

# Memorandum

DATE: 9 Sept 74

FROM: General Foreman, Pipefitter

TO: Director, Maintenance & Repair Div.

SUBJ: Major Discrepancies Accomplished since consolidation with MCAS(H)

1. Aircraft direct refuel system:

- a. C & D system not used since installed by contractor in 1969.
- b. We modified the system to use 3 way instead of 4 way valves, and readjusted the linkage on the valves. We coordinated the repair of the electrical system.

2. 715 MCAS: Had no hot water since 1969. We installed a circulating pump. System works ok.

3. 804 MCAS: Had to segregate the hot water from the heating system by installing a P.R.V. station on the hot water system. The heating system had 2 P.R.V. stations in series in the main line. One of the P.R.V. stations will be removed. This building was without heat last winter.

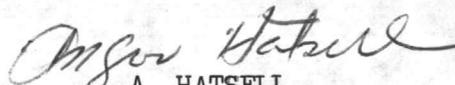
4. 815 MCAS; Had no hot water. We replaced one circulating pump in the system.

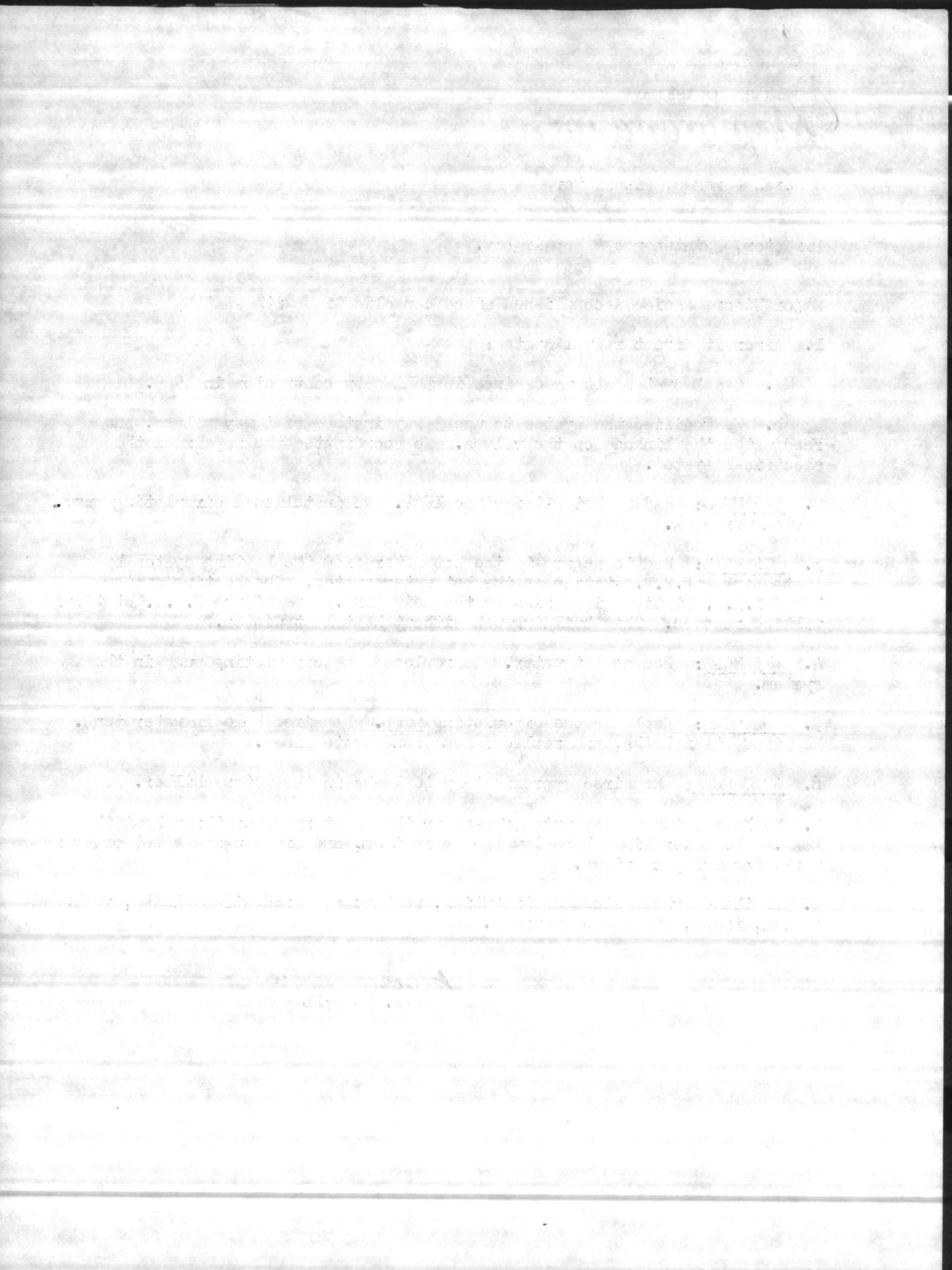
5. 302 MCAS: Replaced one circulating pump. Repaired hole in water tank. Repaired steam leaks, and replaced some condensate lines.

6. 4010 MCAS: Repaired approximately 40 leaks in the water chiller.

7. We have extensive amounts of sand in the sanitary sewer throughout the MCAS. The sewer lines have low places in them, and are causing a lot of extra work, including overtime.

8. On the overhead steam distribution, we have repaired steam leaks, replaced valves, traps, pipes and fittings.

  
A. HATSELL



## PROJECT REPORT SUBSEQUENT TO CONSOLIDATION

### 1. Operations, Maintenance and Repair

a. Subsequent to 1 July 1974, 185 specific job orders have been issued for work at the Marine Corps Air Station. The estimated cost to accomplish the work is \$258,835.

b. Fifty-five of the specific jobs have been completed and 28 are now in progress.

c. Some of the specific job orders are for cyclic maintenance. Cyclic maintenance being a "recurring minor structural, electrical or mechanical repair. The work scope is limited to that which can be accomplished with simple hand tools." One cycle of some of the trades has been completed. This was initiated subsequent to consolidation.

d. Emergency Service Sub-Center at MCAS(H) has received 2,264 E/S tickets and completed 2,100 E/S tickets, leaving a backlog of 164 E/S tickets during period 1 July through 8 September 1974. Average hour to accomplish each ticket during this period was 2.9 hours. Shops other than E/S have responded to 55 work requests.

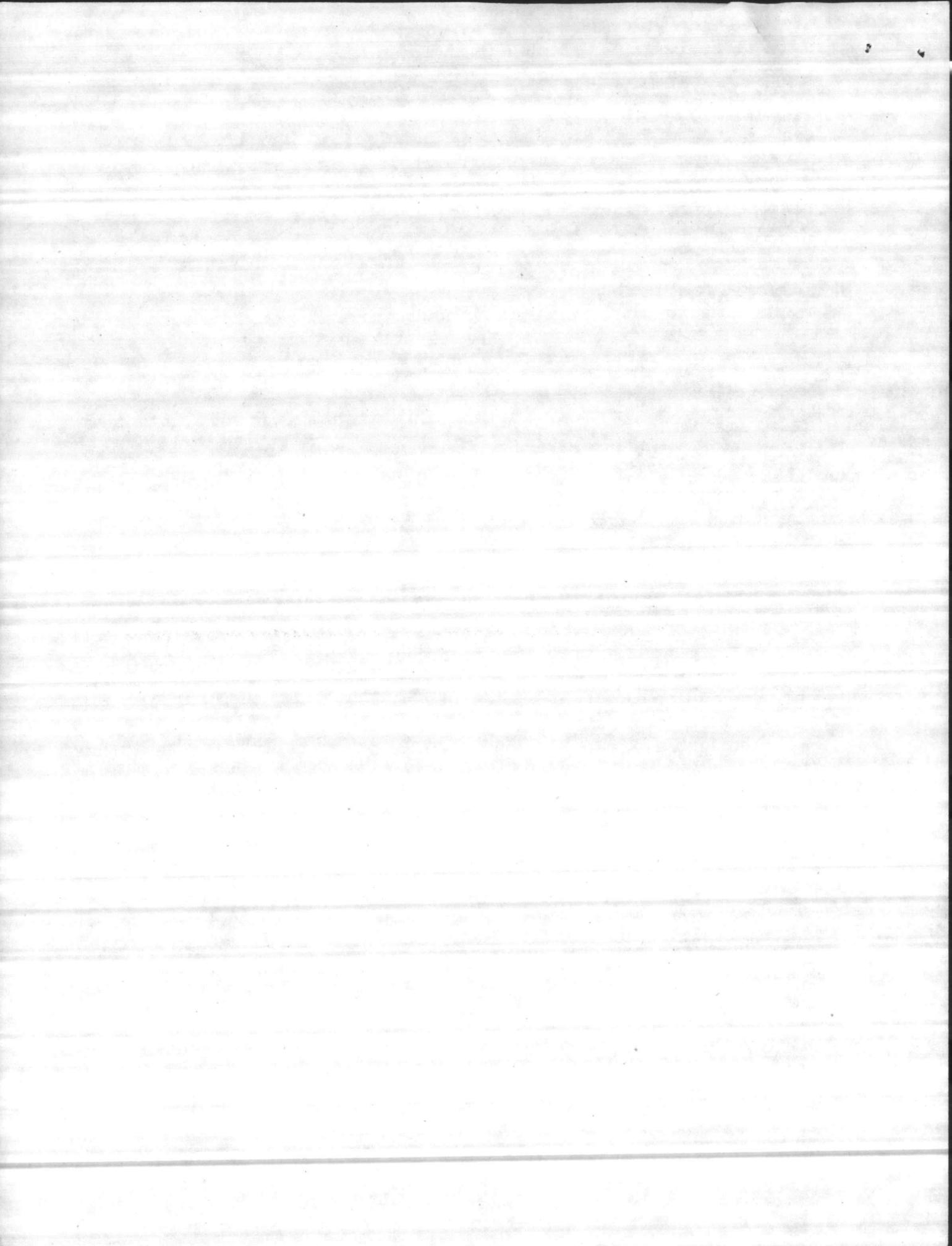
e. In addition to work accomplished in normal work hours by the E/S Sub-Center, we maintain an emergency crew from 1600 to 2400 Monday through Friday and from 0800 to 2400 Saturdays, Sundays and holidays. During period of 1 July through 8 September 1974 they responded to 141 Emergency Service tickets. This service was not available prior to consolidation without call-back on overtime.

f. Our E/S desk is also manned from 2400 to 0800 daily to receive emergency calls and, if required, to call someone in to respond to an emergency.

g. Electrical Distribution Shop 52 has assigned two employees to perform recurring maintenance to distribution lines and airfield lighting, along with responding to emergency service calls aboard MCAS(H).

### 2. Telephone

a. The telephone system at MCAS(H) New River was working at approximately 70% of its designed efficiency on 1 July 1974. Liaison



with Carolina Telephone and Telegraph Company resulted in a technical team being assigned to do the required maintenance.

b. A complete system inventory was conducted by two SNCO's requiring 160 man hours for records correction and inventory.

c. Class A and Class C telephone number assignment was not in accordance with JCS MOP 151 of 3 August 73. Eighty Autovon and Class A numbers were changed to bring the system in conformance with existing regulations.

d. New work and relocations of telephones during July 1974 required 30 work orders and 30 work orders for August. All work requests have been performed.

e. On 1 July 1974, it was discovered that the Air Station had been providing free telephone service to unauthorized agencies without reimbursement. This discrepancy was corrected and telephone service is now on a reimbursable basis. The Bank of North Carolina was provided free toll service from government funds.

f. The Fire Alarm System at MCAS was approximately 50% effective on 1 July 1974. The following labor has been used to repair or replace defective equipment:

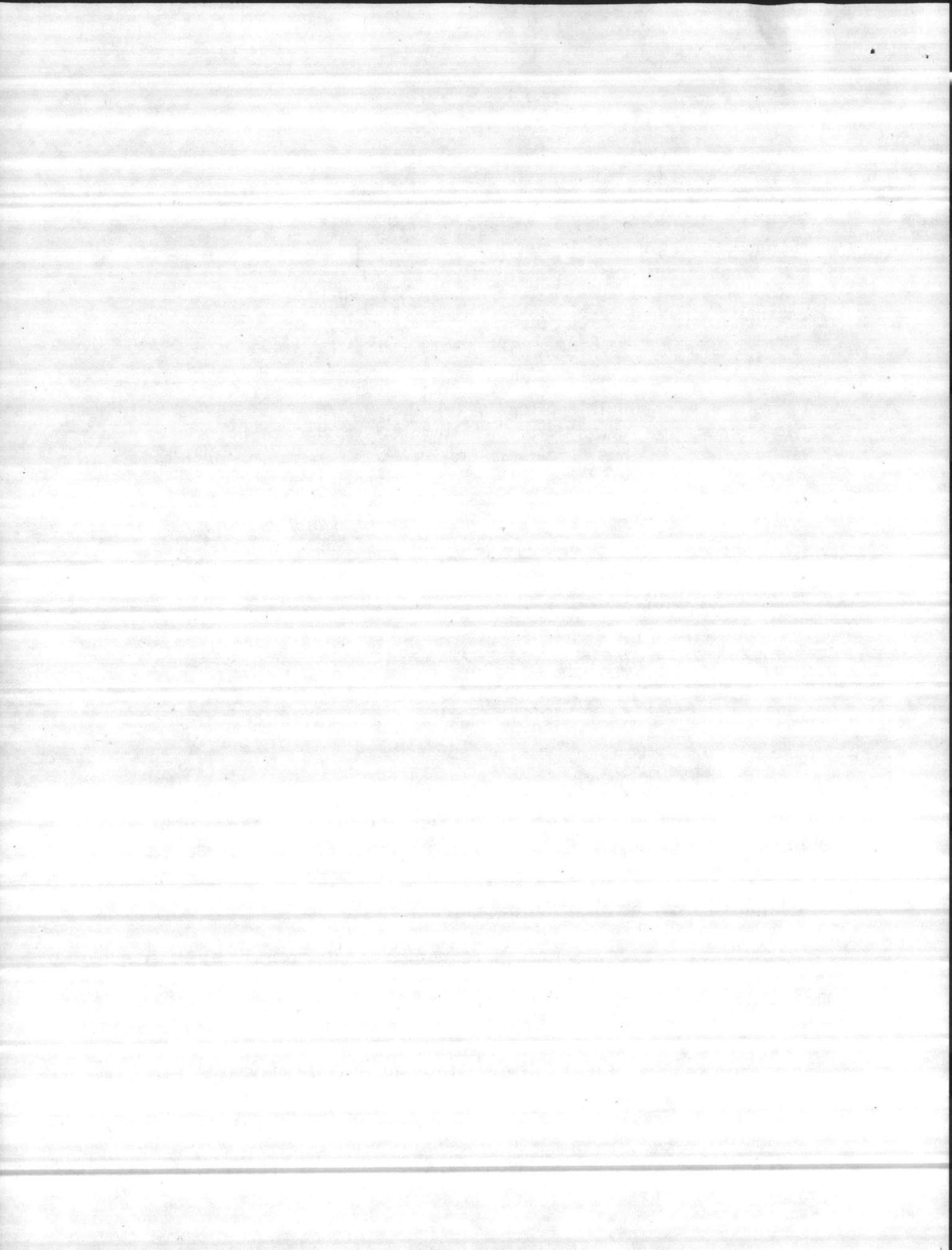
Fire Alarm Technician	384 hours
Cable Splicers	128 hours
Survey Team	80 hours

The complete rehabilitation of the Fire Alarm System will require \$70,000 in material and 600 hours of labor. The firm alarm at the present time is 100% operable.

### 3. Natural Resources and Environmental Affairs

a. On 8 July 1974 the Natural Resources and Environmental Affairs office was informed of a 7,000 gallon JP-5 spill at the Air Station. The spill occurred when an improperly diked fuel bladder ruptured, allowing the fuel to flow to a nearby ditch. Later that week a 4,000 gallon JP-5 spill occurred at the same location when a second improperly diked fuel bladder ruptured. All fuel bladders have been properly diked.

b. It was discovered that large quantities of contaminated JP-5 and other petroleum products were continuing to reach South West Creek by way of the crash crew training area. Although the dumping of oil at

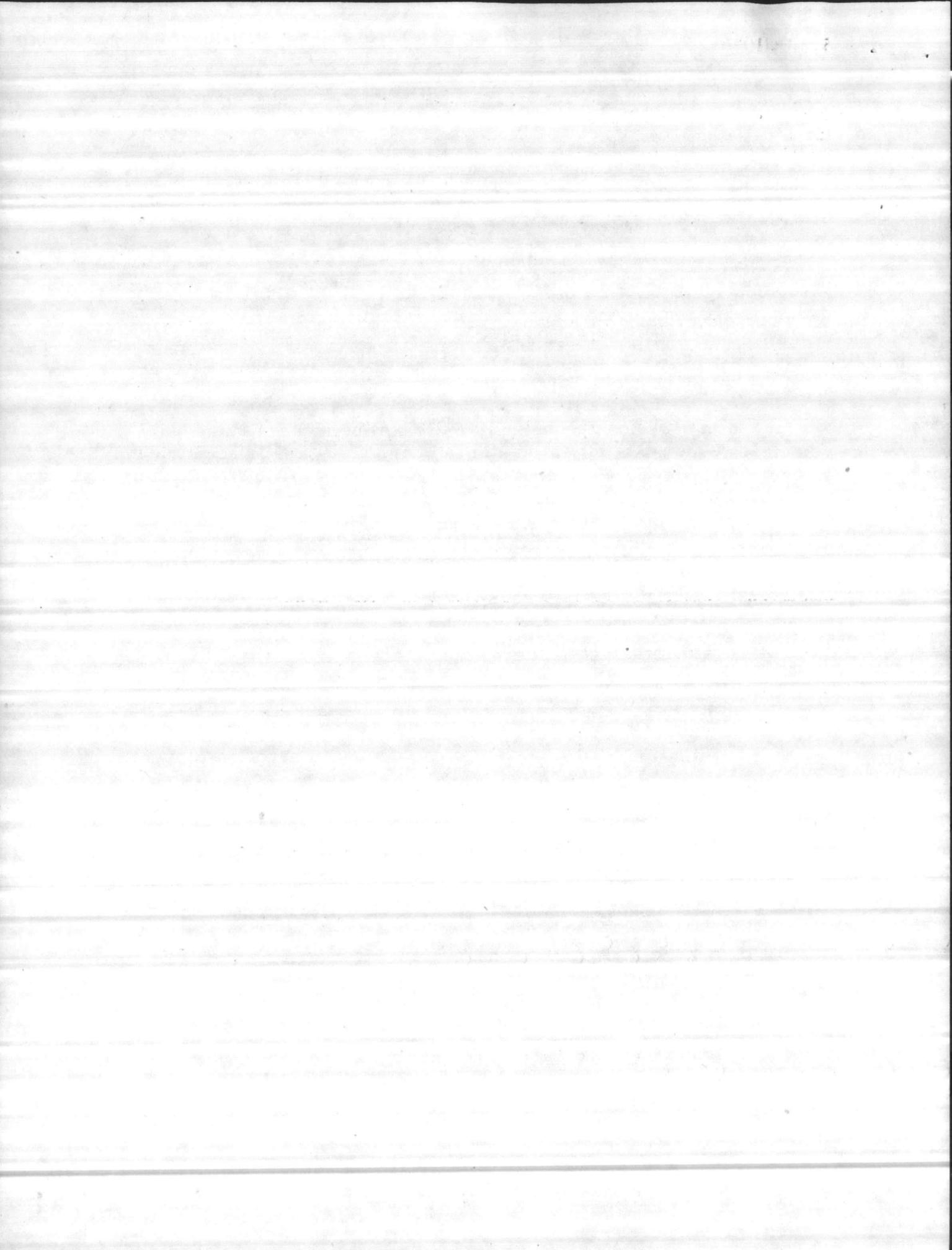


this site by unauthorized personnel was prohibited, it was occurring. As heavy rains fell, the oil was flushed out of the pit and into a ditch that empties into South West Creek. Measures have been taken to stop the dumping of oil in this area by unauthorized personnel.

c. On 30 July 1974 a survey of the station was conducted by Natural Resources and Environmental Affairs and Station S-4 Office personnel to determine if adequate temporary oil storage facilities were available. It was determined that 15 additional tanks were needed. These tanks are on order and will be installed at predetermined locations once they are received and modified by Base Maintenance.

d. Some of the contaminated JP-5 is now being used in ground vehicles. Used motor oil, hydraulic fluid and some JP-5 is being picked up by a truck from Base Maintenance and stored in a 272,000 gallon tank at Building 45.

