 99509

PURPOSE		AMOUNT
FILING FEE EARNED	INFORMATION IN THIS COLUMN IS FOR OFFICE USE ONLY. 14 6875(11)	
ADVANCE FILING FEE AND/OR RENTAL		
		\$5,000. 00

REFER TO THE ABOVE CASE SERIAL NUMBER IN ALL CORRESPONDENCE.

PLEASE INFORM THIS OFFICE OF ANY CHANGE IN ADDRESS

NOTE: This notice is a receipt for monies paid the United States. If these monies are for required fees in connection with your application to lease, purchase, enter, or otherwise acquire an interest in public lands or resources, this receipt is not an authorization to utilize the land applied for and it does not convey any right, title, or interest in the land for which application is made.

RECEIPT

CONTROL NUMBER

2005

12/28/82	20-00-1550	permit application	\$5,000.00
----------	------------	--------------------	------------

Inter - Office Memorandum

TO: Kirk McGee, Director, Planning & Development

FROM: Maria Williams, Secretary, Land & Resources *MW*

Date: June 28, 1983

Subject: CAMP LONELY WATCHMAN REPORT

Gordon Shanigan called today, June 28, 1983. He talked to Bill Skinner about the dump, Bill said not to worry about it, that they would bury it.

Gordon will try to obtain a copy of what CIRI is being charged to house the watchman.

MW/

Bill Skinner - Station Chief

CIRI COOK INLET REGION INC.

May 20, 1983

Marc S. Jones
Navigation Supervisor
Western Geophysical
5345 28th N.W.
Seattle, Washington 98107

Dear Mr. Jones:

Per your request to use a portion of the pad area at Camp Lonely I have enclosed a permit form that we will need completed and signed.

I want you to understand that BLM is in the process of issuing us a lease to the land surrounding our camp. All your activities regarding the use of the airstrip will have to be coordinated through the Air Force as you have in the past. We have a watchman at Lonely who is our on-site representative and will be stopping in. You will not be authorized to use our landfill or any of the other improvements on the site. All your activities are to be in accordance with all applicable Federal, State and local regulations.

We are happy to be able to accomodate your needs and hope to continue a mutually beneficial relationship in the future.

Sincerely,

COOK INLET REGION, INC.



Kirk McGee
Director, Planning & Development

CL 0115

JUL 8. 1983

Land Department

Monday - 6-27

Finished up working on Manda
 runs great - spent time at circ camp
 snow almost gone - A lot of mud - talked
 to Skinner about Dump - He said not to
 worry - Dump would be buried - Also gave
 him copy of Dump permit

Tuesday 6-28

Started inventory on drilling mud
 so far inventory coincides with inventory
 sheet - Definitely a lot of materials

Wednesday - 6-29

Inventory on drilling mud

THURSDAY

inventory drilling mud

Friday

get 2" hose pipe for use of transferring
 gasoline to #4 storage tank

copies of Bill

Inventory not finished - time going to
 leaking storage tank - will send Tuesday

T R I P R E P O R T

4 JAN 84/1 FEB 84

- 4 JAN 84 Departed Anchorage at 0800 Hrs; via Alaska Airlines, arrived Deadhorse at 0930 Hrs. Delayed due to enroute and destination weather. Departed Deadhorse via Audi Air (Twin Navajo) at 1650 Hrs. Arrived at Lonely at 1740 Hrs.
- 5 JAN 84 Used Air Force vehicle to check over camp. Too cold to use three wheeler, Temp. -31 Deg; Camp in good shape, however, road to the land fill needs to be opened up.
- 6 JAN 84 Assisted station operator mechanic in moving our vehicle out of in front of vehicle maintenance shop. Due to extreme cold and a backlog of Air Force vehicle maintenance, I don't expect to be able to get our vehicle into warm storage very soon. Will use three wheeler or an Air Force vehicle, until ours is fixed. Station Supervisor wants to return some Radio marker beacon equipment to us. This gear was installed on the runway approach by Husky and given to the Air Force Contractor. The Contractor was written up by the Air Force Inspectors for having the equipment stored in the warehouse without authorization. Prior to moving equipment to our camp warehouse I will compile a complete list and attach same to this report. Checked out our portable radio with the station installed radio and it works fine. Will continue to use the portable when-ever I go to our camp.
- 7 JAN 84 Very cold today, Temp. -35 Deg; with 10 knot winds.
- 8 JAN 84 Again very cold, Temp. -28 Deg; with 15 knot winds. (Sunday)
- 9 JAN 84 Checked camp today after storm, everything in ship shape. Was able to go down to camp with station mechanic using Air Force vehicle, too cold to use three wheeler. Also moved radio beacon equipment to lower camp. (List attached to this report, See Attachment 1).
- 10 JAN 84 On station personnel getting ready for inspections and I doubt if I will be afforded any warm storage to attempt repair of our vehicle in near future. An inspection team is due in from Colo. Springs Friday and everyone is busy housecleaning.
- 11 JAN 84 Checked out lower camp again using Air Force vehicle. Station mechanic wanted to lock at road to land fill prior to the inspectors arrival on Friday. Everything ship shape, some snow removal, road type, will be required prior to using land fill.
- 12 JAN 84 Temp. mild today, only - 6 Deg. and light wind, 8 knots. Fired up three wheeler. Road to land fill has been cleared of all drifts and lower camp is in fine shape.
- 13 JAN 84 Inspection Team arrived on station and are to remain until 20 Jan 84. Then on Tuesday the Project Manager from Colo. Springs is to arrive for an inspection. Understand the reason for all the inspection activity is the scheduled Air Force inspection due to take place in near future.

- 14 JAN 84 Talked to the Station power plant mechanic and found that he has all the Fuel Tank Strapping Charts, as well as, the inventory of on hand fuels stored in them. I will get information first part of next week. The power plant mechanic, as well as other station personnel are very busy with the inspectors. I will checkout the Hanger space when possible
- 15 JAN 84 Sunday
- 16 JAN 84 Made trip to our camp today. The Inspection Team wanted to see the general layout of the camp. Everything ship shape. Used Air Force transportation. Again checked out our portable radio from various locations at camp and the radio works well from all locations. Very good investment! Tomorrow I am going to check out the Hanger with the Inspectors, Wednesday I will get the Fuel Strapping Charts and the on hand Fuel inventory on USGA Tanks.
- 17 JAN 84 Station Chief, Chief Inspector and myself checked out Hanger. There are parts and equipment scattered throughout, however, my best estimate is if gear were properly stored, only about one fourth of the main hanger floor space would be in use. There are two large empty storage areas, one large warehouse and one large office, if materials in the Hanger were stored in the above areas it would leave approximately three quarters of the hanger floor space clear.
- 18 JAN 84 Received Strapping Charts and on hand Fuel Inventories from Station Mechanic. (See Attachment 2). There are a total of six tanks, tanks one thru four are 440,000 gallon tanks. Tanks five and six are 1,300,000 gallon tanks and are just about empty. The inspectors were requested by the Air Force (Colo. Springs), to take Fuel Samples of the products contained. Spent afternoon assisting the inspectors in obtaining subject Samples. Obtained one gallon samples from tanks one thru four. Tanks five and six are just about empty, therefore we could not obtain a sample from these tanks. The samples will be forwarded to the Fuels Depot at Muckeltio, Washington for analysis. It will take approximately a month to obtain the reports. Mr. Norm Robertson, Q.A. Inspector and Fuels Specialist will receive the results. Mr. Robertson and myself took the samples, his address is:
 Mr. Norm Robertson
 ITT FELEC Services, Inc.
 4060 East Bijou Street P.O. Box 15012
 Colorado Springs, Colorado 80935
 Telephone (303) 574 5850, Ext. 266
 Telex: 45-2447
 I have received nothing but the best possible support and cooperation from all assigned station personnel, as well as the Q.A. Inspectors. The project Manager from, ITT FELEC Services, made his inspection on the afternoon of 17 Jan 84. This visit was made prior to a projected visit by the Air Force called "Arctic Star". The visit is to be made by very high ranking Air Force Staff personnel sometime during 5 thru 10 Feb 84. Due to the inspection activity I don't think I will be able to obtain warm storage space to repair the clutch in our vehicle, will have to wait and see.
- 19 JAN 84 Air Force at Colo. Springs requested that another attempt be made to gauge tanks five and six and to obtain samples from same. We were able to obtain a sample from tank six, however, the fuel level in tank five is too low. Our best estimate of the fuel contained in tank five is approximately four to five inches. In a 1,300,00 gallon tank one inch

of fuel equals 3,539 gallons. All on hand product readings, on Tanks one thru six, were taken using the installed sight gauges. The only tank inventories in doubt, as far as accuracy, are tanks five and six. The gauges on tanks one thru four appear to be accurate according to the frost line showing on the outside of the tanks. Tanks five and six are so low in content that they show no frost line at all. Made a trip to our camp, everything in fine shape. The assigned heavy equipment operator is going to remove some of the snow build-up from camp on his next trip to the land fill. If he does this it will eliminate any build up on the top of the buildings. The drift next to the mess-hall is about four feet below the roof line.

- 20 JAN 84 I feel that an attempt should be made to repair our leaking fuel tank. This should be accomplished as soon as possible. If the existing Mo-gas tank, which is three quarters full, were to spring a leak, we would have a very serious problem. At present there is no fuel truck or trailer on station. I had a conversation with the Q.A. Fuel Specialist and he informed me that there are sealants on the market that are very easy to apply. The permanently assigned vehicle mechanic (Mr. Sullivan) knows the location of the leak. I will have him identify same when he returns from vacation on 24 Jan 84.
- 21 JAN 84 Made trip to camp using Air Force vehicle, Temp. with wind chill -65 Deg. Everything in good shape.
- 22 JAN 84 Sunday
- 23 JAN 84 Very cold -45 Deg. It appears that I won't be able to secure any warm storage space this trip. The garage floor is being painted for the upcoming inspection, in addition the station has a very heavy backlog of vehicle maintenance to get caught up on. It's possible that we won't even get the vehicle in the shop during Feb. Station Supervisor has been very cooperative in letting me use an Air Force vehicle when the weather is bad.
- 24 JAN 84 Follow up on a conversation with Ferry (Home Office). The equipment status is as follows: A water truck is available on station, it consists of a 2½ ton truck with an enclosed bed, the water tank is a rubber bladder with a total capacity of 1500 gallons. The nearest water supply during the winter months is located seven miles distance one-way from station. The existing road to the water lake must be plowed to facilitate using the vehicle. There are two forklifts available on station, one is a Case Loader W-14H with a 4500 lb. Cap; and the other is a 966 Cat front end loader, with a cap. of 20,000 lbs. Both are equipped with fork-lift attachments. There is not a fuel truck assigned.
- 25 JAN 84 Very cold today -35 Deg; with 8 to 10 knot winds.
- 26 JAN 84 Made trip to water lake with the station mechanic. The road is in very good shape, it was just plowed yesterday. Round trip takes approximately one hour. Also made a run to our camp, everything in fine shape. Very cold, Temp. -32 Deg; 6 to 8 knot winds, used an Air Force vehicle.
- 27 JAN 84 Very cold today; -65 Deg. wind chill factor. As a matter of interest, the station has on hand two Air Force vehicles that are going to be declared excess, two Dodge crew cab pickups. Also excess is a 9 Pax. Trackmaster

- 28 JAN 84 Made trip to camp today, everything in good order. Used an Air Force vehicle. Station vehicle mechanic cleared snow from around beach side of camp. Temp. -45 Deg; no wind, however the station has only one pick-up in service. I intend to use their vehicle tomorrow to open up the camp.
- 29 JAN 84 Sunday, had to use the three wheeler as there was no vehicle available. Very cold -44 Deg; but no winds. Opened following buildings, maintenance shop, warehouse, power plant and main door to dining hall. Removed snow from entrances to same, sure hope it dose'nt blow. Spent about two hours outside working, talk about cold. The three wheeler beats walking but its a cold way to travel. Also checked out the land-fill, its in good shape, has been well covered with dirt and snow.
- 30 JAN 84 Received copy of message from Station Supervisor, Subject: Third party support authorization. Copy attached (See Attachment 3). Made trip to our camp today using Air Force Vehicle. Everything OK. Very cold -42 Deg; No winds. Station mechanic did excellant job in snow removal for us.
- 31 JAN 84 Air Force Team arrived on station today. Made complete tour with team looking over on station facilities. Team also looked over exterior of our camp. Everything in good order. Very cold -44 Deg; no winds.
- 1 FEB 84 Evaluation Team arrived from Anchorage at 0930 Hrs. Spent entire day with Team reviewing facilities. Departure delayed due to aircraft maintenance problems. Departed station via ERA charter at 2100 Hrs. Arrived Anchorage at 2220 Hrs. Unused Alaska Airlines ticket attached to this report, (Deadhorse to Anchorage).

Carl A. Bourman, SA.

TRIP REPORT

②
4-30

- Feb 84 Departed Anchorage via Alaska Airlines at 07:30 A.M. Arrived at Deadhorse at 09:15 A.M. Contacted Audi Air upon arrival and was told to standby at Alaska Airlines. After a wait of about two hours I again contacted Audi Air and was told that as soon as they could locate a pilot they would pick me up. At approximately 1 P.M. I again called Audi Air and was informed that they still were attempting to locate a pilot. The reason for the delay was the fact that both pilots assigned to Audi were down with the flu. I received a call from Kirk McGee and explained the delay to him. I also again pressed Audi for something definite and was informed that I had best make other transportation arrangements. Audi Air could not assure me that they would be able to fly me over to camp the following day, (1Mar). Upon receiving this information I checked with both Seair and Era for a possible charter from Deadhorse to Lonely, I was informed that all that was available for hire was a chopper. I contacted Cape Smyth Air Service in Barrow and determined that it would be much cheaper to stay overnight in Deadhorse and catch the Wien commercial flight to Barrow in the morning. Made arrangements to stay at the Prudhoe Bay Hotel and made a reservation with Wien to proceed to Barrow on 1 Mar 84. I informed CIRI home office of my plans and received approval. The Hotel Manager, (Mr. Chuck Bradley), agreed to bill CIRI for overnight stay. An American Express card is not accepted in Deadhorse, must use Visa or Mastercharge. Overnight with meals is \$85.00 plus Tax. I paid \$131.00 Airfare from Deadhorse to Barrow, this I put on my American Express, (see used ticket attached). Prudhoe Hotel facilities very good, excellent rooms and very good food. I was also furnished with ground transportation.
- Mar 84 Departed Deadhorse at 09:30 hrs. arrived at Barrow at 10:15 A.M. Upon arrival I checked on Bill Williams reservation and PTA, both on hand at Wien. I contacted Cape Smythe Air and was put on a weather hold. I was informed that the operating temp. on their equipment (single engine Cessna 207) was -34 Deg. or warmer. At noon the Temp. was still -36 Deg; and I was informed that they would more than likely cancel for the day. The only other aircraft available was a twin Otter (\$970.00 per hour) or a Cessna twin jet at (\$1200.00 per hour). The dispatcher for Cape Smythe suggested I contact Barrow Air Service. I contacted same and arranged for a charter with a departure time of approximately 1 P.M. Departed Barrow on time and arrived on site at 1:40 P.M. Met with Bill Williams and they departed immediately for Barrow for Bill's 2:50 P.M. connection to Anchorage. What a hassle, however, I feel that Audi should not be condemned, as I would not want to fly with a pilot that is not one hundred percent!
- Mar 84 Made a trip to lower camp, very cold Temp. -35 Deg. with 10 knot winds. Used three wheeler, our pickup is down awaiting a new oil pump. Everything in fine order, however, the road to the landfill is blown shut. I informed the station operator mechanic.

000129

- 3 Mar 84 Spent the day watching for the NORPAC Cat train, it did not show. The station mechanic, (Mr. Sullivan), plowed the road to lower camp and to the land fill. He also identified the leak on our Mogas storage tank, he identified it with a red spray paint stripe. The leak is located on the middle lower portion of the tank facing the pipe storage yard. Mr. Sullivan also checked for the cat train at approximately 5 P.M.; no sign of the train yet.
- 4 Mar 84 Again spent the day watching for NORPAC. At about 5 P.M. I observed the lead train about eight miles out to the southwest of camp. I made arrangements with the station supervisor (Mr. Bill Skinner), to use an Air Force vehicle. He was very reluctant to loan same but after a lecture on how to treat the vehicle and not damage same he agreed. The Temp. -70 Deg; with the wind chill. Departed camp at approximately 6 P.M. and met the lead train, (Mr. Bill Anderson), he arrived at our camp at 6:30 P.M. The rest of the train would not arrive until about 8 P.M. We reviewed the proposed parking and storage area for the train and the rolling stock. We then departed to site for coffee and to await the arrival of the rest of the train. Mr. Anderson suggested that they park and overnight off shore until morning and set up the train then. At about 7:30 P.M. I took Mr. Anderson back to lower camp to await the arrival of the rest of his crew. I informed Mr. Anderson that I would meet him at 9 A.M. the following morning.
- 5 Mar 84 At 08:15 A.M. I contacted CIRC to determine when the party would depart Anchorage for Lonely. I could not contact anyone and was not able to find out anything definite. Called back at 08:50 A.M. and found out that the party was enroute. I made arrangements to use an Air Force vehicle and departed to meet with Mr. Anderson. I informed Mr. Anderson of the approximate arrival time of the jet from Anchorage and we determined that we would hold off on setting up the camp until after the arrival of party. Picked up party from home office at 09:20 A.M. and spent the rest of the day with them. Party departed for Fairbanks and Anchorage at 5 P.M.
- 6 Mar 84 Very cold today, - 26 Deg; with wind at 10 knots. Awaiting call from Kirk McGee on possibilities of obtaining fuel from the Air Force for the NORPAC train. Upon receipt of the information I intend to spend the rest of the day with Mr. Anderson. Part of the train is scheduled to depart for Deadhorse today, i.e; four D-7 Cats and some other equipment that belongs to Pierson equipment. I am to receive word on a 977L front end loader, i.e; a decision if they will leave it for our use or not. At 1 P.M. I received word from Mr. Jack Reemer, Prudhoe Bay, Ph. 659-3125, that the 977L Loader is to be left at our camp for our use.
- 7 Mar 84 Awaited phone call from Kirk McGee on possible fuel purchase from Air Force. At 10:30 A.M. I received a message from Pow Main (Barrow), that I was to contact Roy Goodman. After numerous attempts to secure an outside line I finally made contact with Roy and was informed that I could no longer be contacted direct, i.e; I could only be notified of a message. The service thru TROPO at Barter Island is no longer