4. Maintenance Liaison. Since 3 July, a 10-man Correctional Custody working party has been assigned on a continuous basis removing grass, weeds, undergrowth and debris from public areas not accessible to power drawn equipment.



## 5. Utilities

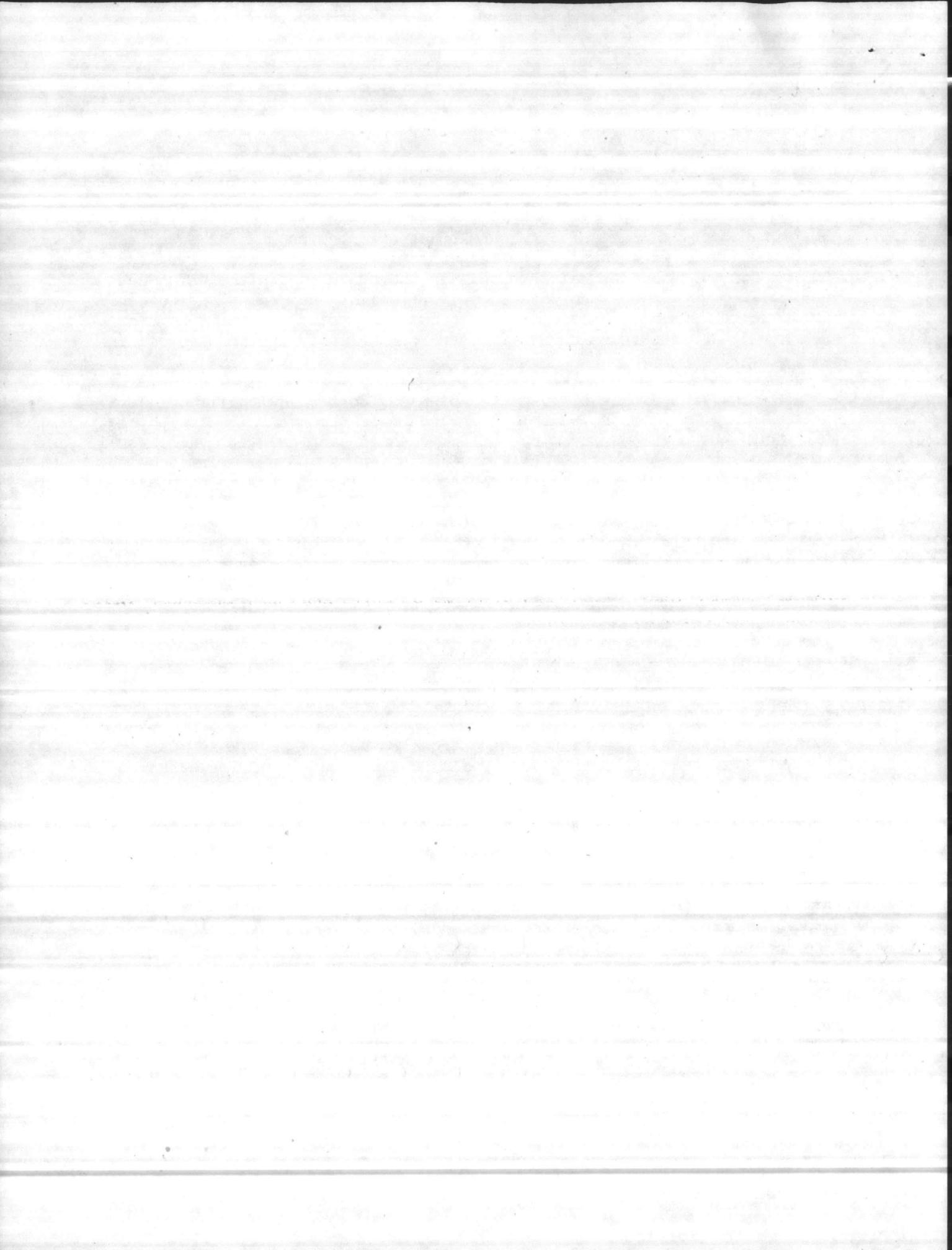
The Base Maintenance Department, Utilities Division assumed responsibility for the maintenance and operation of the Utilities Section, Marine Corps Air Station on 1 July 1974. Following are the comments on discrepancies found in the utility plants during inspections prior to 1 July 1974:

The Steam Generation section was assigned 10 billets to operate one manned heating plant, and one billet for repair and maintenance. This section has one manned and seven unmanned heating plants. The seven small unmanned plants were found to be mechanically good, with minor repairs to be made to controls, valves, etc. In the one manned plant, Bldg 422, the boiler tubes, water softeners, valves, boiler feed pumps and boiler controls were in poor operating condition and in need of replacement or repair. The oil storage tanks, fuel and steam lines were in need of renovation and repair.

Since 1 July, operating billets have been cut to five, with five billets being distributed to the Water and Sewage Branches. To this date, over 600 man hours have been used by boiler mechanics assigned in making repair to the plant equipment in Bldg 422. One boiler has been completed, with valves being packed, soot blower replaced, oil lines renewed, high and low water controls installed, meters calibrated and other improvements made. Further repairs are to be made to the steam turbine, water feed pump, boiler refractory, chemical feed pumps, boiler tubes replaced, and insulation to steam and water lines. All repairs and renovation being made, with the expectations of the steam plant being replaced with new and modern facilities through the MILCON program, FY/76.

The Sewage Treatment section was found to be in poor operating condition, both plant and sewage lift stations. Two billets were assigned to operate sewage plant and lift stations twenty-four hours per day. Fourteen lift stations, with twenty-four pumps are in use through out the complex. Prior to 1 July 1974, nine out of twenty-four pumps in separate lift stations were in operation. One filter was out due to bad bearings, sand was in the primary treatment with sludge buildup. The sludge holding tank was full with sand, grease, and sludge, with weeds and grass growing on top of sludge. The sludge drying beds had grown over with weeds. The chlorine contact chamber was three fourths full of sludge. The plant yard was in poor condition with grass and weeds growing on the lawn and in the fence.

As of 1 July, two billets were added from the Steam Generation section, making four billets to operate plant and lift stations. The plant yard has been cleared of weeds, and grass mowed. The bearing has been replaced and filter is in operation. The primary treatment has been cleaned, sludge holding tanks have been pumped out and refilled, sludge drying beds are in the process of being cleaned, and the chlorine contact chamber has been cleaned and in operation. All fourteen sewage lift stations are in operation with all pumps operative. 444 man hours have been used by the Sewage Plant Mechanic in making the repairs. During the first week of July, samples were taken, and the first analysis read 35% B.O.D. Soluble Solids 44%. As of this date improvement has been made with an analysis reading of B.O.D. 94% and Soluble Solids 96% with Fecal Coliform



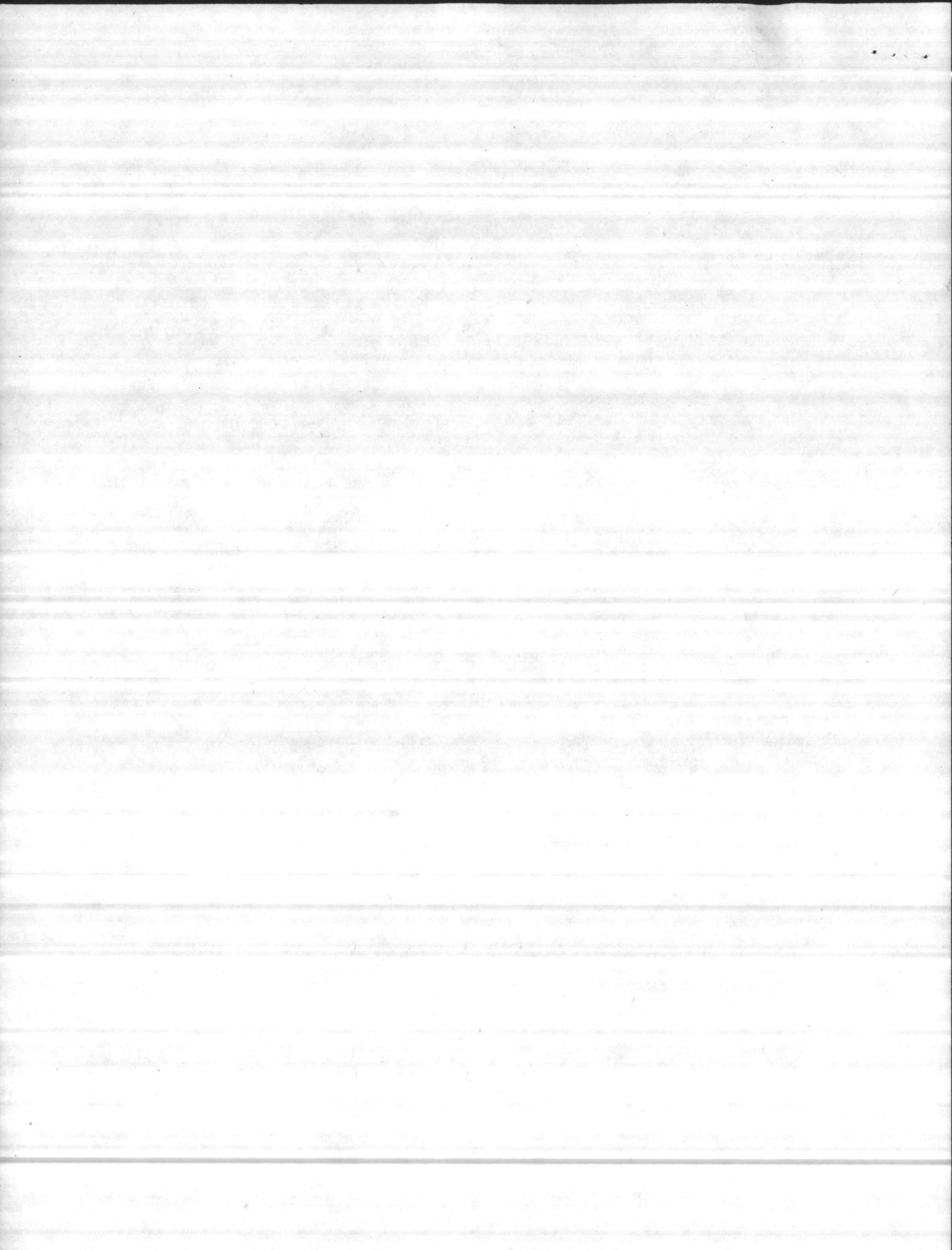
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All repairs are being made with the expectations of the Sewage Plant, Marine Corps Air Station, being closed and the Geiger Plant being renovated to receive sewage from both facilities under a MILCON program, Fiscal Year 1976.

Prior to 1 July 1974, the Water Treatment section operating personnel consisted of one Foreman billet, three Operator, and three Helper billets. The Water Treatment section had one water treatment plant and ten water wells in poor mechanical condition. Number two water well was caved in and not operative, Number five water well was abanded because of high chlorides, Number four water well was inoperative because of excessive oil in water. Two wells, Number seven and Number eight has a low yield of around 15 GPM. Because of these discrepancies, a shortage in water supply existed, with overtime being made by operating personnel to keep supply above demand. Lime pumps were in need of repair and chlorinators needed replacement. Swimming pools, being operated by military personnel, had algae growth in enlisted pool, chemicals being added to pools by hand, causing pools to be closed down for short periods while chemicals were being added.

As of 1 July 1974, the Water Treatment Section has operated twenty-four hours per day with four Operator and three Helper billets, eliminating the Foreman billet. When emergencies arise, water is fed through a 8" main from the Geiger Water Treatment Plant to make up any deficiencies in the system. Number four, seven, and eight water wells have been repaired, which increase the yield to 200 GPM.

A new lime pump has been installed and one chlorinator completely rebuilt. Chemical feed pumps have been installed at the enlisted pools eliminating hand feeding and temporary closing of pool. Operating of pools are now under the management of the water treatment personnel and algae has been cleaned and removed from pools. Additional repair is planned to add a chemical tank and pump at the Officers' pool. All water well pumps are to be pulled, cleaned, and repaired as schedule permits. Limited repairs will be made in the water treatment equipment as renovation of the Water Treatment facilities are scheduled under a MILCON program for Fiscal Year 76.



~~Project~~

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- a. Subsequent to 1 July 1974 185  
749  
 Specific Job orders have been issued for work at the Marine Corps Air Station. The estimated cost to accomplish the work is \$258,835.
- b. Fifty Five of the specific jobs have been completed and twenty eight are now in progress.
- c. Some of the specific Job Orders are for Cyclic Maintenance. Cyclic Maintenance being "a recurring minor structural, electrical or mechanical repairs. The work scope is limited to that which can be accomplished with simple hand tools." One Cycle of some of the trades has been completed.

This program was initiated subsequent to consolidation.

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# 2. Telephone

# 3. Utilities

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DEPARTMENT OF THE NAVY

# Memorandum

15D/JBS/mws  
5000

DATE: 9 Sept 74

FROM: Director, Maintenance and Repair Division

TO: Director, Operations Division

SUBJ: MCAS(H) Work; accomplishment of

- 2,264*  
*2,319*
- d a* 1. Emergency Service Sub-Center at MCAS(H) has received *2,264* E/S tickets and completed 2100 E/S tickets, leaving a backlog of 164 E/S tickets during period 1 July 74 thru 8 Sept 74. Average hour to accomplish each ticket during this period was 2.9 hour.  
*Shops other than E/S have responded to 55 work requests*
- e o* 2. In addition to work accomplished in normal work hours by the E/S Sub-Center, we maintain an emergency crew from 1600 to 2400, Monday thru Friday and from 0800 to 2400, Saturdays, Sundays and Holidays. During period of 1 Jul 74 to 8 Sept 74, they responded to 141 Emergency Service tickets. This service was not available prior to consolidation without call-back on overtime.
- f a* 3. Our E/S trouble desk is also manned from 2400 to 0800 daily, to receive emergency calls and if required, to call some one in to respond to an emergency.
- j o* 4. Electrical Distribution Shop 52 has assigned two (2) employees to perform *preventive* maintenance to distribution lines and airfield lighting, along with responding to emergency service calls aboard MCAS(H).
5. All shops are accomplishing both specific job orders and cyclic maintenance and preventive maintenance job orders aboard MCAS(H).

*J. B. Smith*  
J. B. SMITH

*(55 E/S tickets Written Main side)*

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LDJ/JBS/HWS  
5000  
9 Sept 74

Director, Maintenance and Repair Division

Director, Operations Division

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J. B. SMITH

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DEPARTMENT OF THE NAVY

# Memorandum

DATE: 15E/RDT/mem  
9 Sep 1974

FROM: Director, Telephone Division

TO: Director, Operations Division

SUBJ: MCAS(H) New River telephone system

## 2. Telephone system:

a. The telephone system at MCAS(H) New River was working at approximately 70% of its designed efficiency on 1 July 1974. Liaison with Carolina Telephone and Telegraph Company resulted in a technical team being assigned to do the required maintenance.

b. A complete system inventory was conducted by two SNCO's requiring 160 man hours for records correction and inventory.

c. Class A and Class C telephone <sup>Autovon/Class A</sup> number assignment was not in accordance with JCS MOP 151 of 3 Aug 1973. 80 AV and A numbers were changed to bring the system in conformance with existing regulations.

d. New work and relocations of telephones during July 1974 required 30 work orders and 30 work orders for August. All work requests have been performed.

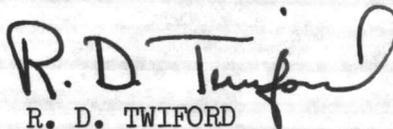
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## 2. Fire Alarm System:

a. The Fire Alarm system at MCAS was approximately 50% effective on 1 July 1974. The following labor has been used to repair or replace defective equipment:

(1) Fire Alarm Technician	384 hours
(2) Cable Splicers	128 hours
(3) Survey Team	80 hours

The complete rehabilitation of the Fire Alarm system will require \$70,000 in material and 600 hours of labor. The fire alarm at the present time is 100% operable.

  
R. D. TWIFORD

1. The following information was obtained from the records of the [redacted] and [redacted] companies, which are being furnished to you for your information.

2. A copy of the [redacted] report was furnished to you on [redacted] and [redacted] copies of the [redacted] report were furnished to [redacted] and [redacted] on [redacted].

3. The [redacted] report was prepared by [redacted] and [redacted] on [redacted] and [redacted] copies of the [redacted] report were furnished to [redacted] and [redacted] on [redacted].

4. The [redacted] report was prepared by [redacted] and [redacted] on [redacted] and [redacted] copies of the [redacted] report were furnished to [redacted] and [redacted] on [redacted].

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15E/RDT/mem  
9 Sep 1974

Director, Telephone Division

Director, Operations Division

MCAS(H) New River telephone system

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R. D. TWIFORD

1/17/77  
Dear Mr. [Name]  
[Faded text body]

SUBJECT: OIL POLLUTION AT THE AIR STATION

Prior to 1 July 1974 the Air Station was visited on two occasions at the request of the S-4 Office, Headquarters MCAS (H). Suggestions were made on how to reduce the oil pollution problem at that Facility. Oil pollution was the subject of several phone conversations.

Recommendations: provide temporary storage tanks for contaminated JP-5, used motor oil and hydrolic fluid and dike all fuel bladders.

Some areas were contaminated as JP-5 and used motor oil was being spilled on the ground and at one location hydrolic fluid was being dumped in a ditch. To help eliminate the problem five temporary oil storage tanks were loaned to the Air Station by Base.

a. On 8 July 1974 the Natural Resources and Environmental Affairs office was informed of a 7,000 gallon JP-5 spill at the Air Station. The spill occurred when an improperly diked fuel bladder ruptured, allowing the fuel to flow to a nearby ditch.

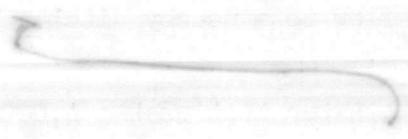
Later that week a 4,000 gallon JP-5 spill occurred at the same location when a second improperly diked fuel bladder ruptured. *All since then all fuel bladders have been properly diked*

b. ~~At this time~~ It was discovered that large quantities of contaminated JP-5 and other petroleum products were continuing to reach South West Creek by way of the crash crew training area. Although the dumping of oil at this site by unauthorized personnel was prohibited, it was occurring. As heavy rains fell the oil was flushed out of the pit and into a ditch that empties into South West Creek. *Measures have been taken to stop the dumping of oil in this area by unauthorized personnel.*

c. On 30 July 1974 a survey of the station was conducted by Natural Resources and Environmental Affairs and Station S-4 Office personnel to determine if adequate temporary oil storage facilities were available. It was determined that 15 additional tanks were needed. These tanks <sup>are on order and</sup> will be installed at pre-determined locations once they are received and modified by Base Maintenance.