available to us. But then phone service in out of the site has always been the PIPS! Roy requested that I look at attempting to keep NORPAC crew an extra day if possible, keep heat on the camp and see if it would be possible to retain the crew and keep the front end loader running until a mechanic could be sent up from Anchorage to assist in fuel transfer operation. I was informed that the Air Force had approved our fuel request. Roy and my self discussed several alternatives and it was determined that I would explore keeping the NORPAC crew as long as possible. I was informed by Mr. Anderson that fuel to keep the cat train open was becoming critical, he estimated that there was approximately two days fuel remaining for generator operation. One of the alternatives I suggested to Roy was that we would shut down the camp and conserve what fuel remained. We would hire the station vehicle mechanic, (Mr. Sullivan), on a part time, after normal duty day basis. I suggested this on a cost effective basis and if the station supervisor would have agreeded, it would have been a very good plan. Mr. Sullivan has the background and knowledge to transfer the fuel we require. We estimated the total time for the accomplishment of fuel transfer at less than 20 hours. The big time consumer would be the transfer from the storage tank to the day tank, each 500 gallons of fuel takes about 15 min. to transfer. Our plan was to preposition the fuel sleds next to the DFA day tank and I would fill them as fuel was pumped into the day tank. Once the sleds were filled we would move them to camp and then top off all the generator tanks. We were going to use the 977 loader to pull the sleds. At 11:30 A.M. I reviewed this plan with Mr. Anderson, I also thought it a good idea to have Mr. Sullivan and myself checked out on the cat train generator startup procedures. Mr. Anderson stated that he would be more than willing to keep the camp open until late afternoon of 8 Mar 84, but he felt that the fuel remaining would not permit keeping it open much longer. At 12:30 P.M. Mr. Sullivan and myself were checked out on the generator start procedures. It was at this time that I learned that the BT-400 heater that belongs to NORPAC is electrical and the camp generator must be in operation prior to its use, I was under the impression that the unit was gas operated. I was also informed that they were having problems with the 977 loader. The track brake was binding and had at times frozen up preventing movement. Mr. Sullivan and myself talked over the problem of generator preheat and Mr. Sullivan thought it would be no problem to use the Air Force assigned Fiesta heater and the assigned D-7 cat or TD 20 Dozer to move the fuel sleds. Mr. Sullivan and myself returned to site and I suggested that he present the plan to the station supervisor while I try and secure an outside line to Mr. Goodman and brief him, before I could get an outside line the station supervisor informed me that if I wanted any Air Force equipment or contractor support I would have to obtain a host tenant agreement from the Air Force at Colorado Springs. He further stated that his employees were captive employees and would not be afforded any employment outside the company. All of this was discussed in a normal tone of conversation, i.e., no heated words were exchanged. I did not express my views to him as I knew that he was right according to his directives. I am forced to express my views here however, Mr. Skinner has impeded or attempted to impede

our every action, this includes the use of telephones, the use of any Air Force equipment or facility with the exception of myself limited use of their pickup. His comments and attitude toward any type of support are the worst I have ever observed. An example, was the request on the part of the Pierson cat train to obtain drinking water for use from Lonely to Deadhorse. They requested that they be able to fill three seven gallon jugs of water, he finally agreed, however, but not before giving the individual a hard time. After I heard of the problem I approached Mr. Skinner and asked if there was a problem in their obtaining water, his comment was that he was sick and tired of baby sitting everyone that came-by. I can say one thing in his favor, as far as I have been able to determine, everyone receives the same treatment. It is my opinion that we must become self-sufficient and not rely on any agreements with the individual unless we have an Air Force approved agreement in writing. A case in point is our request for fuel, I was informed that no fuel would be issued to us until he had written authority. I finally got a phone call placed to Roy at about 1:45 P.M.; I informed him of the problems and it was determined that we would have to shut down the NORPAC camp and refuel at a later date. I returned to the NORPAC camp and met with Mr. Anderson to discuss this and any possible alternatives. While I was gone, about two hours, they had been working on the 977 loader brake problem. Mr. Anderson found that someone had adjusted the brake beyond limits to where it was binding and freezing up. He has since adjusted same and it appears to have corrected the problem and it is now working fine. Mr. Anderson stated that he would be more than willing to return from Deadhorse to assist in reopening the camp as well as assist in the fuel transfer. He also estimates that we will have approximately three days fuel remaining for the generators upon shut down at 4:30 P.M.

8 Mar 84 If Mr. Anderson is needed during the next three weeks he will be at Deadhorse, phone 659-3137, his home phone in Sterling is 262-3956. Roy had requested that we try and consolidate all remaining generator fuel into one tank. This will not be necessary because after one generator has been preheated and placed on line we can use a jumper cable to preheat one of the other two generators and bring them online as needed. It will take approximately eight hours to bring the heat in the train up to a comfortable temperature when its - 30 deg. Prior to shut down I checked the exterior of the camp, all trailers and vehicle containers are locked. I was given four master keys. The exterior of the camp is clean and in good order, however, the interior will need some work prior to use. All camp equipment, jumper cables, pumps, etc. are stored in rooms 11 and 13. All technical publications are stored in room 14. Camp was shut down at 4:15 P.M. and NORPAC crew departed via Seair charter at 5:15 P.M. Prior to departure I was briefed that the generators do not have an hour meter installed. There are no historical records maintained and the engine oil is changed on a weekly basis with overhauls being accomplished every three years. Any operating data times should be available at the NORPAC Anchorage office.

- 9 Mar 84 Contacted Kirk McGee and Roy Goodman this A.M. and briefed them on yesterdays events. I also briefed them on the old Husky communications system. Mr. Skinner briefed me on his understanding of the system. Husky had a land line from the camp to the DEW site, than via Air Force satellite to Pow Main (Barrow), with access to a Commercial tye. This system was used to connect Husky with Primary across the line service to other Husky operations at Point Lay, Wainwright, etc. In addition, they had a satelite communication system that was used for contact within Alaska and the outside world. I also confirmed that it is no longer possible to receive direct incoming phone service via Barter Island, all calls to contact me entail a call to Pow Main, 852-9961. This service is available on a 24 hour 7 day week basis and is only a message drop. At 08:10 A.M. I contacted Kirk McGee and informed him that the site had received message approval on fuel issue and also had received authorization to use POW-1 to exchange caretakers without prior approval. At Kirks request I sent both copies of messages to him.
- 0 Mar 84 Temp. -12 Deg; windchill -50.
- 1 Mar 84 Temp. -16 Deg; windchill -65.
- 2 Mar 84 Temp. -8 Deg; windchill -25 Deg. Made trip to lower camp today using three wheeler. Checked out camp and NORPAC facilities, everything in fine order.
- 3 Mar 84 Temp. +3 Deg; no wind, spring time. Received new oil pump for our Pickup in todays mail. I intend to install the pump tomorrow if I can get into the garage.
- 4 Mar 84 Worked on truck all day. The new pump is the wrong one, the body of the pump is of a different style. I was able to utilize the new inner gears. Both pumps old and new have about the same output pressure. I installed the pump and got very good oil pressure, however, the engine began to knock. Its the station mechanics opinion that the main bearings are shot. I shut the vehicle down upon hearing the engine knock and I feel that its not far from freezing up. I don't recommend any more money be dumped into the old wreck.
- 5 Mar 84 Called home office and appraised Kirk McGee of vehicle problem.
- 6 Mar 84 Very cold today - 11 Deg; with 30 knot winds. - 65 Deg; chill factor.
- 7 Mar 84 Temp. - 15 Deg; with 18 knot winds. Made a trip to lower camp today. Road was blown shut until after lunch. Everything in good shape after storm.
- 8 Mar 84 Sunday, Temp - 20 Deg; with 10 knot winds, no activity.
- 9 Mar 84 Temp. -16 Deg; windchill - 45 Deg. I received word from the station supervisor that a NORPAC charter would arrive at approximately 2:00 P.M. tomorrow. The purpose of the visit would be to remove some additional radio gear.

- 0 Mar 84 Temp. -14 Deg; no winds. I checked with Perry at home office to see if NORPAC had coordinated radio removal with them. Received a negative reply. I informed Perry that I intended to call NORPAC Deadhorse office for confirmation prior to releasing any equipment. Contacted NORPAC and talked to Mr. Stan Selman, phone 659-3137. I was informed that radio equipment would be removed by a Mr. Dave Ramey. Made a trip to lower camp this A.M. Used an Air Force vehicle and operator. The operator wanted to check out road to camp and land fill. Everything in good order. NORPAC charter arrived at 2:00 P.M. NORPAC removed 22 portable vehicle radios, 3 hand held portables and one scanner. Charter departed for Deadhorse at 4:00 P.M.
- 1 Mar 84 Again very cold - 28 Deg; 10 knots winds. No activity.
- 2 Mar 84 Temp. - 32 Deg; 4 knot winds. EXXON charter arrived from Deadhorse at 2:00 P.M. Used Air Force vehicle and met with EXXON personnel. Gave them a tour of DEW LINE facilities and lower camp. Spent about one hour over coffee and the job interview. Went very well. It appears that I will be going to work for EXXON about the middle of April. Charter departed for Deadhorse at 4:20 P.M. Lower camp in good shape.
- 3 Mar 84 Very cold - 38 Deg; 10 knot winds. No activity.
- 4 Mar 84 Temp -18 Deg; no wind. Made trip to lower camp. Used three wheeler. Everything in good shape.
- 5 Mar 84 Sunday - No activity.
- 6 Mar 84 Temp. - 19 Deg; Winds 16 knots; No activity.
- 7 Mar 84 Temp. - 28 Deg; winds 12 knots; No activity
- 8 Mar 84 Temp. - 32 Deg; No winds. Made trip to lower camp this afternoon. Used Air Force vehicle and operator. Everything in good order.
- 9 Mar 84 Departed Lonely via Audi Air at noon today. Met with Bill Williams prior to departure and briefed him on vehicle problem. Arrived at Deadhorse at 1:15 P.M. Contacted EXXON and Mr. Bill Thomas picked me up. Spent afternoon at EXXON facility at Prudhoe. Departed Deadhorse at 4:10 P.M. via Wien. Arrived Anchorage at 5:30 P.M. It is with regret that I submit my resignation. I have enjoyed my period of employment with CIRI, my working relationship with Kirk, Perry and Bill Williams. Thanks for everything.

PAH
PM
one

Inter - Office Memorandum

TO: Kirk McGee, Director, Land Planning & Development

FROM: Bill Williams, Watchman, Camp Lonely

Date: May 2, 1984

Subject: TRIP REPORT

March 29 - The Audie Air could not get the truck started to get me out, I finally left about 10:30 a.m. and got to Camp Lonely around noon. I went down to the camp and garbage dump -- it looks like they are not taking good care of it.

March 30 - Went to the garage with Sully and talked about the truck. He said we needed bearings and he informed me that CIRI will be sending a diesel truck up here. The camp phone is run by a propane generator and has not been replaced.

I went down to the camp and looked again at the cat train. Then I tried to call Anchorage, but we need a disk and generator to run the telephone line.

✓ March 31 - Bill Skinner said, can't get to drive the government vehicles anymore.

April 1 - Walked down to the camp and looked around. I will draw a map of the mud as soon as possible. I am trying to think of a way to get an engine up here.

April 2 - Looked at the new camp. There is an incinerator where to burn trash and also generators to run the camp.

April 3 - Walked down to the camp this morning but the snow was piled high around the mud and I can't get the right count, but I will get my old figures and try to match them with my drawings.

April 4 - Went down to the camp in the company truck. The driver plowed a road to the mud.

April 5 - Worked on the mud, but I could not get to much down on the map.

April 6 - Too cold - -37°.

April 7 - Plane came today. Weather was warmer but not by much.

April 8 - Went down to the camp to look for a pressure switch. We found two and Francis Sullivan brought them up but the house manager told me to take one back.

Report
May 2, 1984
Page 2

April 9 - Went to count the mud again today. Should have the mud counted by next week. I called Perry and he said to talk to Kirk on the Exxon people coming on Tuesday. Bill Skinner said he'd provide transportation.

April 10 - The Exxon people came at 3:00 p.m. and left at 4:00 p.m. They just looked at the airport facilities (like the tower), and then they went down to the camp to look over the place. Two of the men were Al Herman and R. L. Westbrook. They only stayed 45 minutes.

April 11 - Tried to call Kirk but he was out for a week. Looked down at the camp to see the train. They have some track vehicles in the back by the other trailers.

April 12 - Worked on the map.

April 13 - Went down to where the Benex is but there was too much snow.

April 14 - Just took it easy today.

April 15 - I worked on the map, its not going to be easy to complete.

April 16 - Went back and forth to the camp to get the location of the mud in the right places.

April 17 - Plane day. Bill Skinner wants to leave the camp open for half of May. He says Sea Pak will be here.

April 18 - Windy and cold but clear. A helicopter has come almost every day, and then the plane.

April 19 - Went down to the camp (nothing has changed) but the snow was no problem this time.

April 20 - Perry called me and I also talked to Kirk about the Exxon people that came to the camp. Some of the people here will be taught C.P.R. (I will take the class also.)

April 21 - Went down to camp and fixed a broken window. Started learning C.P.R.

April 22 - Had another day learning C.P.R. It seemed to take all day and we had a test this afternoon but I didn't take it.

April 23 - Only three days left.

April 24 - Plane day. Janet Burns, the C.P.R. Instructor, is going back to Fairbanks. I got my card for C.P.R. and First Aid in the field.

April 25 - Went down to camp. Plane and helicopter came in at the same time.

Report
May 2, 1984
Page 3

April 26 - Met Nick at noon and showed him around (he seemed to have enough cold weather gear!). I got into Anchorage around 6:55 p.m.

History of Truck: The truck was fixed the Spring of 1982. We have now replaced:

- 1) Clutch Plate
- 2) Drive Shaft (got from Western Gro had front wheel drive)
- 3) Throw Out Bearing
- 4) Oil Pump - because we lost the oil pressure
- 5) Oil Sender Switch
- 6) New Warren Hubs (10/24/83)
- 7) Pressure Plate

Carl said there was a lot of pressure showing on the gages. Paul took it out and it seized up. Could not get it going, because we could not get it into the garage. Sea Pac will be at Lonely from May 5 - 8th.

BW:cj
11/004

URI COOK INLET REGION ..JC.**Inter - Office Memorandum**

TO: Kirk McGee, Director, Land Planning & Development

FROM: *BW* Bill Williams, Watchman - Camp Lonely

Date: June 25, 1984

Subject: Watchman Report

Thursday, May 24

Got back at 1:55 p.m. Lonely time (2:55 p.m. Anchorage time). Took the generator out of the box and looked over the manual. Started it up, it works real good. I would like to have had an electric shovel for snow. This generator could run one. Nick has done well from what I hear from the men around here.

Friday, May 25

Plane came in.
I went down to camp to look around. A lot of snow. I could not find the stamp they found around or on the pipe. Its not on the pipe, 9 3/8 & 9 5/8.

Saturday, May 26

Got the brooms together, will take them down to the camp and will start on my clean up!
The generator works fine. I got it running again to make sure it runs fine.
I hauled all the equipment down on the three-wheeler, hope to find a vacuum there, I had an old one down there to pick up the water last spring.
36° above. Looks like a good breakup this year.
The snow is melting, no water inside of dining hall.

Sunday, May 27

Took the generator down to camp today.
Looks like a door has been broken open, but that was broken before.
I hear the Western Geophysical personnel will be back soon, about the 1st of June. Don't know where they will stay.
I will need a vacuum cleaner of some kind (maybe wet/dry type).
The halls are all carpeted.

Watchman Report

-2-

June 25, 1984

Monday, May 28

Will start cleaning near the frontend where I get in and out of the buildings.

Nice weather.

The generator starts fine.

Tuesday, May 29

I cleaned up some more.

Will gather the garbage from the building and bring it up to the camp to be incinerated (they don't burn outside).

Tuesday, May 30

Plane arrival day.

Called Kirk to tell him of the camp, need a vacuum and an electric shovel.

Saw helicopter land on air field. They have come to get their tools off the ice.

Wednesday, May 31

Worked some more.

Tried to get down to the waterhole, but the snow was soft.

Thursday, June 1

Might get an old vacuum cleaner, will clean more now.

Friday, June 2

Having to run back and forth from the other camp to burn trash (I have a box to carry the stuff in).

Also looked for leaks in the dining hall, but there are none.