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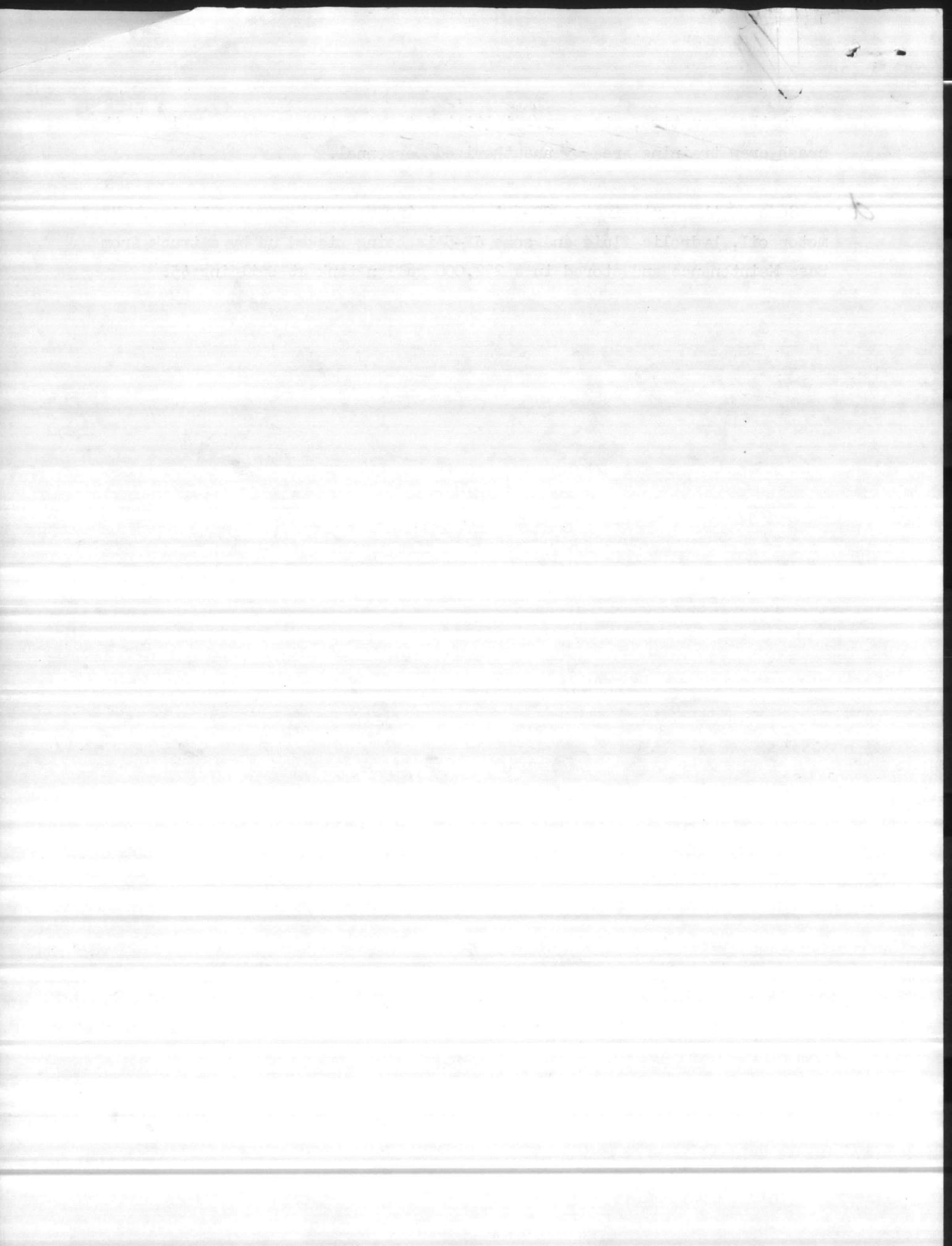
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*have been taken*  
In the mean time, ~~steps were initiated to stop the dumping of oil at the~~  
~~crash crew training area by unauthorized personnel.~~

d. Some of the contaminated JP-5 is now being used in ground vehicles. Used motor oil, hydrolic fluid and some JP-5 is being picked up by a truck from Base Maintenance and stored in a 272,000 gallon tank at Building 45.



204:JHK:djb  
13000  
9 August 1974

From: Commanding Officer  
To: Commanding General, Marine Corps Base, Camp Lejeune, North  
Carolina (Facilities)

Subj: Airfield Lighting System

Encl: (1) Report on Airfield Lighting System at MCAS(H) New River

1. Enclosure (1) is a report, prepared by the MCAS(H) Public Works Department, on the deficiencies of the airfield lighting system as compared to Navy design standards and makes recommendations for repairing and modernizing the system. It is forwarded for additional study and possible programming and implementation.

GEORGE M. BLACKBURN  
By direction

*Mr. Dooley said that this will be submitted  
with the next submission of the MILCON Program  
8/29/74*

Aug 12 11 56 AM '41

RECEIVED  
U.S. AIR FORCE  
HEADQUARTERS  
WASHINGTON, D.C.

REPORT ON THE AIRFIELD LIGHTING SYSTEM AT MCAS(H) NEW RIVER

- References:
- (a) NAVFAC DM-23, Communications, Navigational Aids, and Air Field Lighting, Chapter 5.
  - (b) NAVAIR 51-50AAA-2, Visual Landing Aids Design Standards, Landbased Installations, Sections I & II.
  - (c) NAVDOCKS P-272, Definitive Designs for Naval Shore Facilities, Category Code 136, Airfield Pavement Lighting.

1. Introduction. In spite of two repairs/modernizations in the last ten years, the airfield lighting system is far from being acceptable. It has been, and continues to be, a headache and a safety hazard from both an operational and a maintenance point of view.

2. Operational Problems. There are repeated complaints from the Operations Department because of malfunctioning or nonexistent controls which result in unsafe, inefficient air traffic control. References (a) and (b) establish control requirements for airfield lighting systems, and reference (c) provides detailed drawings for guidance in designing a system which meets these requirements. These control requirements and a summary of corresponding problems are:

a. Selectivity. There should be individual selectivity of lighting for all runways, taxiways, parking areas, and refueling sites. In reality:

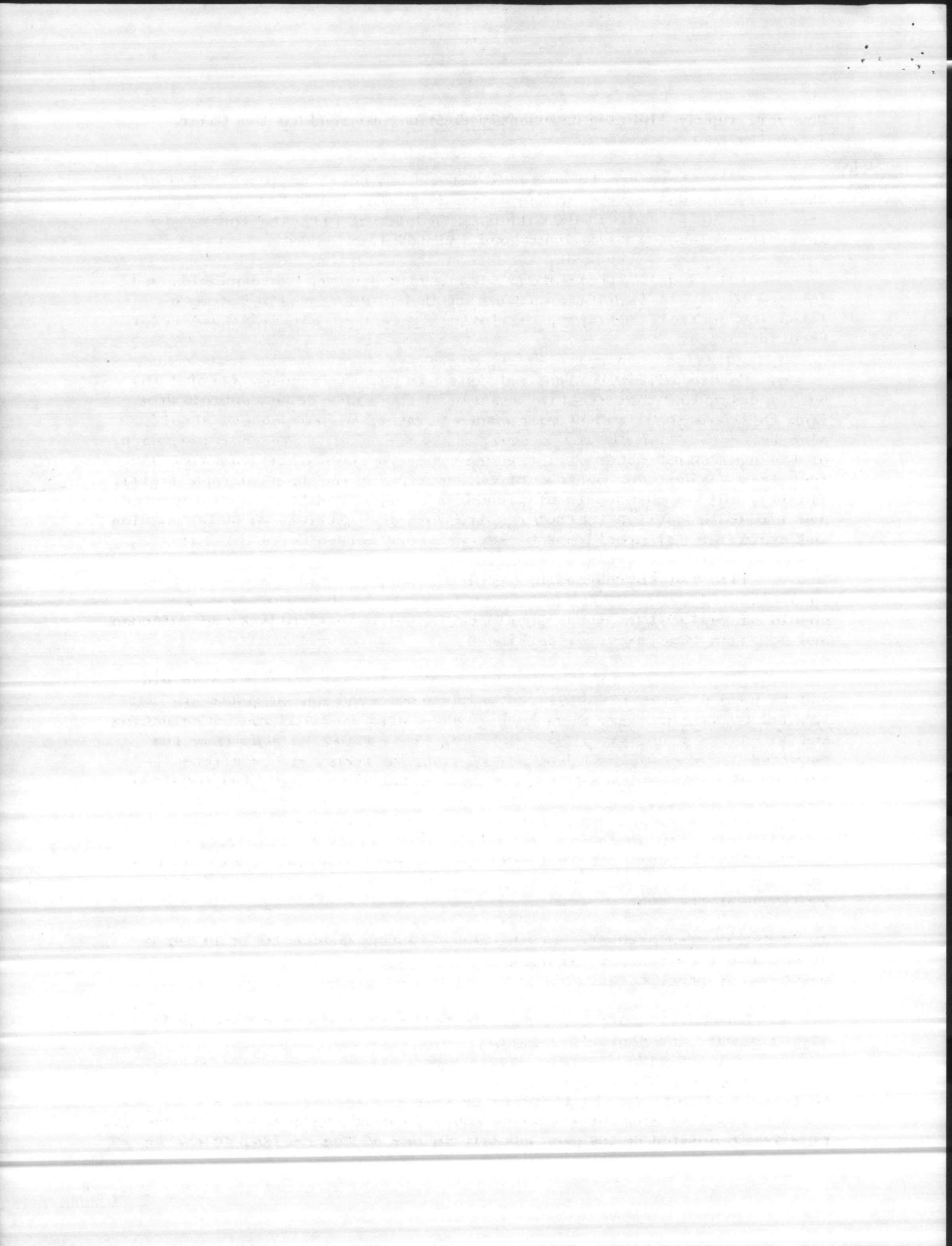
(1) The two runways can only be selected one at a time. There are occasions, however, when both runways need to be lighted simultaneously.

(2) According to the drawings furnished for the last airfield lighting contract, the series lighting cable for the taxiway lighting is laid out in eleven sections, i.e., there should be eleven taxiway lighting circuits which can be individually selected. However, only ten taxiway circuits can be identified in the equipment vaults (one at 3620 and nine at 504), and not all of these ten can be individually selected at the control tower.

(3) The aircraft parking area lighting cannot be selected separately from taxiway lighting in some cases, or from refueling site lighting in other cases.

b. Intensity Control. There should be intensity control for runway, taxiway, and approach lighting. The intensity should be remotely controllable in five discrete levels which are defined in reference (a). The existing situation is:

(1) The regulator controlling runway lighting has provision for remote intensity control and the control wiring is connected.



However, runway lighting frequently does not respond to the tower intensity control switch.

(2) There are three regulators which serve taxiways. Two of these have no capability of intensity control. The third does have capability of intensity control, but the control circuits for remote intensity selection have never been installed.

(3) Two 30KW regulators serve the approach, prethreshold, and inboard threshold lighting, each of which has provision for remote intensity control. However, the intensity control circuits have never been installed.

c. Control Effectiveness and Convenience. References (a) and (b) both specify that the airfield lighting system should be controllable from the control tower and that each of the system components should also be controllable from the vault which houses it. In addition, each of the equipment vaults should be a minimum horizontal distance of 350 feet from the control tower (reference (a), section 1, paragraph 3c(1)). Finally, the control panel in the control tower should be an integrated panel that is conveniently arranged and clearly labeled to show function and status of controls. The following situation actually exists:

(1) The lighting controls in the control tower are contained in antiquated switch boxes which are sparsely loaded. These boxes should be replaced by one modern box that could contain all the switches and breakers that are needed.

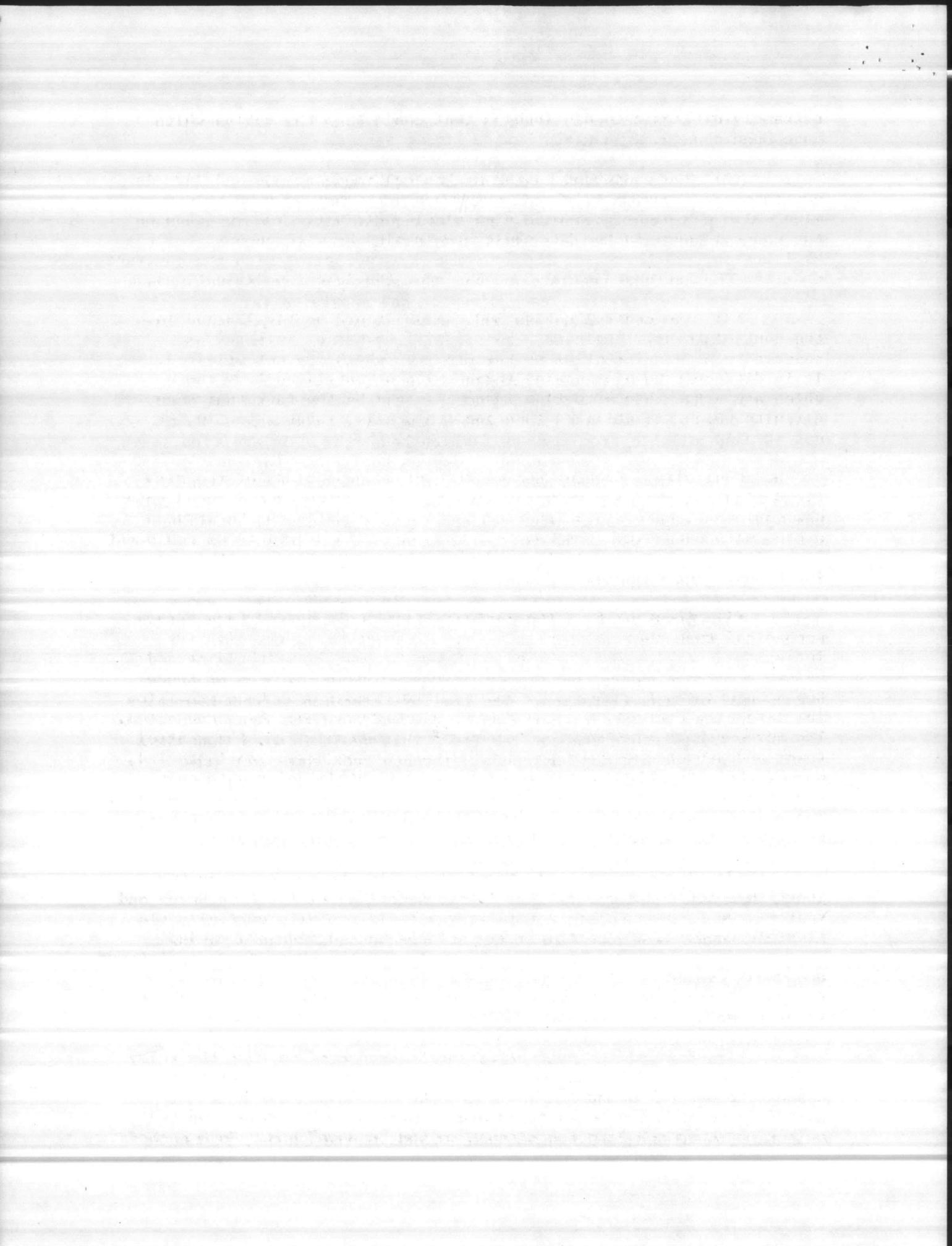
(2) The control panel in the 504 equipment vault is also old and in need of rehabilitation. The taxiway selection switches are labeled by wire numbers rather than by taxiway, and the runway selection and intensity switches are not labeled. This vault is less than the required 350 foot minimum horizontal distance from the tower (the horizontal distance from the tower is zero). This separation requirement is specified in order to minimize electromagnetic interference with tower communications caused by the vault equipment.

(3) The control panel in the 3620 equipment vault is neat and well organized, but is only partially connected to controls and is poorly labeled.

3. Maintenance Problems. In addition to being unacceptable in terms of operational control, the airfield lighting system is also a severe maintenance problem.

a. Labeling. Troubleshooting is tedious because equipment and wiring are not labeled adequately.

(1) The 5KV series lighting cable is unlabeled. The only way to trace a circuit in the field is to turn one circuit on at a time and use a clip-on ammeter to see which cable is carrying current. Of course, if a fault results in an open circuit in one of the cables, it can be



extremely difficult to distinguish that cable from the cables which have been abandoned in place beside it.

(2) The equipment in the mechanical rooms at 504 and 3620 is not labeled. Thus, a trial and error approach must be used to determine which equipment goes with a particular circuit. The switches on the control panel in the 504 vault are labeled by wire number, but not by function. Furthermore, the labeling does not agree with the contract drawings that were supposedly the basis of the latest modifications.

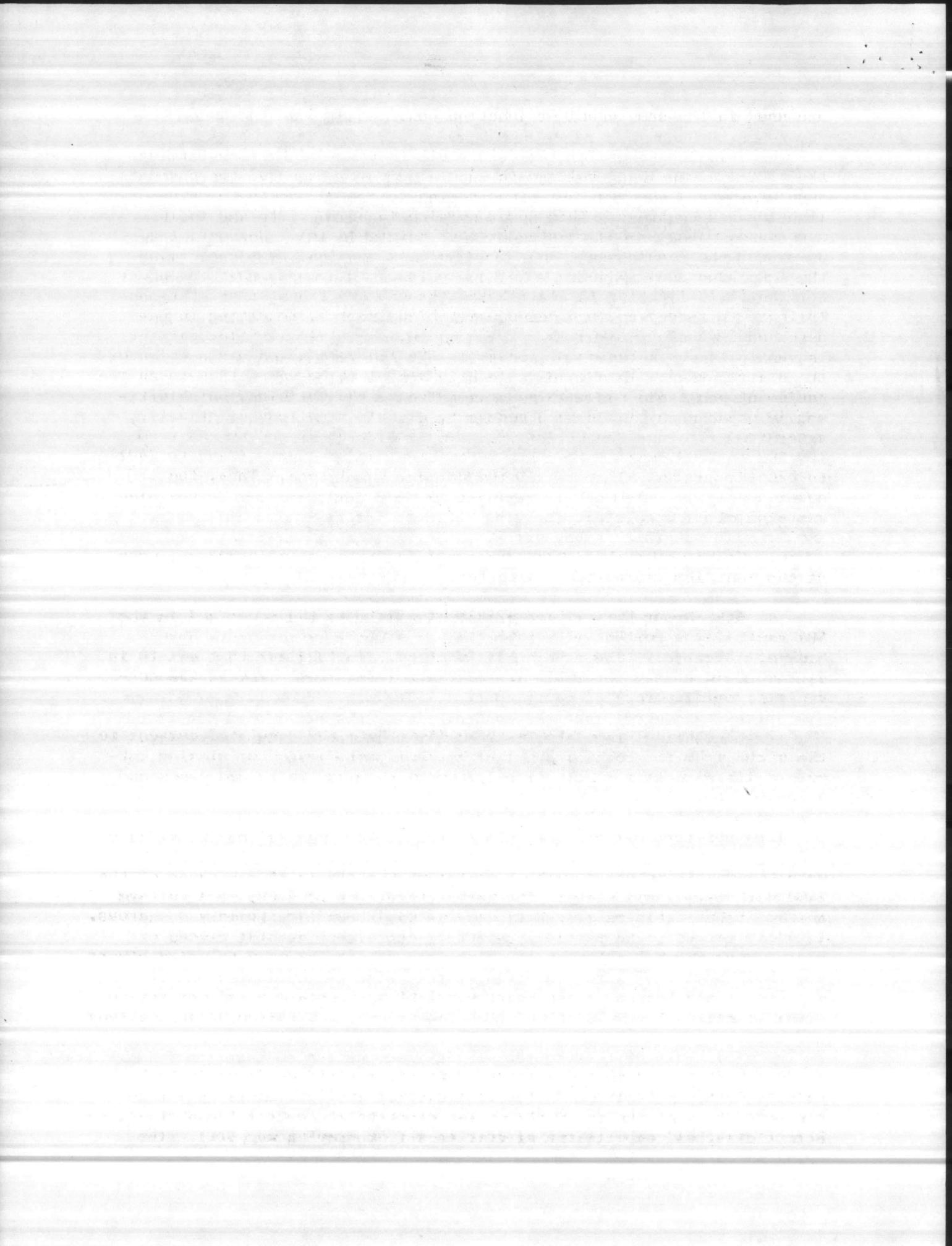
(3) The control cables and equipment are poorly labeled in the control tower. There is a substantial number of switches and appears to be a substantial number of wires which are not utilized. It is difficult to distinguish those which are utilized from those which are not. This situation is complicated by the fact that some circuits which are utilized function improperly, inconsistently, or not at all.

b. Congruity. Each of the modifications/expansions of the airfield lighting system merely repaired the old equipment and added some new equipment, completely ignoring the need for having an integrated system with congruity among parts. The result is a variety of equipment with different characteristics and capabilities performing the same functions. For example:

(1) About half of the taxiway lighting is served by a servomechanical type current regulator that does not have provision for intensity control. The other half of the taxiway lighting is served by two solid-state, saturable reactor type regulators. One of these has no provision for intensity control. The other does have provision for intensity control, but the control wiring has never been connected. The servomechanical regulator is remotely selectable from the control tower and from the control panel of the equipment room. As installed, one of the saturable reactor regulators is remotely selectable only from the control tower, and the other is not remotely selectable at all. These installation problems have been corrected, but only in a makeshift manner that certainly should be considered only temporary.