It has been warmer than I ever have seen it here. Too warm.

The caribou are back.

The helicopter came back.

What should I do about the big timber?

Saturday, June 3

I have to get the mats put back into the dining hall.

Monday, June 4

Called Kirk to report on the camp and also what I will do till I go back out.

No news on the Exxon or anyone coming to this camp.

Went down to camp to see how the snow is. The snow is melting fast. Will clean up what is left on the ceiling.

The plane came by tonight.

Watchman Report

-3-

June 25, 1984

Tuesday, June 5

I went down to camp to see if I could do more for the ceiling. Seems only one place was leaking the other place I patched held and the water stopped on the inside.

I will try to see whether it leaks when the rains come.

Wednesday, June 6

Worked all day on the ceiling in the dining hall. Seems the roof was shovelled off and torn by the shovel. Will try to tar it when the roof dries.

Thursday, June 7

No plane yesterday again. Scheduled to get one today. Found two batteries that had been thrown in the land fill. I will tell the camp boss about it tomorrow.

We are having bad luck on the plane's - none for about a week now.

Friday, June 8

Still no plane. They cancelled today's flight for the weather.

Nice weather so far.

The snow is all gone off the roof.

Had one of the camp mechanics adjust the clutch on the three-wheeler. It runs okay.

I will work on the roof since it is warm today and clear, no wind nor cold at all.

Saturday, June 9

I went down to the land fill today and they dumped a battery down there. The driver said they don't use that kind of battery, but Sully took a battery that the FAA people left to try it charge it up, but it did not take the charge so he did not use it. I told him to take it back but he did not that I saw. It is in the dump, they are going to use their own dump or land fill where the wind blows in into the camp, that was the reason they used our land fill.

Sunday, June 10

The sun is out and the weather is getting hot again.

I will call Monday to see what to do about the company moving back to their old dump site.

I have been down to the camp, nothing going on, but I took pictures of the garbage.

Monday, June 11

Went to camp and opened all the window shutters.
Called Perry. Told him about the closing of the garbage disposal in the land fill. Hope they cover all the garbage.
All the water is draining real good at the camp.
I opened the drain next to the camp and the water all drained out.
Also worked on opening all the shutters in the buildings. Will be finished this week, I hope.

Tuesday, June 12

I need a window hook, or one of those you open windows with, about 6 feet in length - to put the shutter back in the fall - the snow will be gone and won't reach the windows too good.
Will go back and open the rest of the shutters. I made a hook to finish opening the shutters.
Warm again. The ice is all going away.

Wednesday, June 13

The shutters are rusty and need some penetrating oil.
One of the winter track vehicles rolled back down the hill. I tried to start it but it would not start. So I left it.
Western Geophysical guy came in today and loaded up with fuel. They said they had a new three-wheeler which was stolen before they finished putting it together. I hope they don't steal ours.

Thursday, June 14

Called Perry and had him relay a message to NORPAC that one of the vehicles has rolled down into the incline behind the camp. The batteries still have a lot of charge in them. I have to get Sully to look at, when he has time.

Friday, June 15

Moved the vehicle away from rolling back farther. Dick Roe, a driver for the winter is here and drove the snow track out. He also moved another track up, then blocked it so it won't roll back.

Saturday, June 16

All the first part of cleaning is done on the building.
Took all the pictures of the mud and pipe.
The garbage land fill is not being cleaned. They left it the same as they came in. They did not burn the garbage. I took pictures of it.

Sunday, June 17

Cot to take a rest and start early tomorrow.

Watchman Report

-5-

June 25, 1984

Monday, June 18

All is well.

The generator is working well and the Honda is fine, too.

Will work on the inside of the building.

Left a note on the Honda generator. See if I could get oil for the generator. Honda uses 10W 40 oil, none detergent that is the generator.

I used the Air Force oil for the three-wheeler.

I almost finished vacuuming the three wings of the bunkhouse.

Carpet looks good. The paint that peeled off will be hard to pick up, even with the vacuum.

The man from NORPAC came down today and looked around. He said that its in good hands.

Will try to finish up tomorrow.

Tuesday, June 19

Got all the paint that peeled off the wall up and also finished vacuuming the floors. Need a lot of cleaning done, but it will take a long time.

Will haul the boxes up to the burner so that the boxes could be burned.

Wednesday, June 20

Cleaned up some more and put tools where Nick could find them.

Filled all motors with fuel and left the room clean.

Left a note for Nick and told him how the job is going.

Thursday, June 21

Got ready to go.

Got a truck from the garage. Will be ready when Nick comes. Feel like I might get out today.

Got to Prudhoe at 11:00 a.m. The weather was foggy but the pilot knew how to get in.

I went over to Western Geophysical. Saw some of the guys there.

BW:cif

052:5

*Kirk
Randy*

Inter - Office Memorandum

TO: Nick Pestrikoff, Camp Lonely Watchman *NP*
FROM: Kirk McGee, Director, Land Planning and Development
Date: July 23, 1984
Subject: Watchman Report

JUNE 1984

- June 21 Arrived at camp in the morning. Did a walk through of CIRI camp in the afternoon.
- June 22 Did walk through of warehouses and camp storage grounds. Did some cleanup.
- June 23 Worked on freeing up locks at camp. shovelled a little snow. Some cleanup.
- June 24 Walked to camp. Checked around NORPAC Cat Train.
- June 25 Spent most of day trying to make phone contact. Did some work at camp in afternoon.
- June 26 Did some cleanup. Salvaged some useful items from dump.
- June 27 Worked this day cleaning the dining room and kitchen.
- June 28 Did some cleanup around camp grounds.
- June 29 Worked in kitchen and checked windows.
- June 30 Worked in the kitchen, and worked on windows.

JULY 1984

- July 1 Went to camp for a couple of hours. Just checked things out.
- July 2 Today I worked in the warm storage warehouse, cleaning.
- July 3 Cleaned some in the main powerhouse and warm storage warehouse.
- July 4 Took it pretty easy today.
- July 5 Cleaned in communication shop.

Kirk McGee

-2-

July 23, 1984

- July 6 Cleaned in carpenter shop.
- July 7 Cleaned in power house. Rain.
- July 8 Rained today. Looked for leaks in bunk houses.
- July 9 Worked on restacking 55-gallon drums. *— where what's in drum*
- July 10 Worked on restacking 55-gallon drums. Worked in kitchen.
- July 11 Finished warm storage warehouse cleaning.
- July 12 Cleaned in sewer treatment plant.
- July 13 Worked ripping linoleum up from kitchen floor.
- July 14 Cleaned some around stoves and steam table.
- July 15 Looked to see how to drain, the drain pans under powerplants.
- July 16 Did a rough estimate of mud and chemicals. Dumped power plant drainpans.
- July 17 Cleaned in power house. Worked on Honda.
- July 18 Went to camp, made sure things were locked up.
- July 19 Cleaned room and packed up this day.

NP:cif

Attachment (Chemicals and Drilling Muds Lists)

055:5

Perry - see that we get a map + inventory of generators want to know all available info will need to unhook a get inside info ATCO print

CHEMICAL AND DRILLING MUDS LIST

Chemicals

EZ-MUL., 266 drums
 Free Pipe, 42 drums
 Lubri-Sal, 68 drums
 Bit Lube, 22 drums
 MD, 48 drums

Concentrate III, 10 drums
 Skot Free, 12 drums
 Skot Free, 22 15-gallon cans
 MD, 312 5-gallon cans

Drilling Muds

Barite
 Super Col
 Protecto
 Black Magic
 Benex
 Co Polymar
 Zinc Carbonite
 Diaseal
 Visbestos
 S.A.P.P.
 Detergent
 Sada Ash

Soltex
 Resinex
 Quick Seal
 Nut Plug
 Gelton
 Q Broxin
 Calcium Chloride
 Gel
 XP 20
 Fiber
 Coat 45
 Poly RX

Need completed

Approximate Number of Pallets - 2700

Inter - Office Memorandum

m Perry
look
E.I.
File under
Camp lonely

TO: Kirk McGee, Director, Land Planning and Development

FROM: *PA* Bill Williams, Camp Lonely Watchman

Date: December 26, 1984

Subject: Camp Lonely Watchman's Report

November 8, 1984

Arrived in Deadhorse about 10:30 a.m. Audi Air was delayed leaving Deadhorse. Arrived at Camp Lonely about 1:00 p.m. Nick informed that the three-wheeler is not running again.

November 9, 1984

Walked down to camp. There were small polar bear tracks at the camp.

November 10, 1984

The plane arrived today instead of the 9th due to engine trouble in Barrow.

November 11, 1984

Walked around the camp to determine which direction the bears are coming from. It appears they are coming from the drill sight.

November 12, 1984

Went all around the camp today on the rescue vehicle. Saw a lot of caribou.

November 13, 1984

Will have to wait until Friday to send the map in. Too dark to see where the three flood lights are in front of the camp.