(2) The control cable terminations in the tower are in two junction boxes (unlabeled). The interconnections of function boxes and control panel cabinets are partially via rigid conduit, partially via flexible conduit, and partially via self-protected flexible cable. This mixture is not only far too elaborate for the three feet of distance and small number of wires involved, but is also extremely tedious to disconnect and reconnect for maintenance of the control system or the tower itself.

(3) Part of the control wiring is connected so that the relay coils are connected to "common" and the select switches complete the circuit to apply "voltage." The remainder of the control wiring is connected so that the relay coils are connected to "voltage" and the select switches complete the circuit to the "common" bus. Both methods



are used in the same panel or junction box.

(4) The power for the 3620 vault is provided by transforming the 7200/12470 primary voltage to 2400/4160 volts to serve the current regulators, and then further transforming to 120/240 volts to serve lighting and controls. This power service is appropriate and is in accordance with the design standards of reference (c). However, the power for the regulators in the 504 vault is obtained by transforming the 120/208 secondary voltage to 2400 volts. This means that the power for the field lighting is distributed through two transformer stations (primary to secondary, and secondary to 2400 volts), resulting in unnecessary transformer losses. Furthermore, the field lighting current is multiplied by a factor of twenty in the 120 volt secondary portion of the distribution. This results in high distribution currents between the equipment vault and the main power service to the building, which ultimately means much higher than necessary distribution losses. Finally, after transforming from primary voltage to 120/208 secondary and from 120/208 to 2400, one further transformation was necessary (2400 to 240) to provide 240 volts for one of the current regulators. Thus, the power supply system for the 504 vault is unnecessarily awkward and also wasteful of energy.

c. State of Repair. Due to age and insufficient maintenance, much of the control equipment has deteriorated seriously:

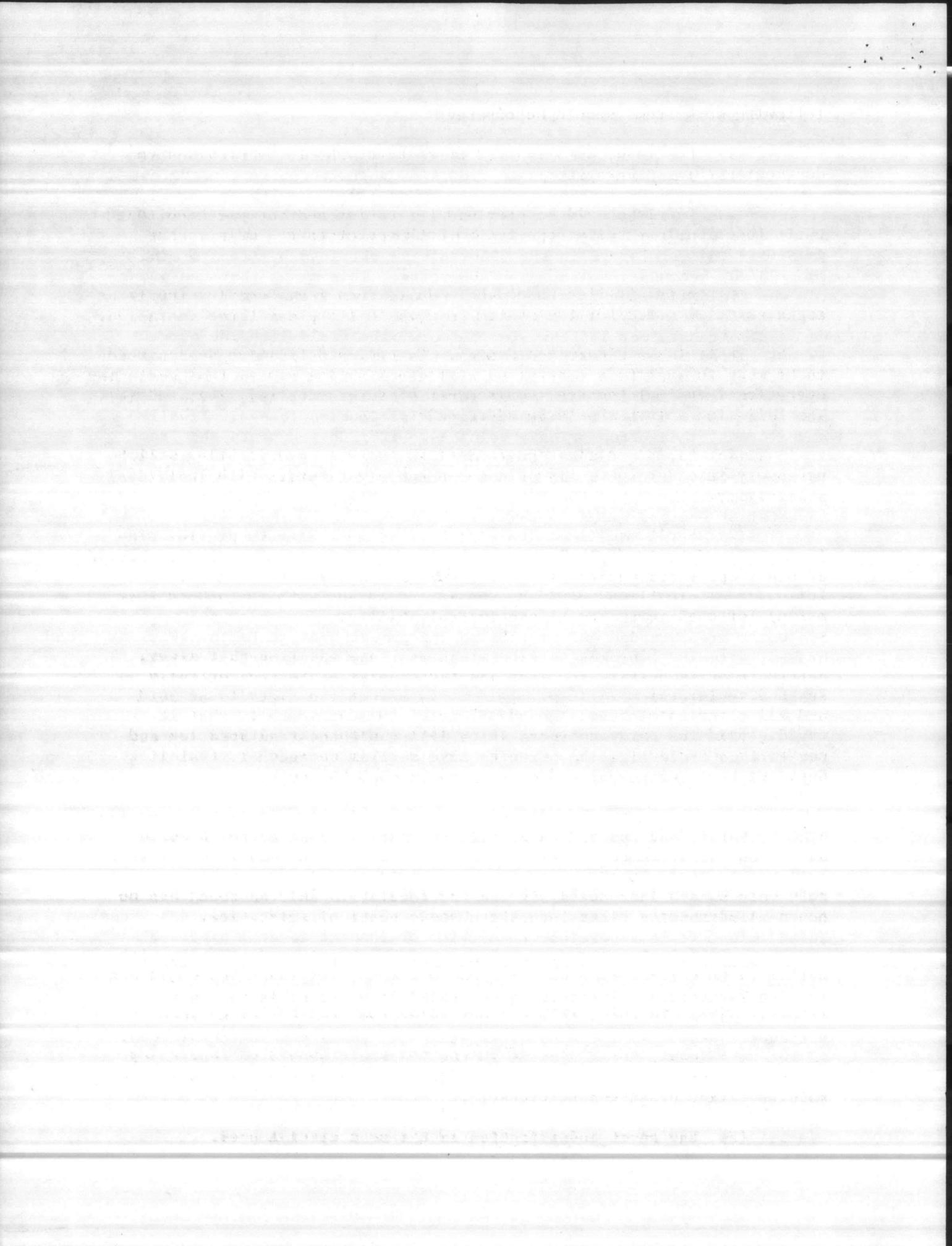
(1) The switches in the control panels in the tower and in the 504 vault are corroded and brittle to the extent that contacts have broken, wires have broken near terminations, any labeling that exists is difficult or impossible to read, and the general appearance of the controls is repulsive.

(2) The relay cabinets which distribute the regulated current to the various field lighting circuits have several damaged or missing cut-outs and have relays which are so corroded they had to be abandoned and bypassed.

d. Safety and Space. Vault 3620 is neatly organized and provides a safe, convenient space in which to work. However, the vault at 504 is much too small for the amount of equipment that is in it. Because of the 2400 volt busses and cables serving the regulators, and the same voltage on the distribution relays, this crowded condition is extremely dangerous. In addition, it is impossible to service or inspect several pieces of equipment without leaning or reaching over others, or even removing others.

4. Recommendations. Concerning the solution of problems and correction of deficiencies in the airfield lighting system, the following suggestions are made.

a. Defining Present Conditions. First, a field study needs to be made to define present conditions. The study should be made by a team composed of an electrical engineer (or electrician/control technician), an electrician, and an engineering draftsman (for drawing support). The



following work items should be covered:

(1) Drawings, detailed and up-to-date, should be provided to document the existing system.

(2) Labels should be provided for cables and equipment so that their function is readily apparent to both operators and maintenance personnel.

(3) A repair list should be made to show items needing repair or replacement in order for the system to work in its present configuration.

b. Designing a Modernized System. Second, a definitive design needs to be made to specify a modernized airfield lighting system that meets the operational and maintenance requirements of references (a), (b), and (c). The following points should be addressed:

(1) Field modifications/additions to cable and lighting will be necessary in order to provide all the necessary circuits with individual selectivity.

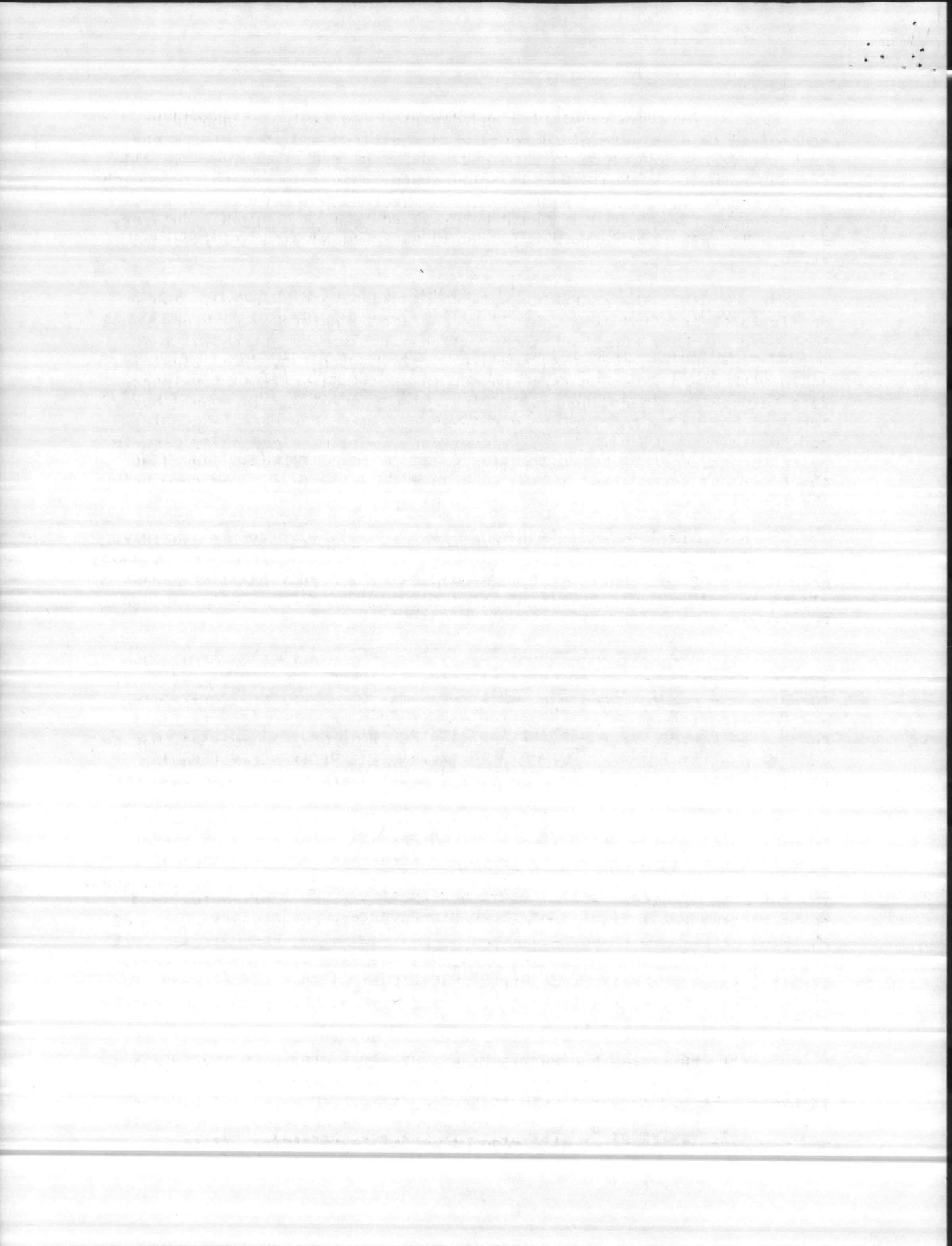
(2) Vault modifications will be necessary also to provide minimum required horizontal separation between vaults and tower and to provide adequate space for equipment housing and safe working conditions. The following alternatives should be considered (along with any others that arise) for cost versus requirements/desirability:

(a) One alternative is to relocate all runway, taxiway, parking area, and refueling area lighting equipment to one centrally located vault near mid-field. This would affect two circuits at 3620 and all circuits at 504. The advantage of this approach is that it would provide one new equipment installation with central location and congruity among parts. The disadvantage of this approach is that it would probably cost more and might even be of MCON scope.

(b) A second alternative is to relocate all lighting equipment to vault 3620, expanding 3620 if necessary. This approach would also have the advantage of providing one relatively new equipment installation. It would be away from hangar traffic, easily accessible for maintenance, and less costly than a new facility. This approach has no gross disadvantages other than the obvious costs of relocation.

(c) The third, least costly, but highly undesirable, alternative is to not relocate any of the equipment. This approach would not involve the expense of rerouting the field lighting cable to a new terminal site. However, it would not solve the problems of minimum horizontal separation, inadequate space, and unsafe working conditions. At the very least, the equipment in the 504 vault should be rearranged and unnecessary equipment removed to obtain better space utilization and safer working conditions if possible.

(3) Equipment modernization is the most crucial need.



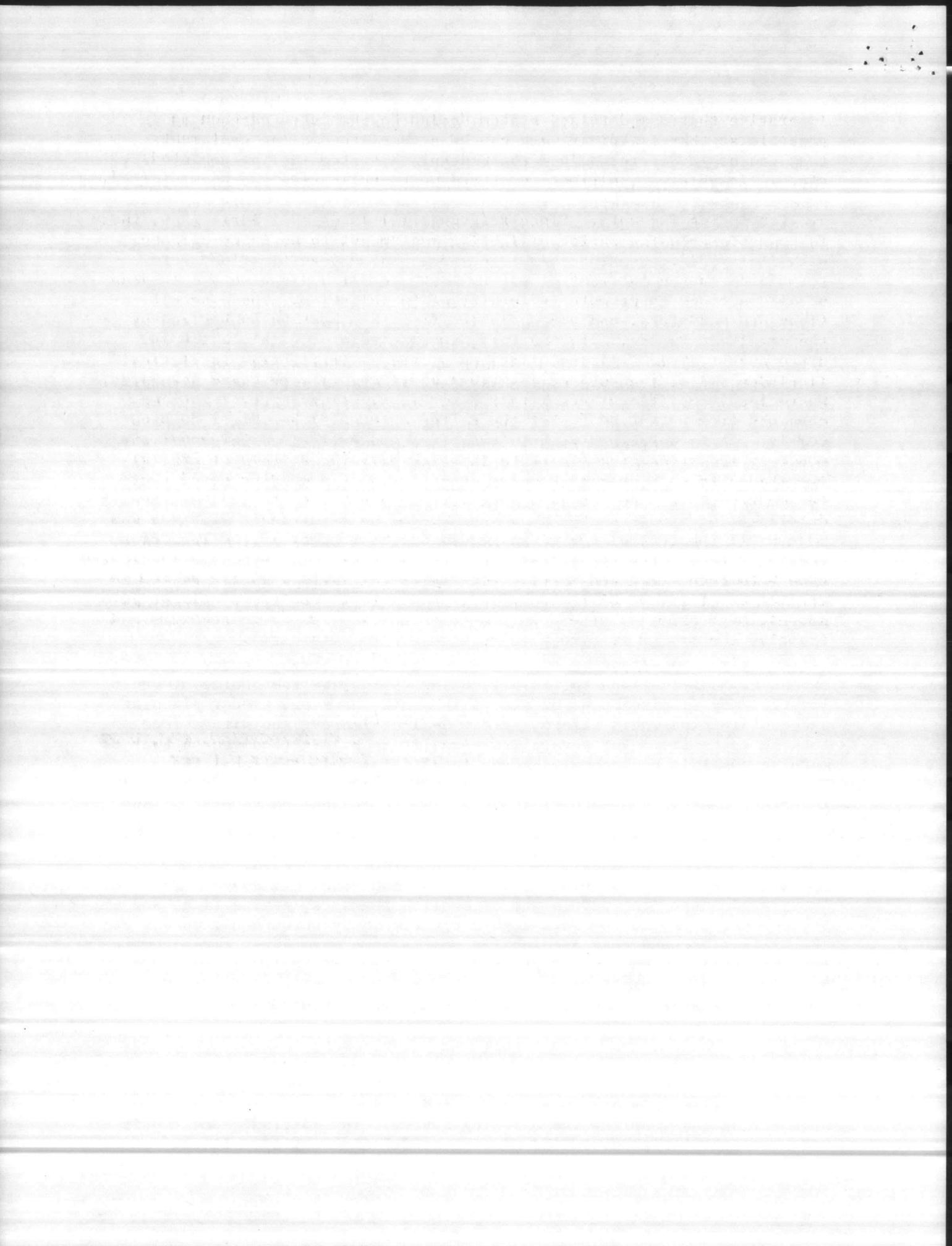
(a) The regulation and distribution equipment should be modernized to eliminate old deteriorated equipment and to minimize the number and the variations in size and type of pieces of equipment. All current regulators should be the solid state, saturable reactor type with remote control, intensity selection, and internal oil circuit breaker. Single-phase fused cutouts should be provided to isolate each regulator, and the distribution relay panels should be replaced with oil immersed types.

(b) The control panels should also be modernized. The panels in the control tower should be replaced, preferably with one panel that does not have numerous excess switches. For ease of removal for maintenance and housekeeping, conduit should be eliminated and flexible cable with pin and socket type connectors should be utilized for interface between panels and control wiring. The control panels should have terminal boards or test points within the cabinets for troubleshooting and future connections. Finally, consider providing a secondary plug-in point for the control tower lighting panel so it could be unplugged at the tower and reconnected at the secondary location (e.g., the room below the tower) in case the tower had to be closed.

c. Determining Method of Accomplishment. A great deal of consideration should be given to determining method(s) of accomplishment. Indeed, some degree of compromise will be necessary to optimize speed of accomplishment and amount of involvement of the MCAS(H) New River Operations Department.

(1) Scope/funding authority is the first area of concern. The extent of modifications to field lighting cables and the choice of vault location may require MCON for accomplishment. However, proper planning and coordination would afford a great deal of improvement within local funding authority. For several reasons, it is highly recommended that as much as possible be accomplished by local personnel with local funds. First of all, A&E firms and even Navy support activities do not have the inherent interest and enthusiasm about project plans and specifications that the owner and user have. Limited resources and inconvenience tend to make the former unwilling to make the trips and spend the amount of time in the field necessary to provide a first rate design. Secondly, local accomplishment affords good coordination among all support functions. The job planners, the people who accomplish the work, engineering, and the logistics people can work together efficiently through all phases of the project because they are located on the same base, they already work together everyday on similar projects, and they all have the same boss. Finally, local accomplishment will provide for the most involvement of the user/operator of the airfield lighting system, the Operations Department of MCAS(H) New River.

(2) Short-range plus long-range planning will probably be essential to the success of efforts to repair and modernize the airfield lighting system. As previously indicated, immediate work will involve documenting and labeling the existing system. In addition, some repair and equipment replacement will also be needed immediately. It is



imperative that a modernized system design be completed as soon as possible so that immediate work can be accomplished using equipment that can be incorporated into the modernized system in its completed state. In this way, ultimate cost and work duplication can be minimized.

5. Concluding Comments. Since reference (b) is dated 1 April 1966, there is no acceptable reason for a lighting system not to be in compliance with it in 1974. Quoting this reference, "These specifications were formulated in the interest of safety in the orderly dispatch and landing of aircraft and to promote uniformity of installation. These specifications are mandatory, and any deviation from them must be authorized by the cognizant Bureau." Furthermore, quoting reference (a), which is dated August 1971, "All installations of the above lighting facilities (includes all of the subject lighting) shall comply with these standards. Where local conditions necessitate deviations, prior approval must be obtained from NAVFAC HQ." Yet the system at MCAS(H) New River does not comply. It is unfortunate, but true, that today's limited personnel and monetary resources create a state in which only those items of crucial importance to each command receive attention. It should be noted that the control tower and its equipment were in a substandard and continually deteriorating condition for many months, yet no significant progress was made until the control tower was graded unsatisfactory in the Inspector General's Report and upper levels of the chain of command became interested enough to spend time and money. Because the airfield lighting system is crucial to efficient airfield operations and to the safety of flight personnel, high priority should be placed on solving the above problems and bringing the system into compliance with current standards.

Prepared by:

LT(jg) T. A. CLINKINGBEARD, CEC, USNR  
Assistant Public Works Officer  
28 June 1974

RECEIVED  
BASE MAINTENANCE DIV.  
MARINE CORPS BASE  
CAMP LEJEUNE, N. C.

AUG 14 11 38 AM '74

I

1. UNIT FOR PARACHUTE DRYING TOWER.

(a) RERUN PIPING TO ENTER CABINET ON OPPOSITE SIDE. PIPING WILL BE SPACED SO AS NOT TO CONTACT EACH OTHER.

(b) VALVES WILL BE STAGGERED FOR EASY OPERATION.

(c) PIPING INSIDE BLDG. WILL BE SPACED APART.

2. UNIT FOR PARACHUTE PACKING & SEWING ROOM

(a) SMALL PIPE WILL BE RUN HORIZONTAL FROM HOLE IN WALL TO CONDENSER CABINET.

(b) LARGE LINE WILL REMAIN THE SAME, BUT WILL BE REINSULATED.

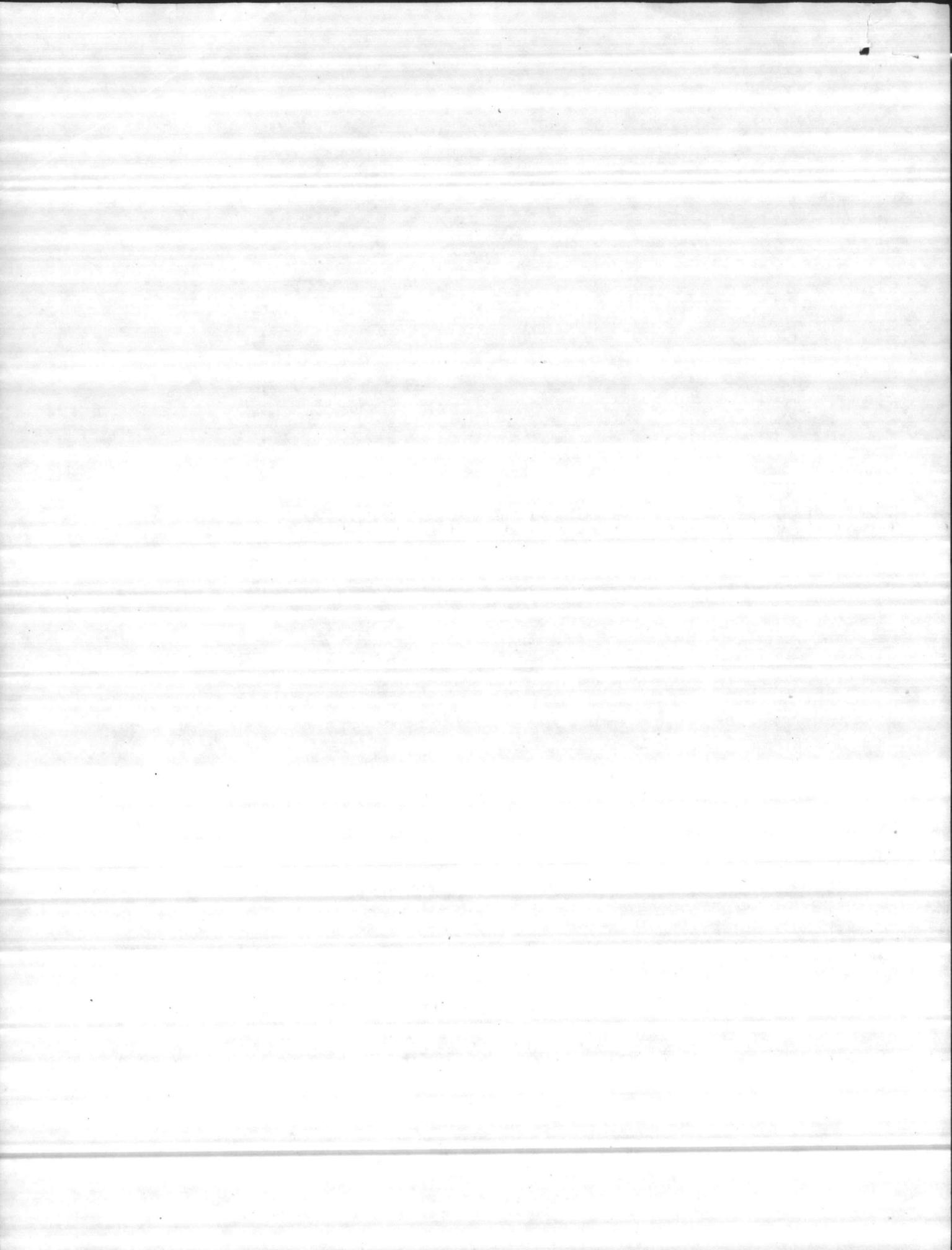
(c) VERTICAL PIPING INSIDE BLDG. WILL BE ANCHORED WITH CLAMPS TO WALL.

(d) CONDUIT FOR CONTROL WIRE HAS BEEN INSTALLED. WILL BE ANCHORED TO WALL WITH STAND OFF.

3. UNIT FOR CONTROL TOWER

(a) CONDENSING UNIT WILL BE RESTORED TO FULL 196,000 B.T.U. TO OUR SATISFACTION.

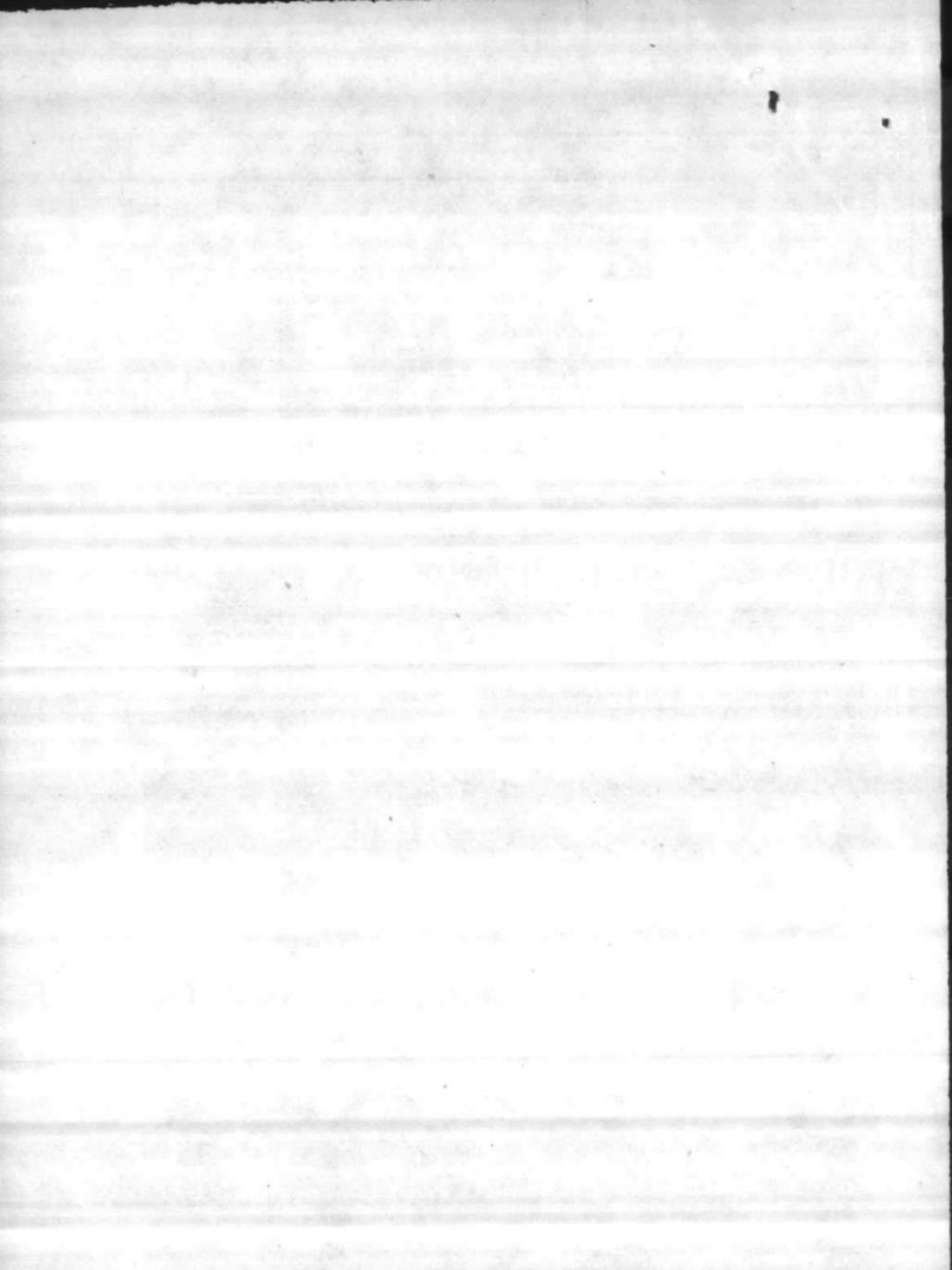
(b) ALL NONSTANDARD FITTINGS WILL BE REPLACED.



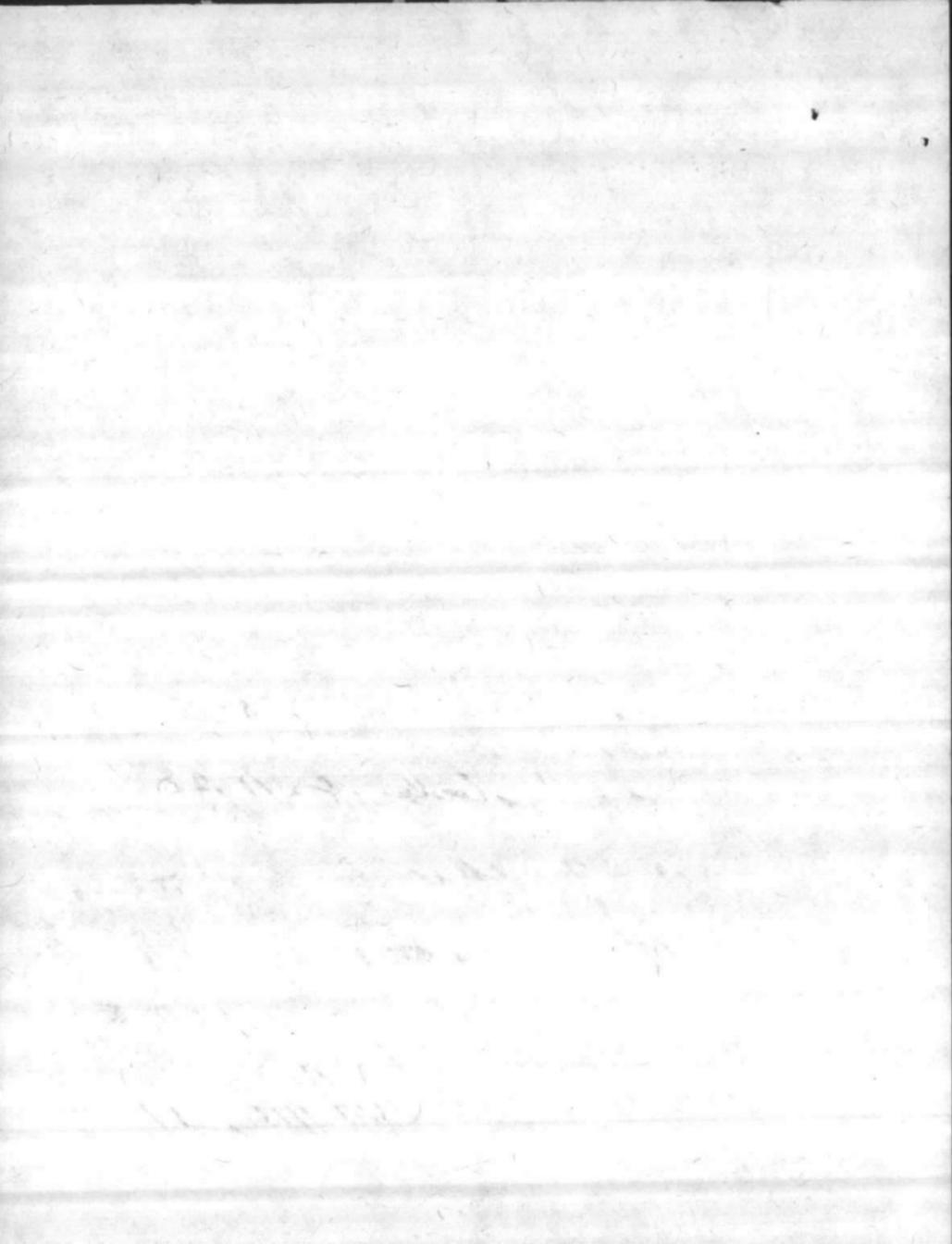
ACTION    INFO    INITIAL

BMO		✓	
ABMO		✓	WFR
MAINT NCO			
SAFETY CHMN			
PROP			
M&R			
OPNS	✓		
ADMIN			
TELE			
UTIL			
ENVIRON AFF			
SECRETARY			
F&A BRANCH			

Mr. Plowden - Does P. W. have a copy of this? Are they going to initiate a project? Your people and M&R should have input - Check this one out and get P.W. going - Need help Call me. WFR







12 Aug 74

Mr Plowden.

Have inspector check  
roof of Bldgs 112, 114  
and 116 at MCAS.

Several leaks and  
some rotten timbers.

E/s shored up part  
of roof on Friday  
9 Aug 74.

JBS

480 Volts -

Replaced Cable

that we have put in - 600 Volt

6 Months since cable has  
been replaced -

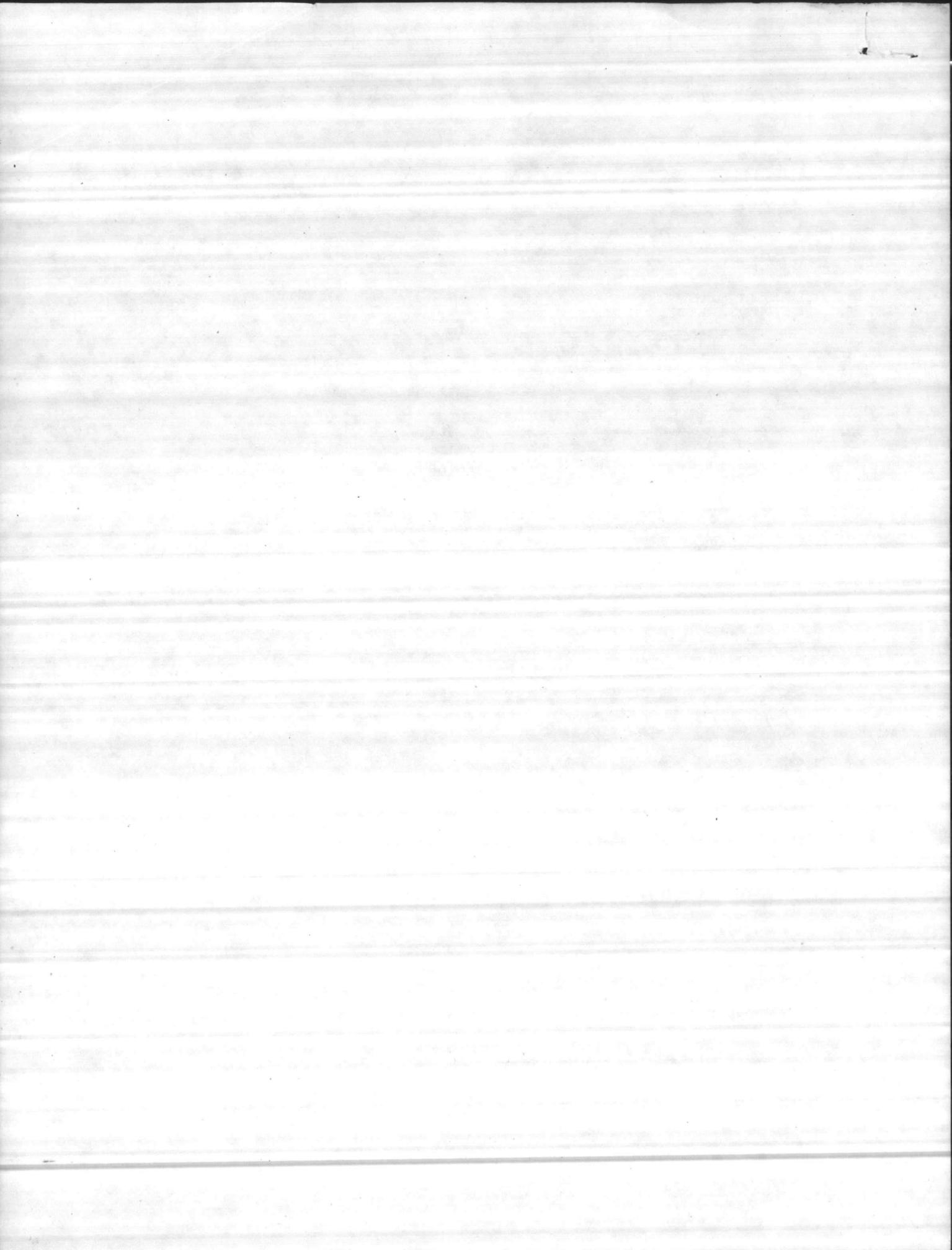
They wanted a disconnect  
switch - We put 30 amp.  
disconnect switch -

Fused Correctly

(C) WE SURMISE A & E DID NOT TAKE INTO CONSIDERATION THE OLD WATER CONDENSER SERVED TWO COMPRESSORS ONE 5 TON 66,000 BTU FOR THE CONTROL TOWER & ONE 5 TON 66,000 BTU FOR THE PARA-LOFT DRYING TOWER. HE REPLACED WHAT WAS THERE EVEN THOUGH THE PARA-LOFT NOW HAS ITS OWN CONDENSER. WHEN THE CONTRACTOR SAID HE COULD NOT GET A 160,500 BTU. CONDENSER WITHOUT A LONG DELAY THE A & E APPROVED THE NEXT LARGER CONDENSER, A 196,000 BTU. UNIT. THIS UNIT IS NOW 3 TIMES THE SIZE NEEDED. THIS IS THE REASON THE CONTRACTOR GAVE FOR CUTTING OFF ONE COIL. HE WAS TRYING TO MATCH THE CONDENSER WITH THE COMPRESSOR. HE DID THIS ON HIS OWN. ROICL HAD NO KNOWLEDGE OF HIS PROBLEMS.

CONTRACTOR STATED HE RAN DYE THROUGH THE SYSTEM AND FOUND LEAKS IN THE COMPRESSOR. BASE MAINT. WILL CHECK THE COMPRESSOR THIS P.M.

CONTRACTOR WILL START WORK ON CORRECTION TOMORROW 13 AUG 1974. MR. JIM MOORE WILL APPROVE WORK AS IT IS COMPLETED.