November 14, 1984

Called Perry at 9:30 a.m. At 10:30 a.m. I met with Matt and discussed the truck. He is asking \$1600.00 for the Dodge truck, which was the better of the two trucks here last year. At 1:30 p.m.

Memorandum to Kirk McGee

-2-

December 26, 1984

I looked over the truck to see what condition it was in and what would be needed to get it in good running order.

November 15, 1984

Took pictures of the generator. It is very dark and difficult to take good pictures.

November 16, 1984

Went down to camp to take more pictures. Perry informed me today that my stay here has been extended two more weeks.

November 17, 1984

Thoroughly checked over the truck today. The panel lights do not work well, but Matt said he will work on the truck to get it in good order.

November 18, 1984

Took the truck on a test drive today. It has a heater in the seats.

November 19, 1984

Called the office on the truck today. There seemed to be a problem with the carburetor, but I found out later that it was a new carburetor and had not been adjusted. I took the truck for another drive after the carburetor was adjusted. The adjustment made a big difference - the truck ran well.

I called Perry back. He told me to tell Matt CIRI was willing to offer him \$1,300.00 for the truck. Matt accepted the offer. I will send the truck papers to Perry, then Perry will send a check to Matt in Barrow.

November 20, 1984

Too much wind for plane to land today, so it bypassed Camp Lonely.

November 21, 1984

Too windy to do anything today.

Memorandum to Kirk McGee

-3-

December 26, 1984

November 22, 1984

Had a nice Thanksgiving Day dinner.

November 23, 1984

I will have to paint the signs on the truck. Received my job work schedule today.

November 24, 1984

Went down to the camp in the truck to see what kind of damage the snow had done to the camp. Not much snow.

November 25, 1984

Walked down to the camp to see how much snow was around the camp. Painted "CIRI" on the truck.

November 26, 1984

Called Perry. The snow has been higher around the camp. I went to unlock the camp and all the warehouse locks were frozen. Frances, the machanic, went down to the water hole and got stuck. Two other men had to go after him, it was 9:00 p.m. before they got back.

November 27, 1984

It is cold and clear today, but no plane (heard it was down in Galena).

November 28, 1984

Too much wind for the plane to land today.

November 29, 1984

Walked down to the camp today. There is a lot of snow at the camp.

Memorandum to Kirk McGee

-4-

December 26, 1984

November 30, 1984

I was told today the cat train people will be coming soon to look the camp over.

December 1, 1984

The plane was able to land today.

December 2, 1984

Went down to the camp and took that broken box to the dump.

December 3, 1984

Will have to go to the camp to get the mud out and put it in the warehouse. The truck runs inside the garage, but when I put it outside, the battery ran down. I took the battery out and charged it up. Will try it again tomorrow to see if it will run better.

December 4, 1984

The camp cook has a bad back and left on the plane. The relief cook from Fairbanks was not available to relieve him at this time so I cooked dinner for the camp.

December 5, 1984

Cooked for the camp again today.

December 6, 1984

The cook arrived on the plane today, the plane was a day ahead of schedule.

December 7, 1984

Went down to camp today to try to put the broken box in the warehouse, but there is too much snow and the locks are frozen.

Memorandum to Kirk McGee

-5-

December 26, 1984

December 8, 1984

The oil men came in to the camp today, so I went down to meet them. They were interested to see how much snow the camp has.

December 9, 1984

The temperature was 38° below zero today. It was cold but I walked down to the camp.

December 10, 1984

Received truck papers today.

December 11, 1984

The plane did not arrive today - it broke down on Barter Island.

December 12, 1984

R.J. from Norpac-Anchorage arrived today to take inventory of the cat train. I took him down to the train in the truck.

December 13, 1984

Went down to the camp. There is a lot of snow on the road.

December 14, 1984

Took some chest of drawers and chairs down to the camp.

December 15, 1984

Cannot go out today - the wind is up to 6 knots.

December 16, 1984

I removed the three-wheeler engine today and will build a box to transport it to Anchorage for repairs.. Three or four bolts will need to be replaced - I can pick them up while I am in Anchorage.

Memorandum to Kirk McGee

-6-

December 26, 1984

December 17, 1984

Called Anchorage today. The wind blew all night from the south.

December 18, 1984

The carpenter built a box for the three-wheeler engine. The temperature is 2° below zero with winds from the south. Cleaned my room.

December 19, 1984

Received CIRI inventory labels in the mail today with a note to wait for instructions. Will store the labels in my room until instructions arrive.

December 20, 1984

Boxed engine and put handles on the box for carrying. Gear is all packed for going home. Marty McDonald of Audi Air and Suzan Shaw of the insurance company arrived about 3:10 p.m. I went down to the camp with Suzan to look over the camp and mounds. We left Camp Lonely at 5:15 p.m. and arrived in Deadhorse around 6:20 p.m. I checked in with Alaska Airlines upon our arrival, however I did not have a return ticket to Anchorage. Susan called Mr. Anderson of CIRI who authorized their company to pay my airfare. I was able to ship the motor by as freight for \$26.00 versus baggage for \$75.00.

We arrived in Anchorage about 11:00 p.m.

BW:cif/109:5

[U]

11/8/84 GOT TO Dead Horse about 10:30, called audi a. The man from Audi Air came down & got me at 11:00 we had to wait for some one to go to some village on the way to Lovely. got to Lovely at 1:00 pm. Nick told me the 3 wheeler is brok down.

11/9/84 walked down to camp & see the Polar Bear Tracks, small bear, but sure hope I don't run across him. walked off the place at the light to the edge of the pad. which is about 18 feet. From the pipe about 190 feet.

11/10/84 Plane came in late today. had engine trouble in Barrow. should have come on the 9th.

11/11/84 Walked around to see which way the bear are coming? Looks as if the bear are coming in from the Drill sight.

11/12/84 went out on the Rescue Vehicle. went all round the camp & saw a lot of caribou.

11/13/84 Will have to wait till Friday to send the Map. can't tell just where the lights are in front of the ca. It's dark to see. I know there are about 3 Elud lights.

[U]

11/8/84 GOT TO Dead Horse about 10:30, called audi and the man from Audi Air came down & got me at 11:00 we had to wait for some one to go to some village on the way to Lonely. got to Lonely at 1:00 pm. Nick told me the 3 wheeler is broken down.

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11/12/84 went out on the Rescue Vehicle. went all round the camp & saw a lot of caribou.

11/13/84 Will have to wait till Friday to send the Map. can't tell just where the lights are in front of the car. too dark to see. I know there are about 3 Flood lights.

11/14/84

9:30 Called Perry, 10:30 Am, saw Matt & Take
To him, he said he wants \$1600.00 for the Dodge Truck
this is the better of the two trucks that were
here, last year
1:30 pm. looked it over to see what is
giving to need.

11/15/84

took pictures of the generator, with my camera
hard to take pictures when it's dark.

Friday

11/16/84

went down to camp to take more pictures
it is not so easy to take pictures
Found out I will stay for 2 weeks extra.

Sat

11/17/84

Looked the Truck over, Real good if the truck
will Run well. The panel lights don't work to
well, Matt said he will work on the truck to make
it work well.

Sunday

11/18/84

Try out the Truck, but don't know what to
do? seem like a good truck. It has a heater
in the seats.

Monday

11/19/84

Called in on the Truck, seem like the carburetor
does not seem to Run To well. Found out later the fire
had a New Carburetor, & was not as fast as the 100.
It for a drive it works good

(3)

I called Mack. & Perry said He would pay \$1300.00 Dollars for the truck, pass the message onto Matt & He said ok. then I send the papers on to Perry, He will send a check on to Matt in Barrow.

Tuesday plane day. plane went by, cause of
11/20/84 the wind.

Wed. Started the truck & got it warm.
11/21/84 shut it off to windy to go anywhere

Thursday Had a good thanks giving, Had steak &
11/22/84 Lobster, Pie & a lot of other sallids & Turkey,
which was very good.

Friday
11/23/84 Matt Left today, the fellow we got
the truck from.

I will have to paint the signs on the truck.

got my job work ^{sheet}, seems like Nick will have the holidays off, which is good for him.

Saturday
11/24/84 Started the truck & went down to the camp to see what the snow did to the camp. Not too much snow.

(4)

CL 0147

000154

Sunday
11/25/84 Went For a walk to camp to see how much snow
is around the camp.
Put CIRI on the Truck.

Monday
11/26/84 Call Perry, the snow has been higher around
the camp. Went to unlock the camp & all
the locks were frozen, on the Warehouse,
Frances the Mechanic went down to the water
hole & was stuck & Milton & Buddy went aft
him. & they came back at 9:pm.

Tuesday
11/27/84 I heard the plane is down at Galea, Cold & Clear
to day but no plane.

Wednesday
11/28/84 the plane went right by cause the wind was too
strong.