10/29/74

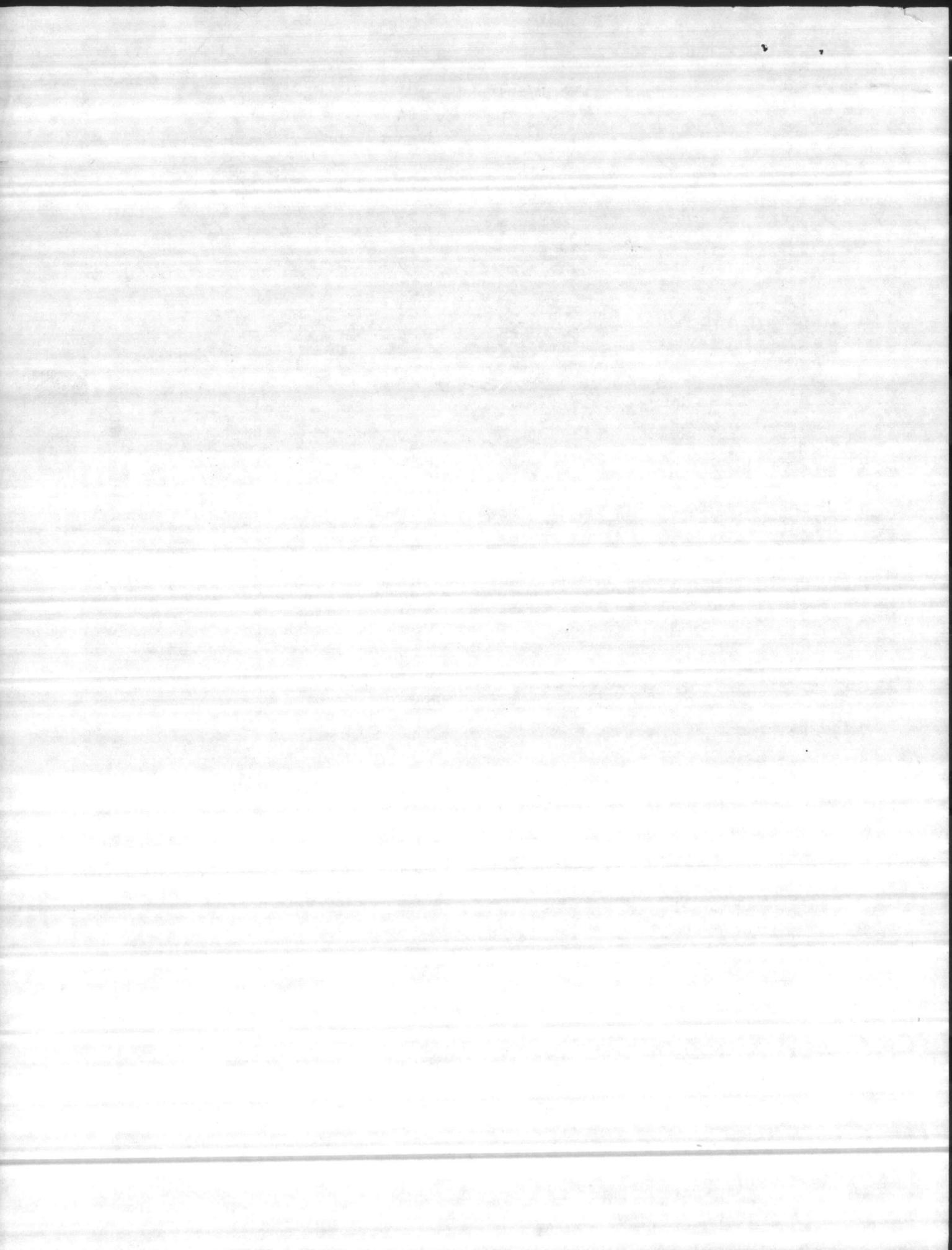
14% \* 70 of Ship Shop for MCAS(H) by Month ~~July~~ - Jul - Aug - Sept

10% \* 70 of Maintenance Effort to MCAS(H) other than personnel at MCAS(H)

12% 70 of Ship time spent on MCAS(H)

15% % of Utilities Support -

~~21341~~  
 M-1 21341  
 393  
 21734



Completed Job Orders 10/25/74  
 Air station through

Man Hrs	Labor \$	Material \$	Equip Charge \$
48	257	97	11
*435 870	6,925 * 3,463	4,433	
160	1,105	223	34
72	486	308	100
96	764	50	50
32	248	100	
24	181	75	
		244	
90	716		
(31-10 Rm.) * 18	180 * 92	42	
8	63		50
72	540	185	65
56	445	468	
24	191		
56	445	520	
48	382	429	
18	143	92	
48	382	400	
96	764	150	
12	96	30	
16	127	10	
30	382	193	
170	1,350	550	

ES - Shop 31 \*

open-end - Skaps 41 & 43 - QM. 6887

~~52 - 3517~~

\* ~~31 - 3518~~

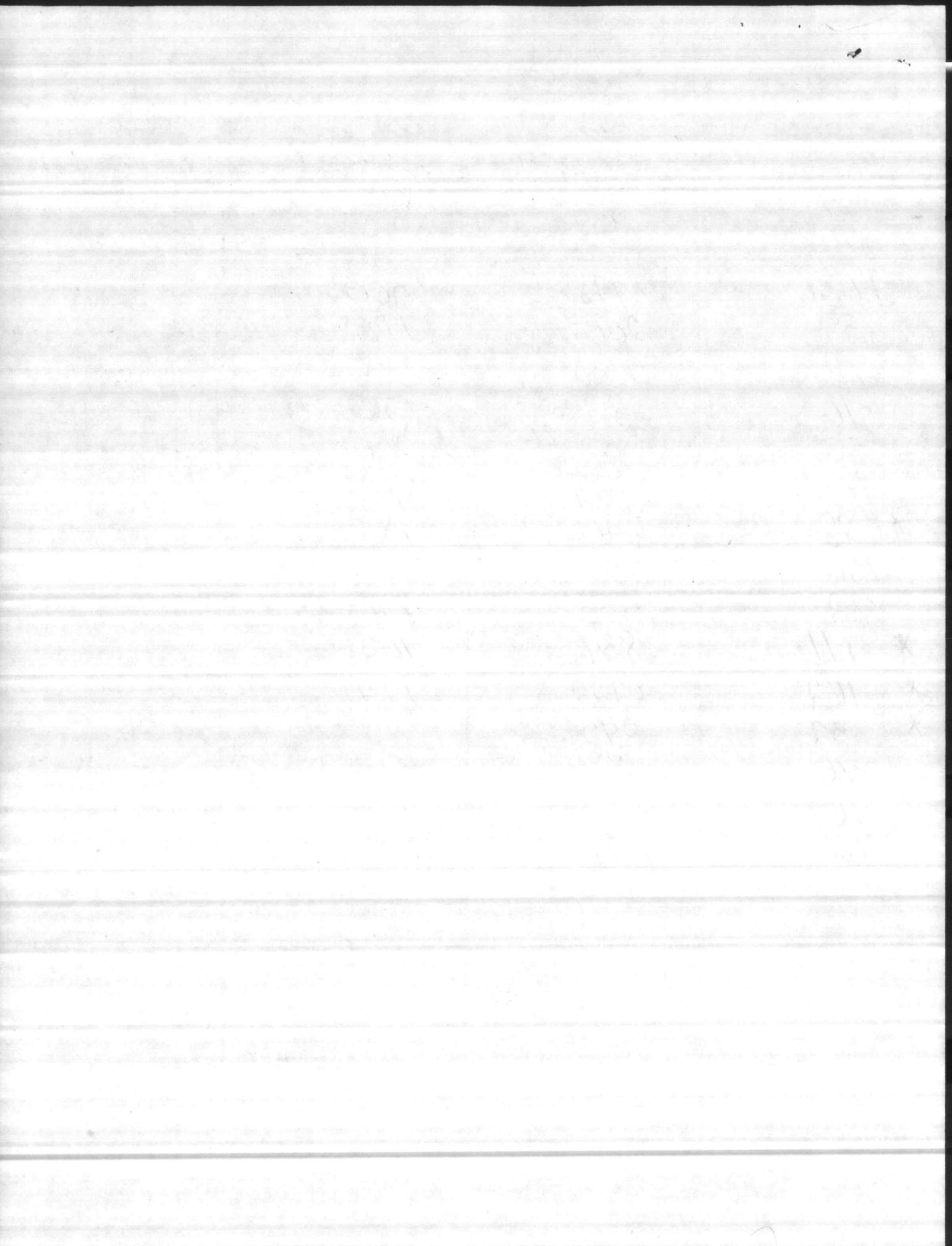
" ~~61, 71, 72 - 3645~~

Man Hrs	Labor \$	Material \$	Equip \$
225	1,730	396	2,126
29	227	27	254
56	398	2	400
104	751	200	951
116	659	1	113
16	127	20	
48	382	52	
416	3,312	100	
132	766	25	
64	509	50	
48	362	30	
64	509	50	
116	659		173
56	445	36	
32	240	35	
* 432	3,439	300	
48	362		84
120	742	300	100
155	1,169	200	
44	332	50	
257	1,938	325	
82	618	2,250	
8	64	50	

ES - Shop 31 \*

1028





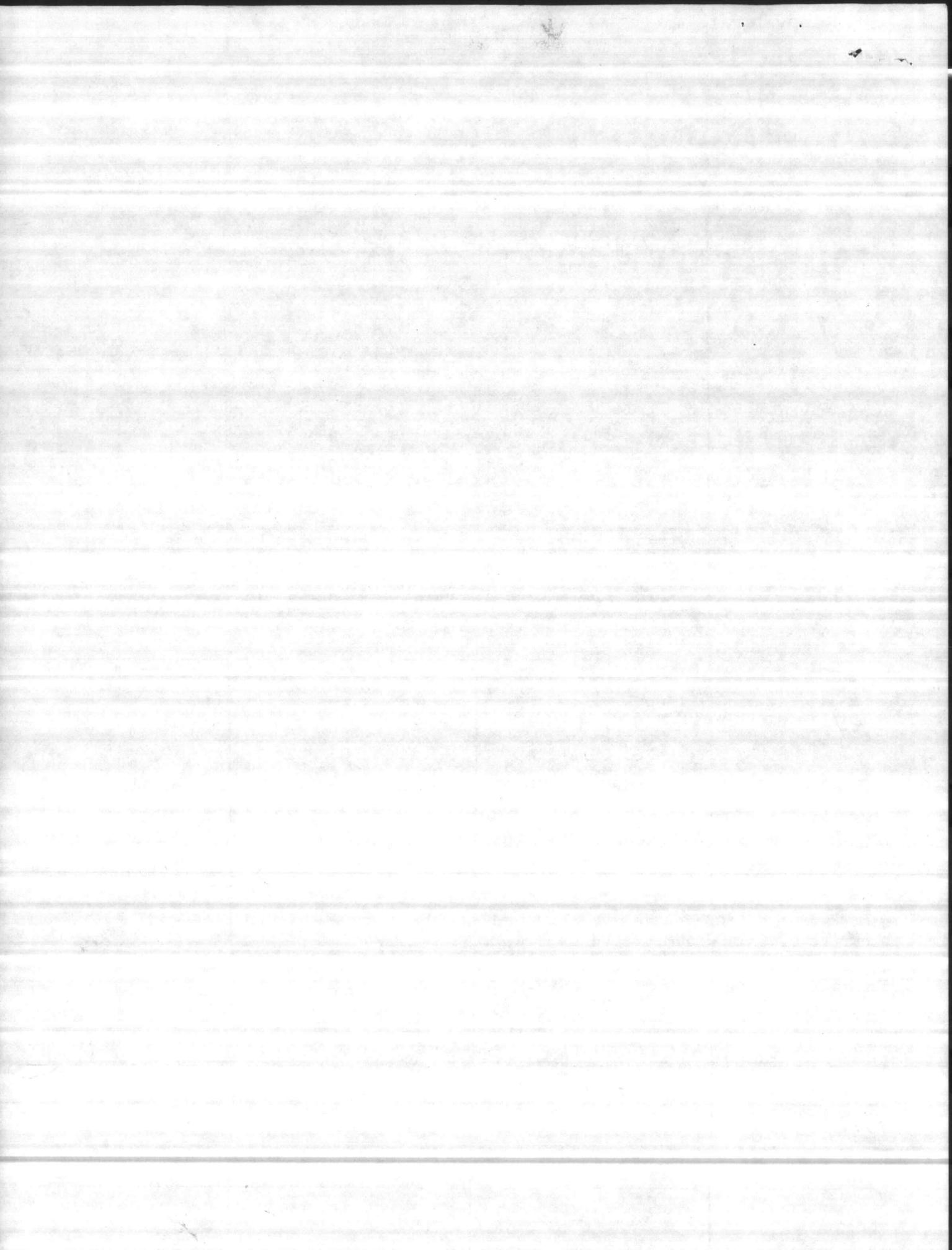
Man Hrs	Labor \$	Material \$	Equip Charge \$
240	1,910	500	
56	445	586	
48	362	100	
*31-4 hrs 108	*32 826	155	105
*31-4 hrs 108	*32 826	155	105
32	255	100	
22	170	87	
16	121	12	
96	764	300	
32	248	100	
64	509	100	
64	509	100	
24	210	50	
32	255	107	
96	724	51	
92	697	76	
12	96	32	
16	120		
37	285	28	
24	191	240	
80	620	300	
Total	Total	Total	Total
8,911	67,915	24,235	1,040

ES - Shop 31 X

\* 932

\* 7,421

\* 711



04+05  201,315

Shop	01	02	03	04	05
10	<del>44</del>			440	440
31	4413	34217	1750	4420	2164
41	151	5127	768	4504	14026
43	120	1915	1196	604	16723
44	16	391	95	457	2371
45	10	422	0	1591	1069
51	975	3617	945	2289	2716
52	899	57	62	3404	665
53	813	2477	84	2487	502
61	264	507	1539	3744	2013
62	355	412	321	8761	2000
63	231	3287	825	381	2760
71	25	1489	1229	21707	4879
72	56	466	6533	6156	2621
75	<del>30</del>	32	177	8080	229
76	0	281	24	8065	1370
78	0	55566	233	4010	394
81	0	0	5314	23410	173
83	0	0	723	19733	0
84	0	7616	887	16652	0
85	0	0	692	2352	69956
91	50	0	9926	1086	367
92	0	0	2694	0	0
93	0	0	0	2	0

8,378 | 55563 | 36017 | 144,335 | 53,982 | 301,281

1.9.11



~~Handwritten scribbles and faint markings at the top left of the page.~~

~~X~~

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total hours  
spent 1st qtr  
M+R + oper -

AF 7620 steam 3032 - <sup>8210</sup> 2266

7650 water 3044 - <sup>8410</sup> 2298

7670 sewage 3052 - <sup>8510</sup> 2298

Meter  
Readings

New Hosp -

735340

Boys -

908924

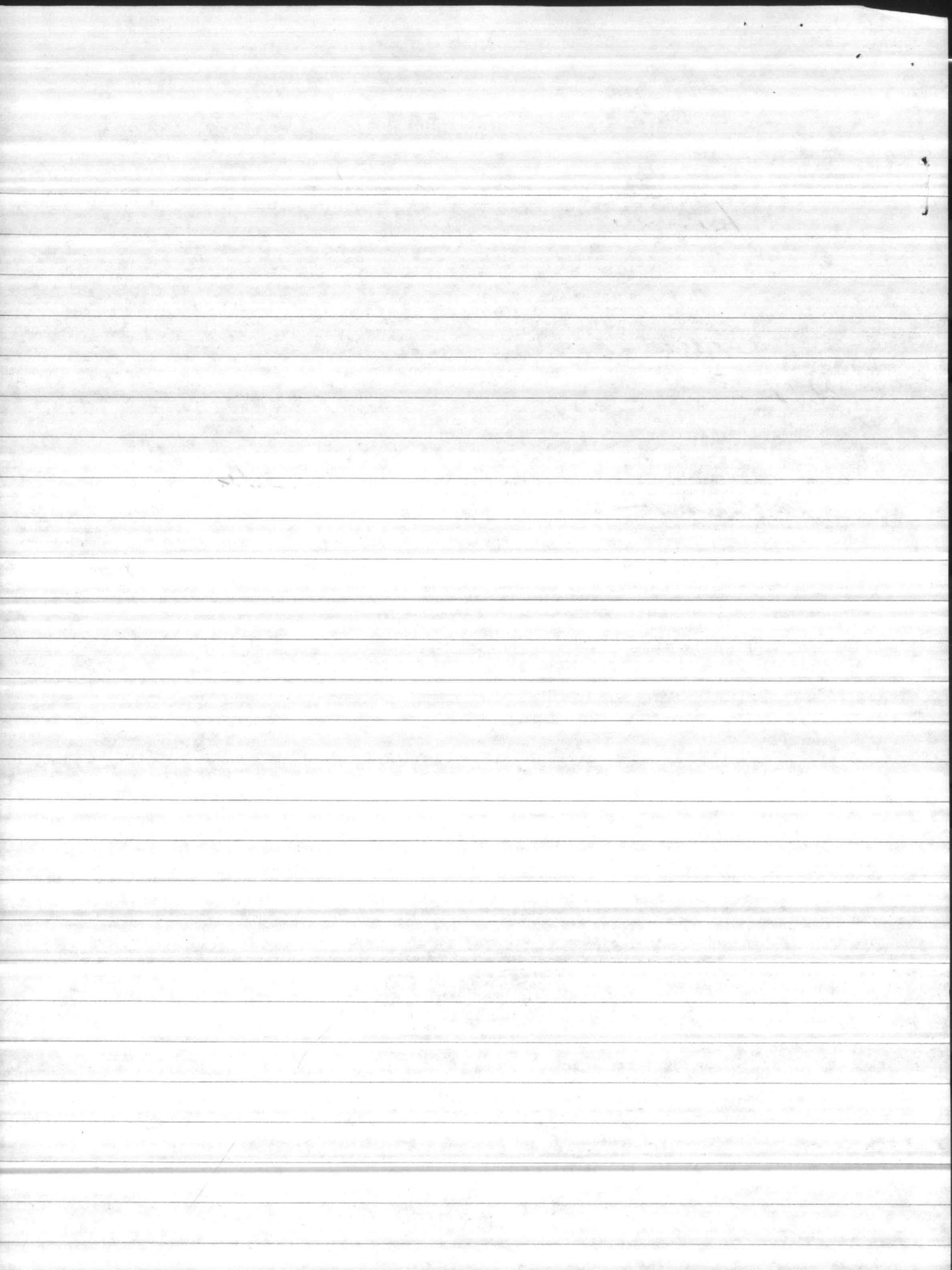
~~7195233~~

Air Station Utilities  
1<sup>st</sup> Quarter

	Maint	Operations
81	832	3,776
83	123	2,998
84	<u>882</u>	<u>2,050</u>
	1837	8,824

1837  
8824  
10,661 Total Air Station

$$\frac{10,661}{69,936 \text{ (Total)}} \times 100 = \underline{\underline{15\%}} \text{ Utilities Support to Air Facility}$$