Thursday
11/29/84 walked down to camp again today. a lot of snow
at the camp.

Friday
11/30/84 I heard that the Cal Train people are coming in to
look the place over.

Saturday
12/1/84 Plane came & I got some mail in.

Sunday
12/2/84

Went down to camp & took the broken
box out to the dumps.

(5)

CL 0148

000155

Monday
12/3/84

Will have to go to camp to get the mud out to
put in the warehouse.

will try to get the truck to run, put the
charger on the battery make, the truck will run
inside the garage but when I put it out side
! Ran the battery down. I took out the battery
& charged it up will try it tomorrow to see
if it will run better.

Tuesday
12/4/84

The cook has a bad back, he went
on the plane today. I had to cook
for the camp cause the cook from
Fairbanks was injured so he didn't get
on the plane. I cooked dinner

Wed.
12/5/84

I cooked all day & the boys like
my cooking, not many eat breakfast
or I did okay

12/6/84

The plane came a day early & the
cook came.

(6)

CL 0149

000156

Friday Peartl Harbor day;

12/7/84

Went down to camp to try to put the broken box in the Wave House but too much snow, the locks are all frozen.

SAT

12/8/84

The oil men came down, went down to camp to meet them, they just came to see how much snow there was.

Sunday

12/9/84

Another cold day, walked down to camp & it was 38° below today.

Monday

12/10/84

got some papers for the truck.

Tuesday

12/11/84

Plane broke down on Bauer Island did not get here

Wednesday

12/12/84

R.J. from Norpack from anchorage came today, I took him down with the truck & he took inventory of the cat train

Thursday

12/13/84

Went down to camp to see the Road, a whole lot of snow.

Friday

12/14/84

went down to camp, took chairs & some chest of drawers down

(7)

SAT

12/15/84 Wind got up to 6 knots & can't get out, is it,

Sunday Took the 3 wheeler out & it is a job
12/16/84 but I got it out, some of the bolts I will have to get in town when I come will try to get 3 or 4 bolts that I need for the 3 wheeler. Will build a box for the 3 wheeler.

Monday Will call in today, the wind howled all night from the south, going to check
12/17/84 how much piled up in the mud? & what blew away??

Tuesday Got to pack today so that I could build a
12/18/84 box for the engine 2° below, winds from the south. Plane day. Someone here will help me run the saw tonight to build a box for the engine. Really busy clean my room & then pack. Plane is late & the carpenter build a box for the engine, so I am set to go on Thursday.

WED GOT Labels in the mail today, it said in the box to me
12/19/84 for instruction, so I will store them in my room will box the engine & put handles on the box. Carrying as hardware.

Thursday
12/20/54

(8)

CL 0151

000158

This is the day. I have all my gear packed & ready to go. got the engine in a box. will be ready, when they come. Marty McDonald came in about 3.10 P.M., Susan came along with him. I went down to camp with Susan to look at the camp & M.A. We took off a 5.15 P.M. got to Dead Horse around about 6.20. I went to the Alaska Air Lines, thought I had a return ticket, but for some reason, I missed the return ticket & I was stuck without a ticket home but Susan called Mr. Anderson, who okayed my transportation home. I got on to Anchorage about 11: P.M. got the motor in by freight \$26.00 which is a lot cheaper than bugg. which would have been \$75.00.

Inter - Office Memorandum

TO: Steve Planchon, Manager, Land Administration

FROM: Brad Curtis, Senior Land Management Officer 

Date: September 30, 1986

Subject: Field Inspection - Camp Lonely

On September 15th and 16th, 1986 Brad Curtis and Harold Olson, private contractor, conducted a field inspection and winterization of the Camp Lonely facilities. The following is a description of our observations and accomplishments:

DEADHORSE - Borrowed a truck from Dave Milner, Price-CIRI, in Deadhorse and went to the Lynden Transport yard to retrieve two acetylene and oxygen bottles. Returned the bottles to Brooks Range Supply (now Prudhoe Bay Supply) and obtained a receipt. I passed the receipt on to Ed Cronick.

CAMP LONELY - Arrived in Lonely at 11:00 a.m.

ROAD - The access road from the POW-1 Dew Line Site to the Lonely Camp is in danger of being completely eroded by storm generated waves along the Arctic coast. We saw the evidence of a storm that struck the coast Sunday September 14th, with waves coming up over the road bed. The storm severely damaged the coastal side of the road eroding approximately 4-6 feet of the north road embankment. The shoulder of the westbound lane has been completely removed and the waves have undercut the road embankment in places. The westbound lane has several deep fractures through it and is in the process of calving off in places. The wave cut bank is a severe scarp. One or two more storms of similar magnitude to the one on the 14th will in all likelihood reduce the road to a single lane, if not make it impassable due to undercutting and subsequent slumping. Most of the worst damage appears to be on that segment of the road closest to Camp Lonely. Either a retaining structure or some extensive fill along this portion of the road will be necessary to preserve access.

VEHICLES - The Dodge "CIRI" truck started right up in the Vehicle Maintenance Shop (shop), but antifreeze and water were added to the radiator and seemed to alleviate the overheating problem. The heater is leaking water under the seat however. The Dodge does need a tune-up.

The Chevy Scottsdale LCA85-1 was jump started. The rear driver side tire was real low and was filled with air (courtesy USAF POW-1). The tire must have a very slow leak as it was not noticed to be loosing air for the time we were there. The front driver side wheel hub needs a new bearing and seal kit put in. Also the transmission

000160

Memo - Steve Pl. oh
Field Inspection - Camp Lonely
September 30, 1986
Page 2

may need some fluid as it would catch in first and was real reluctant shifting to second. The battery in the Chevy may be weak or is not charging sufficiently and may require replacement.

The loader fired right up with a shot of ether. Everything seemed to be in working order with the exception of the flat front tire. We drove the loader to the AF maintenance shop to fill the tire. The loader overheated so we refilled the radiator with 5-10 gallons of antifreeze from our shop. Tire valve was loose on loader and may account for flat. Tire continually lost air while we were there. Need to replace tire valve. However, tire may have a puncture. Need to bring a tire gauge on our next inspection.

The three-wheeler was in the shop. The battery had sufficient charge but the starter wouldn't even crank over. Could not get any compression to start the engine with the pull start. Am uncertain what is needed to get engine running.

All four CIRI vehicles were put in the AF hangar for storage. The POW-1 personnel expressed some interest in utilizing the loader since their second loader is broken down requiring a new transmission. Possible opportunity to lease our loader to the POW-1 facility. Our loader hour meter read 3931 as parked in the AF hangar.

FUEL TANKS - Inspected the large automotive fuel tanks on the southeast corner of the pad. Vented the 40,000 gallon gasoline tank. The tank was not completely empty but I was unable to determine exactly how much was left in the bottom. I left the vent open a crack to ensure gas exchange.

The large diesel tank has a film of diesel fuel floating atop the retaining pond. Am unsure as to the source of the leak. It does not appear to be a major problem at this time. Put a camp lock on the pump house which was unlocked.

The 5,000 gallon diesel tank that is leaking at a seam was inspected. The tank is full, however, we were unsure if it was only diesel. It appears that the contents may be waste, possibly a combination of diesel, avgas, gasoline, waste oil and water. We decided not to pump the tank into any of the diesel tanks with clean fuel until confirmation could be received as to its contents. We did place an aluminum drip pan beneath the leak that should catch a major portion until we are able to return in the spring. All the diesel tanks on the south side of the buildings were full or nearly full.

The 5,000 gallon diesel tank behind the sewer treatment/generator building was inspected and the metal retainer basin was drained as it was nearly full of water. There was no visible fuel film on the water.

CL 0153

The NORPAC cat train diesel tank was leaking at the junction with the common line. All the tanks joined to the line had their valves open. So the valves were closed tight and the common line drained of residual fuel. The leak has been fixed.

BUILDINGS - Inspected the Communications Building which was found to be unlocked. Contents included miscellaneous electrical junction boxes and parts and a large freezer. Does not appear to have been heavily vandalized. Put a new lock on the door.

Inspected the Warm Storage Building. The building did not appear to have been entered. Decided to leave all the miscellaneous parts and equipment in the storage bins rather than move it into the shop building for safekeeping. The roof of the Warm Storage Building is leaking, particularly along the west wall. (Flashing and drill holes in the roof girder. Possibly the bolts have rusted out.) The small ATCO trailer attached to the west wall was leaking heavily along the junction with the building. I moved the mattresses in the trailer out from under a leaking roof vent.

Inspected the Sewer Treatment/Generator/Cold Storage Building Complex. The personnel door on the south side of the Cold Storage Building had its lock busted off. I replaced the lock with a new one. The roof in and around the Sewer Treatment building is leaking around the exhaust stack flashing and there was 2-3 inches of standing water on the floor. The batteries for the generators are dead and the terminals are corroded. The power panels appear to be intact for the most part, however the panel doors were open and several fuses appear to be missing so I don't know if they are operational. Secured the building and made sure all doors are locked.