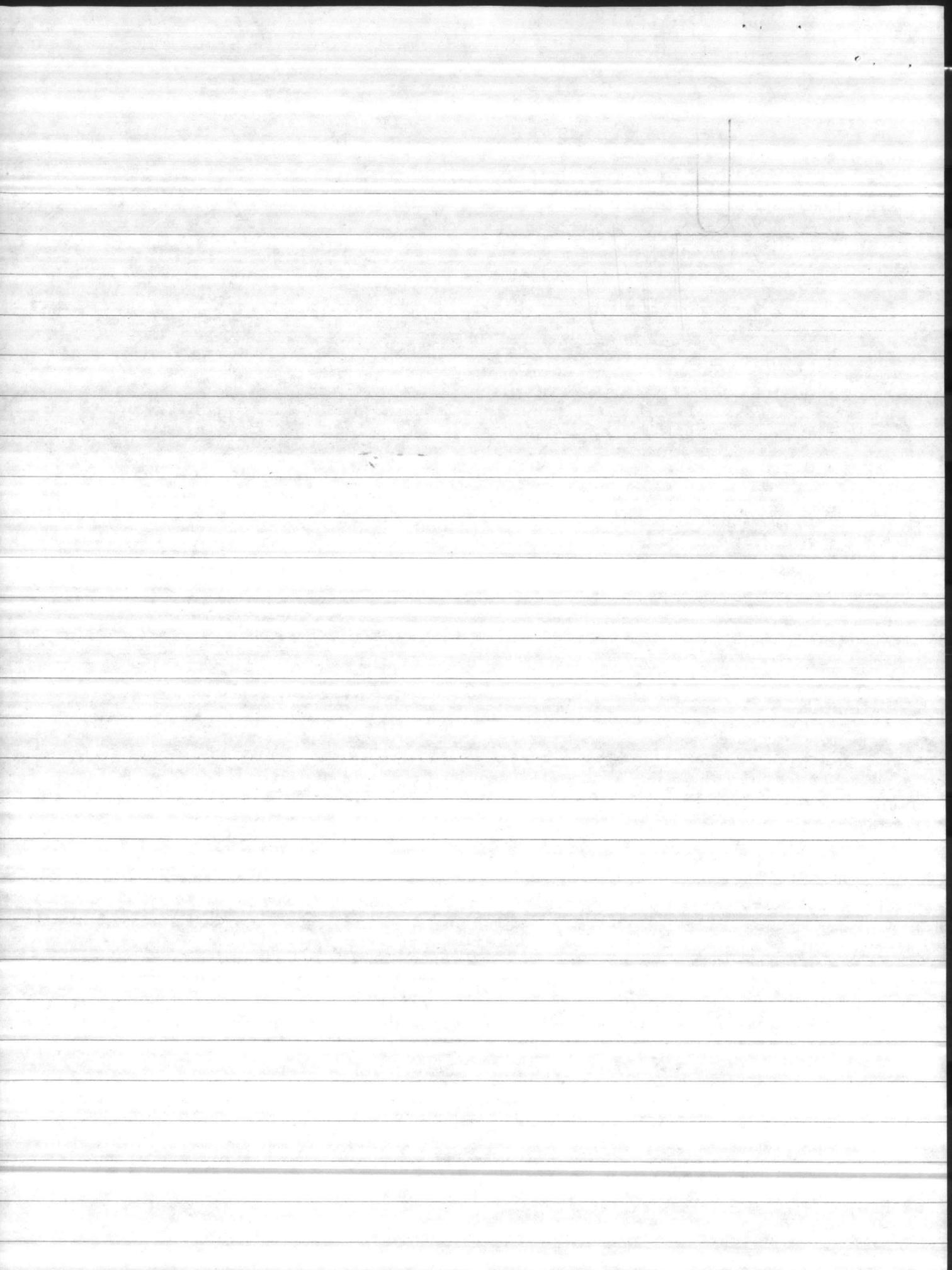


% of Maintenance effort to MCAS (H)  
other than personnel at MCAS (H)

Completed Specific Job Orders - Not including Shop 31	7,979 Months
Standing Job Orders	7,909
General Services	800
Elect. Dist	16,688

$\frac{16,688}{170,255} \times 100 = 9.8\%$

217,220	M + R Total
<u>46,965</u>	EP Service
170,255	



Job	Hrs.	Job.	Hrs.
6929	6	7142	41
6767 -		7145	58
6836 (ad)	(-34)	7146	79
6753	15	7158	27
6824	28	7159	17
6835	(-16)	6076	48
6837	4	7159	10
6889	4	7226	12
6971	102	6917	18
6972	48	7077	1
6994	5	7123	<u>3</u>
7027	27		
6798	2	Total	2,750
6893	4		
6928	3	MCA's Housing	
7080	12	Labor Hours	
7081	104		
7096	28		
7123	65		
7133	11		
7141	47		

M. Plouder

Job.	Hrs.	Job.	Hrs.
6707	15	6784	117
6709	12	6816	81
6710	18	6824	127
6711	16	6837	29
6712	6	6868	22
6742	Open End.	6839	9
6748	64	6742 (ad)	64
6709	86	6889	17
6710	60	6890	11
6748	60	6891	55
6753	57	6893	9
6765	125	6894	20
6766	122	6707	102
6767	138	6837	102
6793	102	6798	3
6798	75	6928	30
6799	52	6929	33
6707	2	6930	17
6793	16	6928(ad)	8
6839	17	6929(ad)	8
6753	60	6894	4

Job	Hrs.	Job.	Hrs.
6929	6	7142	41
6767 -		7145	58
6836 (ad)	(-34)	7146	79
6753	15	7158	27
6824	28	7159	17
6835	(-16)	6076	48
6837	4	7159	10
6889	4	7226	12
6971	102	6917	18
6972	48	7077	1
6994	5	7123	<u>3</u>
7027	27		
6798	2	Total	2,750
6893	4		
6928	3	MCA's Housing	
7080	12	Labor Hours	
7081	104		
7096	28		
7123	65		
7133.	11		
7141	47		

Job.	Hrs.	Job.	Hrs.
6707	15	6784	117
6709	12	6816	81
6710	18	6824	127
6711	16	6837	29
6712	6	6868	22
6742	open End.	6839	9
6748	64	6742 (ad)	64
6709	86	6889	17
6710	60	6890	11
6748	60	6891	55
6753	57	6893	9
6765	125	6894	20
6766	122	6707	102
6767	138	6837	102
6793	102	6798	3
6798	75	6928	30
6799	52	6929	33
6707	2	6930	17
6793	16	6928(ad)	8
6839	17	6929(ad)	8
6753	60	6894	4

% of Shop time Spent on MLASH

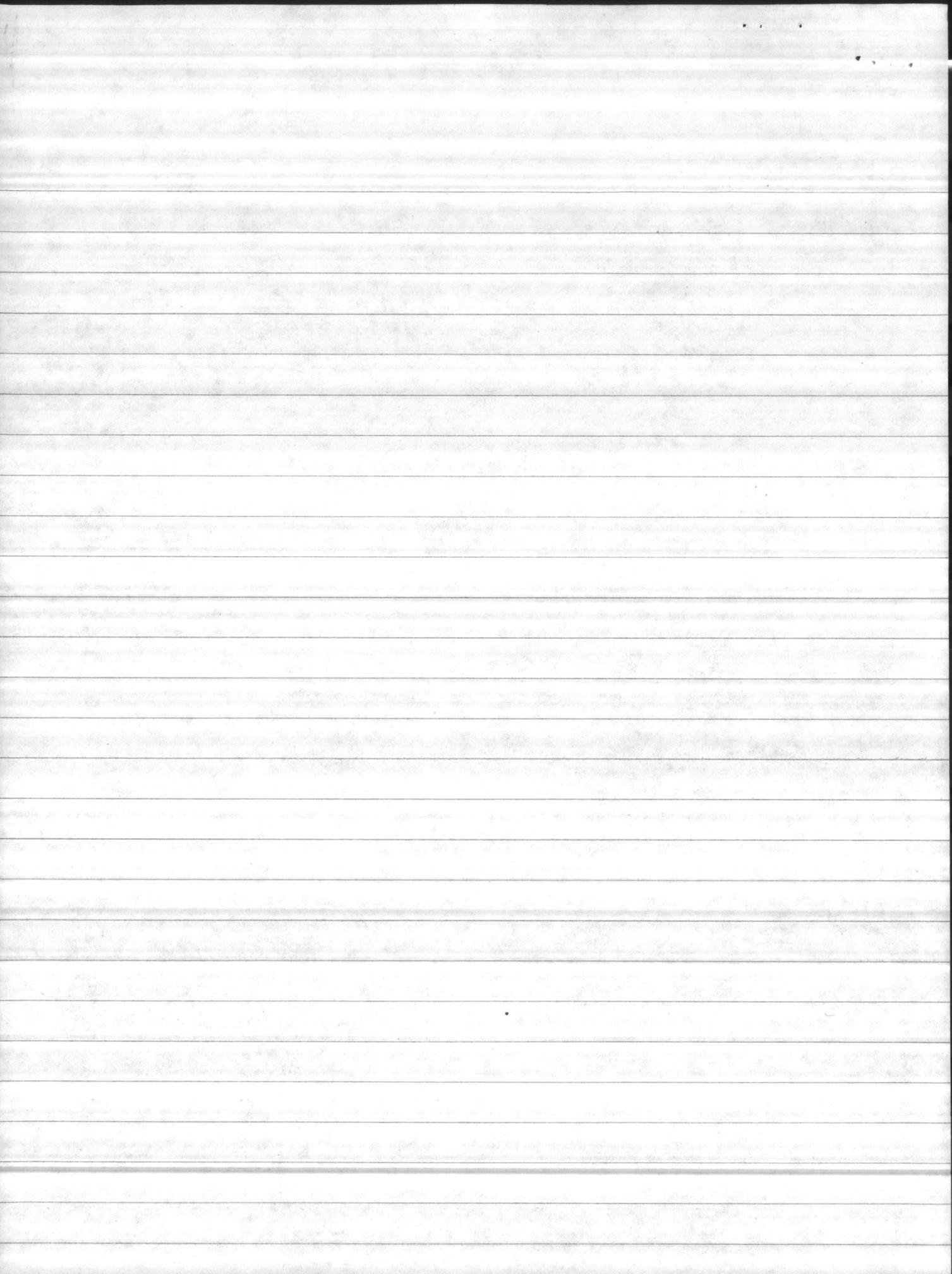
8709 - Yearly JON

7979 Completed Specifics

8242 E/s at Air Station

24,930

$$\frac{24,930}{217,220} \times 100 = 11.5\%$$







IN MTH  
 Total 2/5 Effort

T  
 T

labor class code  
 142

5 1. 4 7  
 5 5. 3 1  
 5 3. 3 7  
 5 5. 9 5  
 3 3. 7 9  
 5 5. 0 9  
 5 6. 9 0  
 5 3. 9 6  
 5 2. 2 0  
 5 3. 1 7  
 5 5. 8 8  
 6 1. 2 3  
 4 9. 0 2

6 8 7. 3 4 S  
 6 8 7. 3 4 S  
 6 8 7. 3 4 T

~~Air Strike~~

MCA SW  
 2/5 Effort

T  
 T

6. 0 8  
 6. 3 5  
 7. 0 4  
 5. 6 0  
 2. 9 0  
 7. 7 6  
 6. 9 0  
 7. 9 0  
 6. 5 6  
 6. 0 8  
 6. 8 0  
 6. 8 0  
 5. 6 5

9.0  
 11.99  
 9.0  
 6.11.15  
 7.11.15  
 Summer

8 2. 4 2 S  
 8 2. 4 2 S  
 8 2. 4 2 T

at



M. C. A. S. & Yearly Total

Shop 71

4695 - Hrs.

Shop 72

1013 Hrs.

Shop 75

800 Hrs.

Shop 76

817 Hrs.

Shop 78

584 Hrs.

~~170,000~~ / ~~16,000~~

Total 7909 Man Hrs.

Elect Dist 800  
8709 Man Hrs

.21%  
210,000 / 16,000

00768

217,220 / 16,668.0-0

00768

~~11/11/11 11/11/11~~

11/11/11  
11/11/11

11/11/11  
11/11/11

11/11/11  
11/11/11

11/11/11  
11/11/11

11/11/11  
11/11/11

11/11/11 11/11/11

9/10/74

Mr. Plowden,  
Make following changes in  
information supplied by Mrs.

Auty this morning -

Reported:                      Change To:

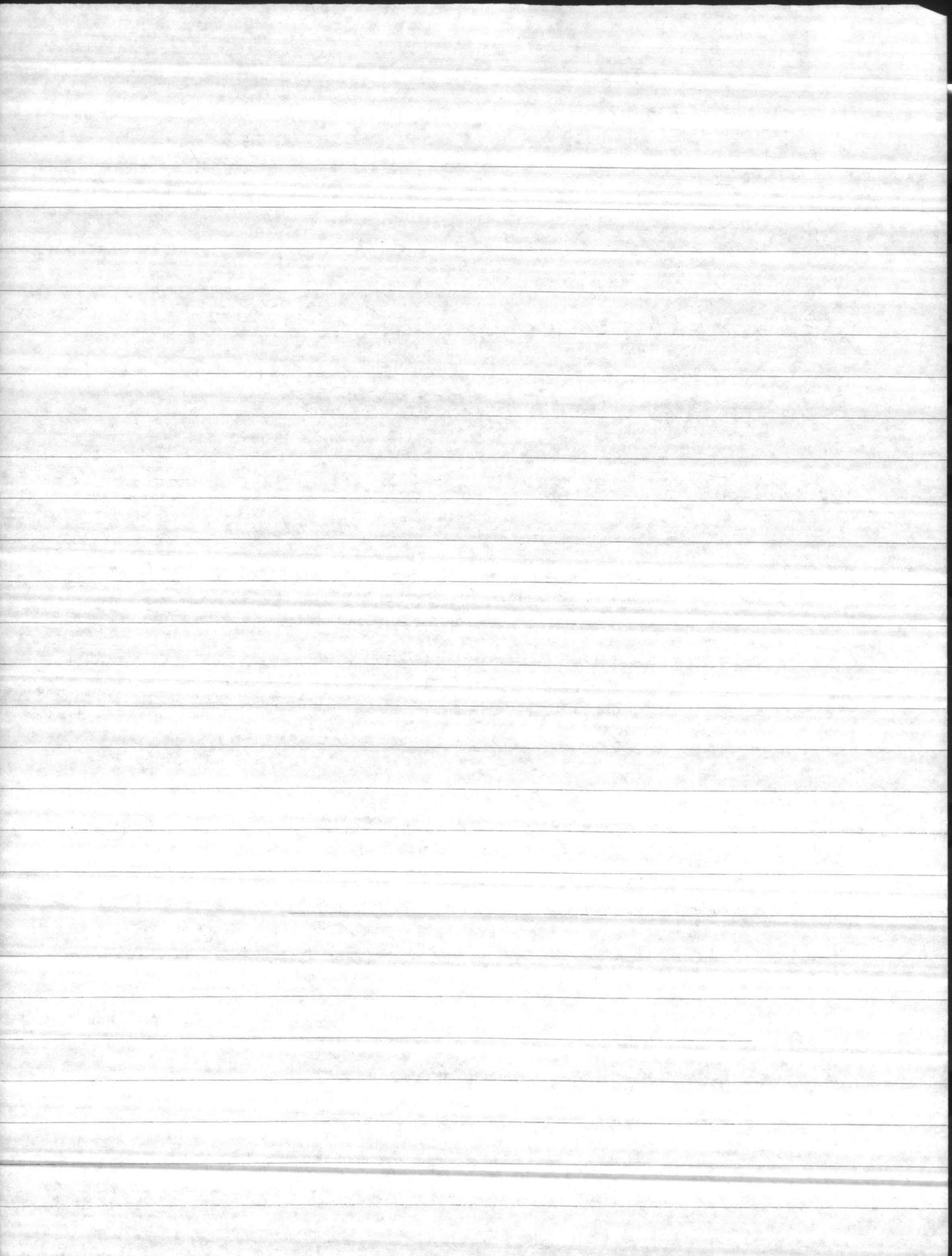
21 completed gtrs.                      19

15 estimates                              16

8 not returned                              9

Ballou value remains the same.