A rough sketch of the contents of the Vehicle Maintenance Shop is attached. The roof is leaking around the forced air roof heater. All tools for the shop building are gone. There is not a screw driver or wrench to be found anywhere. Will have to bring our own tools. There are 7 new truck tires 8.75-16.5 LT's stacked on the shop floor. Put the SPCC box (empty) and a large orange storage box in the shop building to get them out of the weather. Put the BBQ grill in the shop to keep it from rusting any further. A metal storage cabinet with all the operating instructions for the generators, etc. was found in a vandalized trailer behind the Generator/Waste Treatment Building. Put the cabinet in the shop for safe keeping. Also put a new 12-volt (dry) battery with chemicals in a 2-door metal storage cabinet located in the northwest corner of the shop. Also put 2 3/8" wrenches and a file in the cabinet. Locked the cabinet. There is an air compressor in the shop building but no air socket or line could be found. Tried to get the south garage door back on its tracks but without power it was impossible. Did manage to get the garage door to close completely. Secured both garage doors with 2 locks in the tracks. We put a blue trailer outside in front of the

south garage door and put an orange dry shack trailer outside in front of the north garage door.

Inspected the ATCO housing and offices trailers. The trailers had been broken into by someone removing a window of one of the access doors. Put the window back in. In the main office, someone had gotten into the master key boxes and keys were strewn all over the office. I picked up all the keys I could find and brought both key boxes and keys back to Anchorage for safe-keeping in the Land Department. The roof office (weather station) door was ajar and a ladder was leaning against the trailers, probably another source of access. I closed the roof office door. The roof of the trailer is cracked in several places, particularly along the patch work that had been done previously. Water is getting into the roof where it is cracked. Found a half-empty bucket of tar which I assume was used for patching. However, the tar was rated for summer weather and is probably why the patches have cracked. A large ventilation hood is missing (possibly blown off) from the roof vent over the kitchen grill. The grill is all rusted. A new hood needs to be installed. Other vent pipes on the roof are uncapped and could be a problem. Need two types of vent caps, probably 10 4-inch diameter vent caps and 15 2-inch diameter vent caps. No other signs of vandalism noted in the ATCO trailers.

NORPAC CAT TRAIN - The cat train parked on the south side of the pad appeared to be secure and intact. The NORPAC cat train parked on the north side of the pad was inspected. Two of the cat train mechanical trucks were unlocked. Each mechanical truck had a full assortment of tools and parts. It was obvious that much of the inventory had been gone through and taken. One of the trucks was improperly locked so I reinstalled the lock correctly. The other mechanical truck's lock had been busted off. I found another cat train lock that was used to lock an empty sleeper unit and used it to lock this other mechanical truck. With the beach erosion that has occurred, the cat train is in real jeopardy of being destroyed. As of our inspection there was only 21 feet of embankment remaining between the beach and a short equipment sled. More ominous was the 10 feet of embankment remaining between the beach and the west end of the fuel sled. The wave swash was noted at the foot of the cat train. Another storm or two could pose real problems. Highly recommend that NORPAC be contacted about moving the cat train to the south side of the pad.

DUMPSITE - The dumpsite cleanup appears to be completed with all that is remaining to be done is to finish placing fill to close an 8 foot wide access gap in the berm.

GENERATOR SYSTEM - The camp electrical generator system (in trailer) is inoperable at this time as the batteries are corroded and dead. We did not attempt to charge batteries and start system.

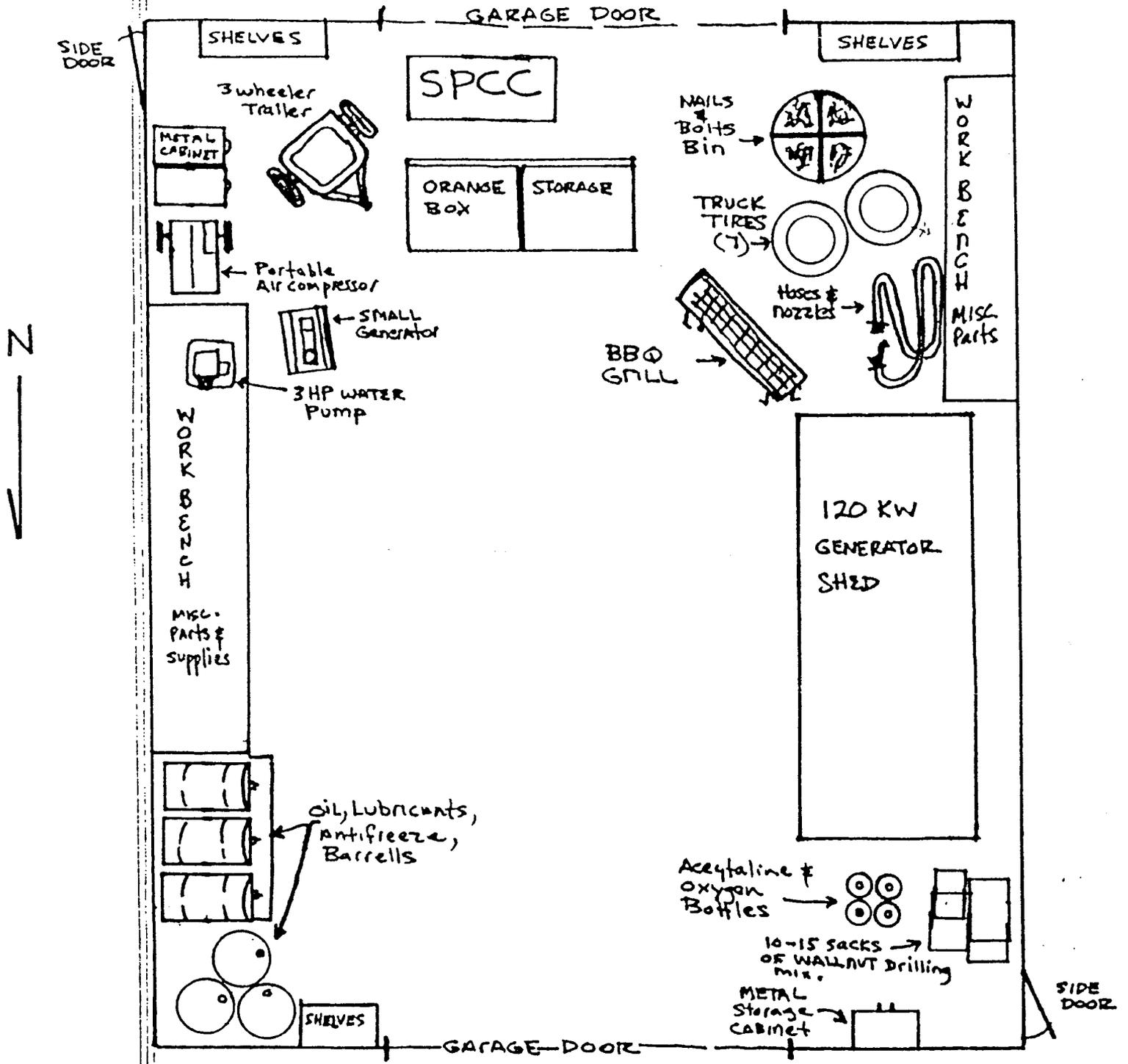
2. Repair roofs of all buildings next summer to avoid further water damage.
3. Obtain permits to utilize beach sand and gravel and repair camp access road.
4. Obtain at minimum absorbent material and centrifugal pump parts and hoses for SPCC equipment inventory.
5. Check into leasing loader to POW-1 facility for short term.
6. Finish posting camp with CIRI No Trespass signs.
7. Drain or repair 5,000 gallon diesel tank (leaking).
8. Have POW-1 Maintenance get CIRI three-wheeler running again. They were last to use it.

Post Note: On September 21st and 22nd a severe wind storm hit the Arctic coast. Wind generated waves removed over 20 feet of the coastline at Barrow causing an estimated \$8 million in damages. Concerned about the NORPAC cat train at Lonely, I contacted Mr. Carl Fredrek, Alaska Area Manager, GRANT/NORPAC in Denver at (303) 694-3666 on Friday, September 26th. Mr. Fredrek was very pleased that we had called. I told him to contact Chuck Smiley at the Peterson Air Force Base to have some of the POW-1 personnel assess the probable damage to the cat train. NORPAC will comply with our request to move the cat train to the south side of the Lonely pad as soon as possible.

We should try to assess what additional damage has been done to the access road if GRANT/NORPAC is unable to inform us.

cc: Ed Cronick

BC:ah
35:078



ROUGH SKETCH OF CONTENTS OF
 VEHICLE MAINTENANCE SHOP - CAMP LOVELY

NOT TO SCALE

DATE: 9-16-86
 Brad Curtis SLMO