Agnes



Housing

\$

47 specifics

- 3 cancelled

44

36

\$ 21,606 Completed Est

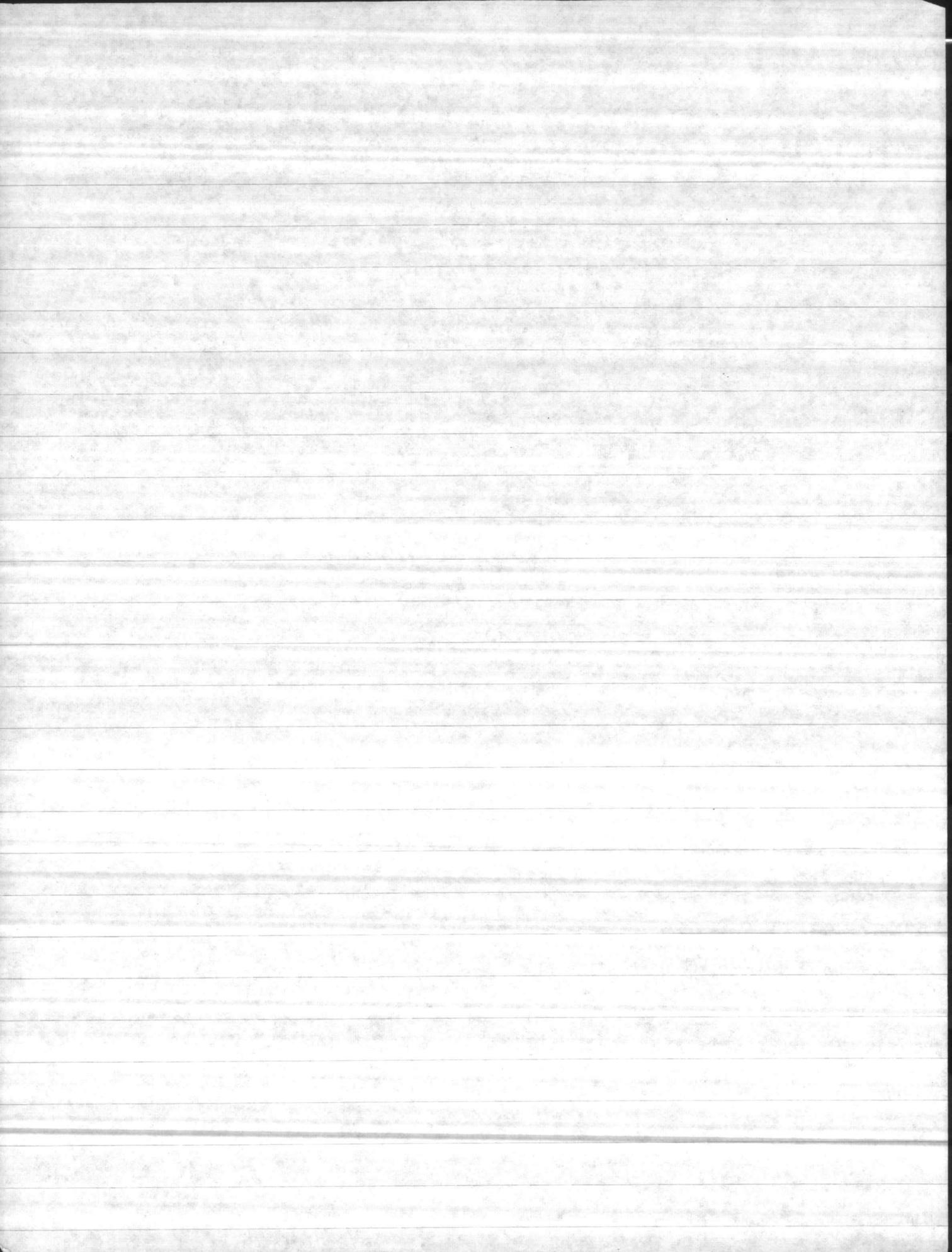
21 completed \$ 14,285

15 Estimates

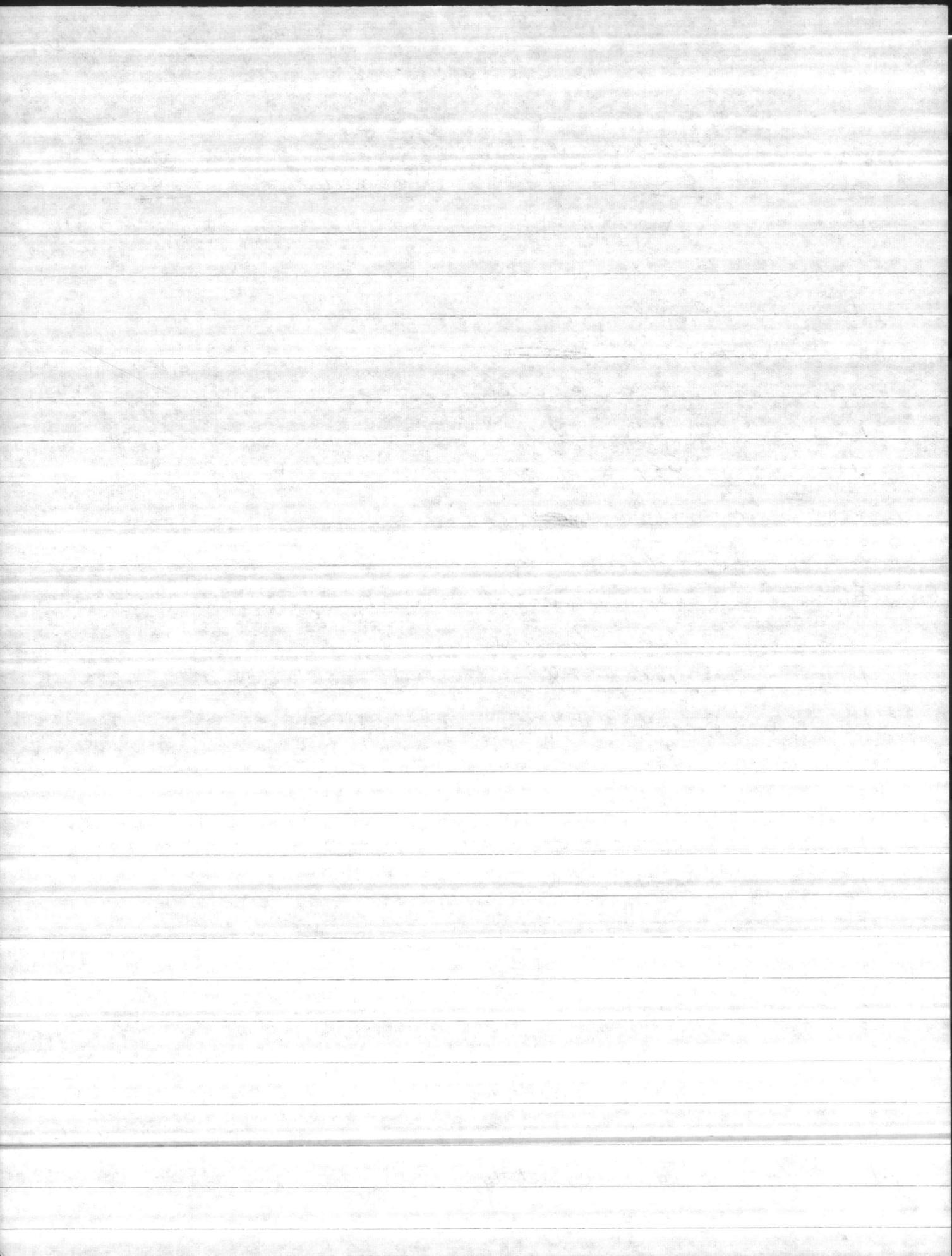
8 Not Returned

15 Estimates \$ 1,321

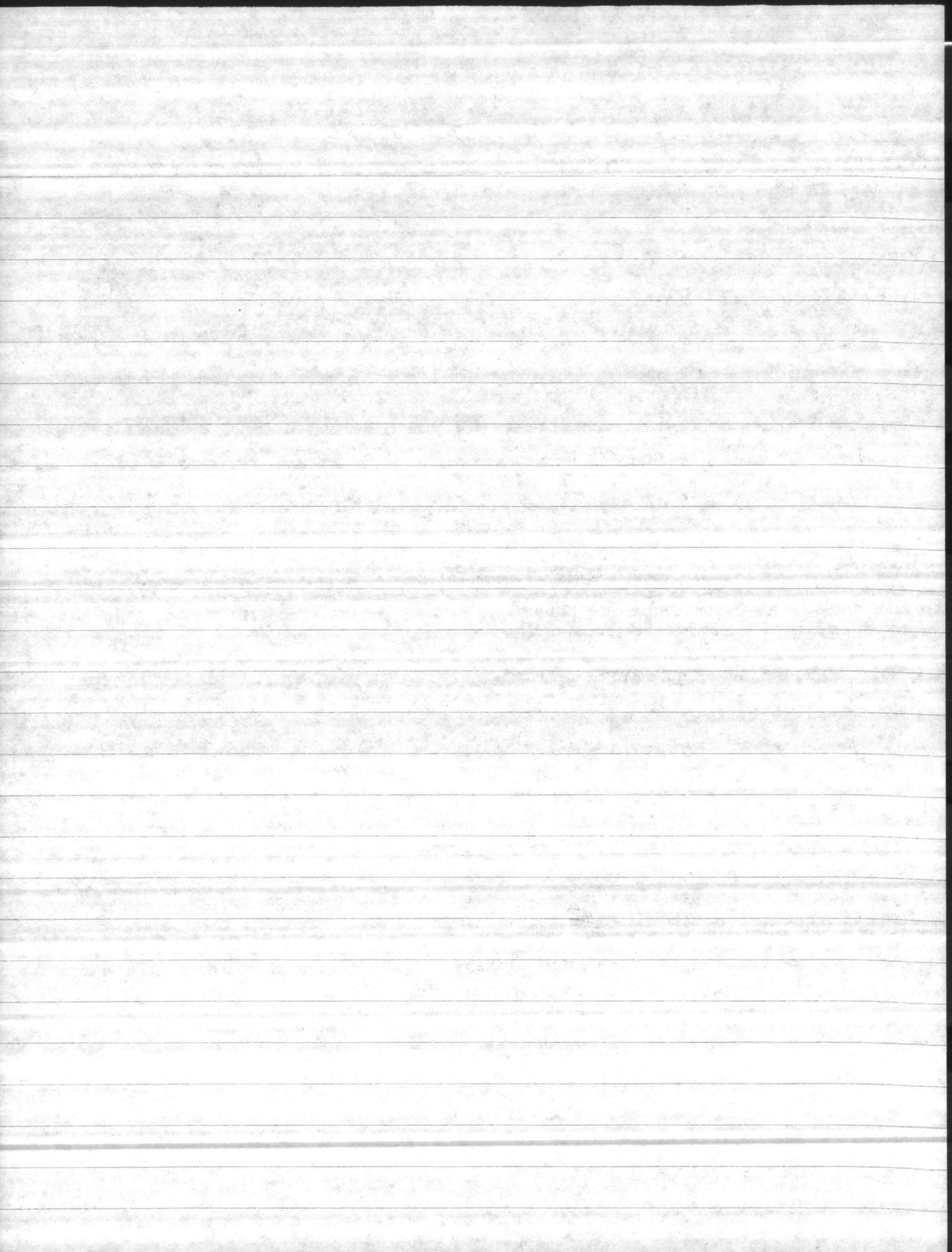
8 Nothing



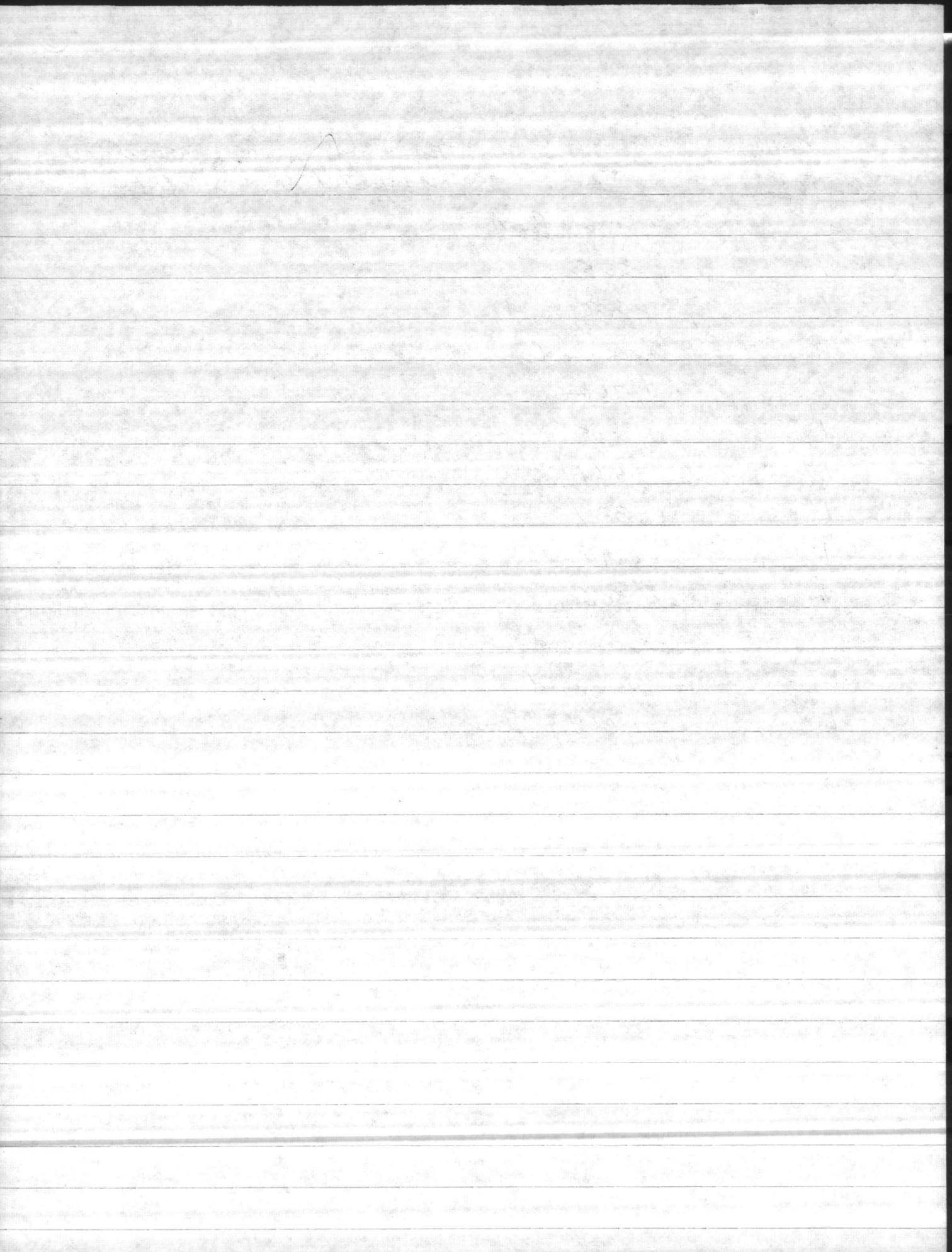
<u>No. JO's</u>	<u>Total Cost</u>	<u>No J.O's Completed</u>	<u>Total Cost</u>
1	143	1	143
1	12,031		
1	2,900		
1	open end <del>of</del>		
1	400	Quarterly	
1	17,189.	FY 75	
1	951	Quarter	
1	772	<del>1/2</del>	
1	9,460	Yearly	
1	432	Quarterly	
1	3,412	Quarterly	
1	3,106	FY 75	
1	2,164	FY 75	
1	791	Quarterly	
1	791	"	
1	559	Aug	
1	559	Nov	
1	559	Oct	
1	559	Sept	
1	392		392
1	12,219		
1	3,739	Quarterly	
1	446		446
1	1,042	Quarterly	
1	2,457	"	



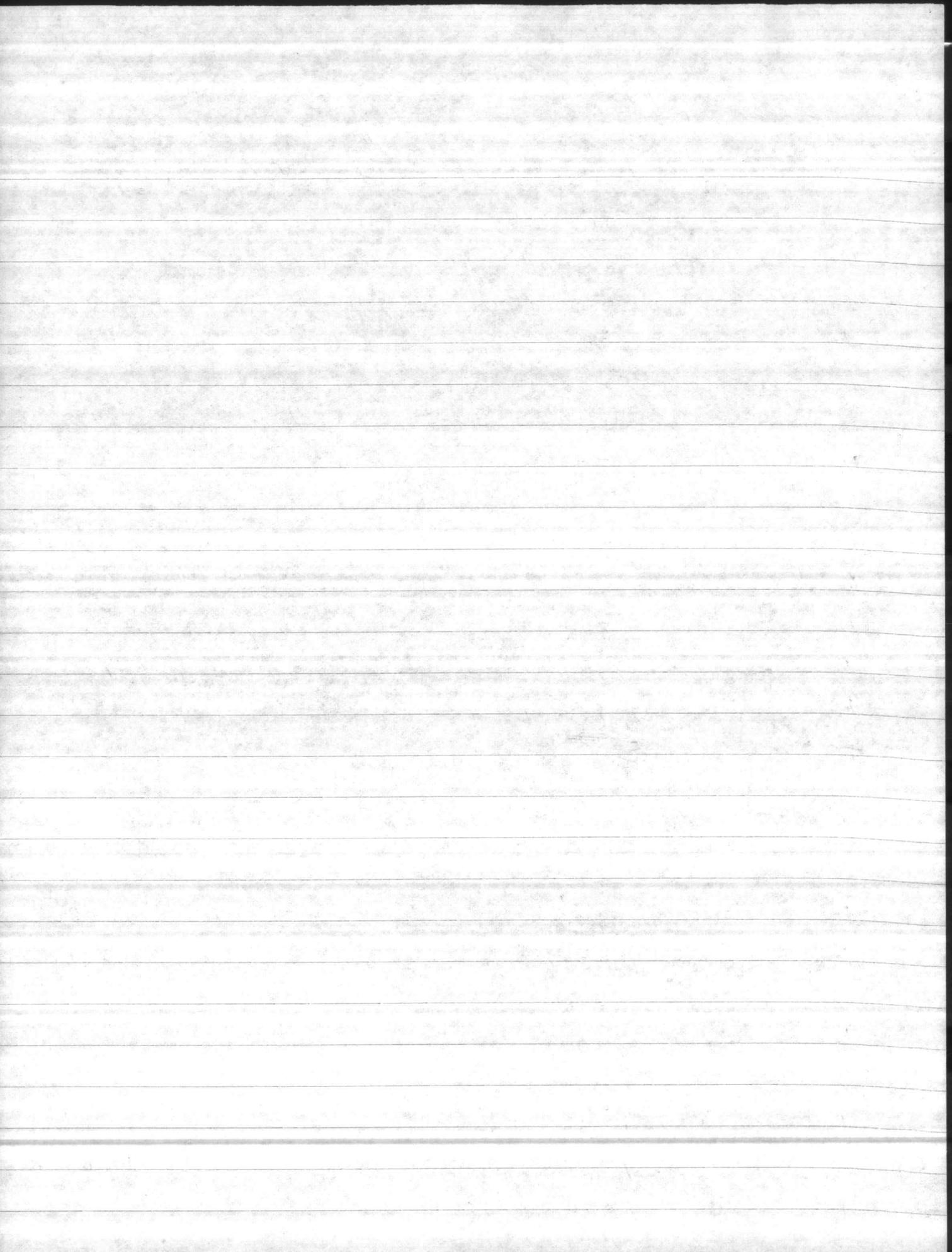
<u>No. JO's</u>	<u>Total Cost</u>		<u>No. JO's Completed</u>	<u>Total Cost</u>
1	580			
1	437			
1	114		1	114
1	1,381	Quarterly	1	1,381 Quarterly
1	716		1	716
1	814	Quarterly		
1	3,853	FY 75		
1	16,996	FY 75		
1	244		1	244
1	6,100	FY 75		
1	3,968	FY 75		
1	open end			
1	518	FY 75		
1	575	Quarterly		
1	1,900	Quarterly		
1	2,410	Quarterly		
1	609	Jul	1	609 Jul
1	2,627	<del>Jul</del>		
1	8,498	Quarterly		
1	3,385			
1	609	Aug		
1	609	Sep		
1	609	Oct		
1	609	Nov		
1	3,633			



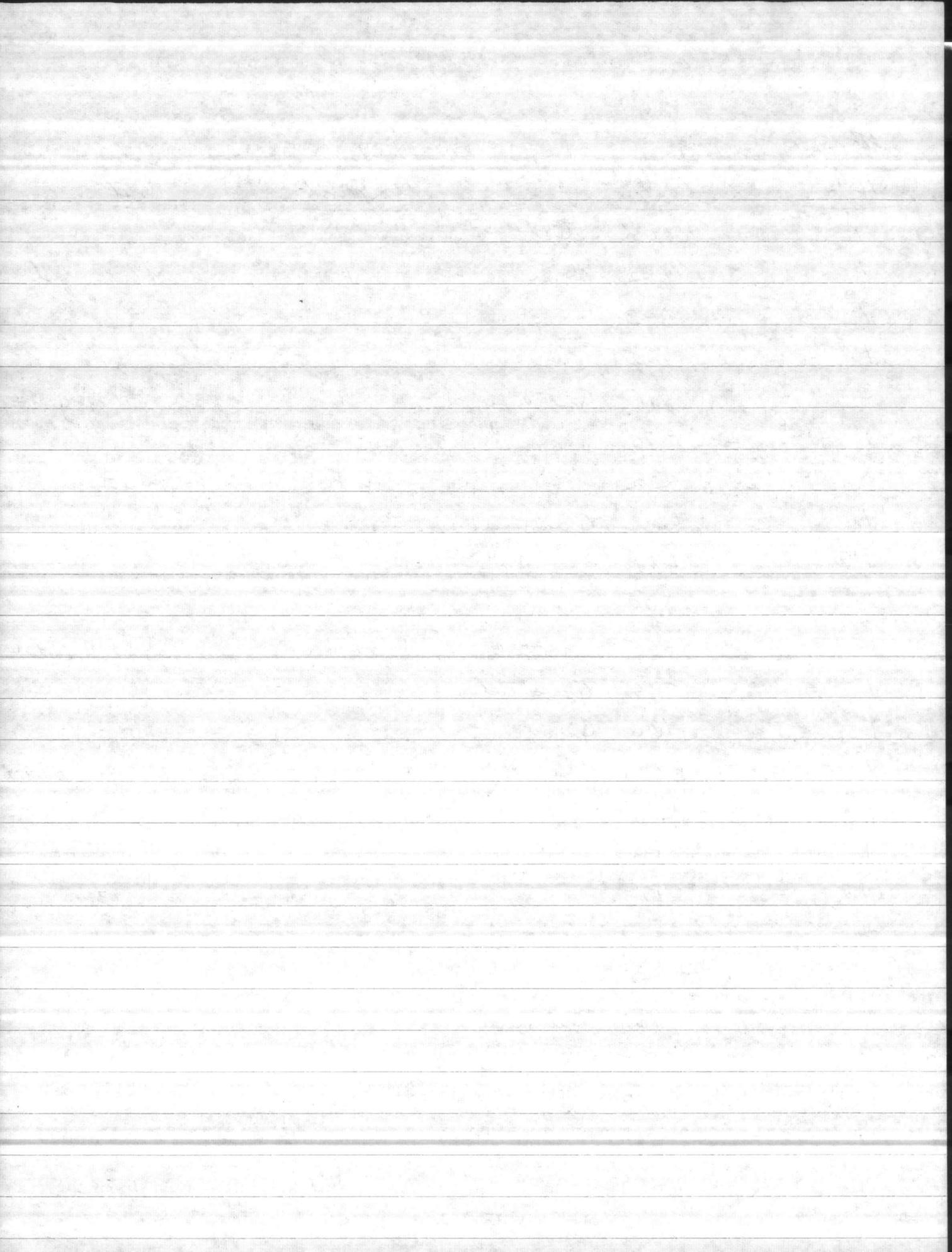
<u>No. JO's</u>	<u>Total cost</u>	<u>No. JO's Completed</u>	<u>Total Cost</u>
1	9,776	Quarterly	
1	255		
1	1,850		
1	open end		
1	1,362		
1	1,619		
1	461		
1	337		
1	295		
1	562		
1	open end		
1	open end		
1	1,064	Dec	



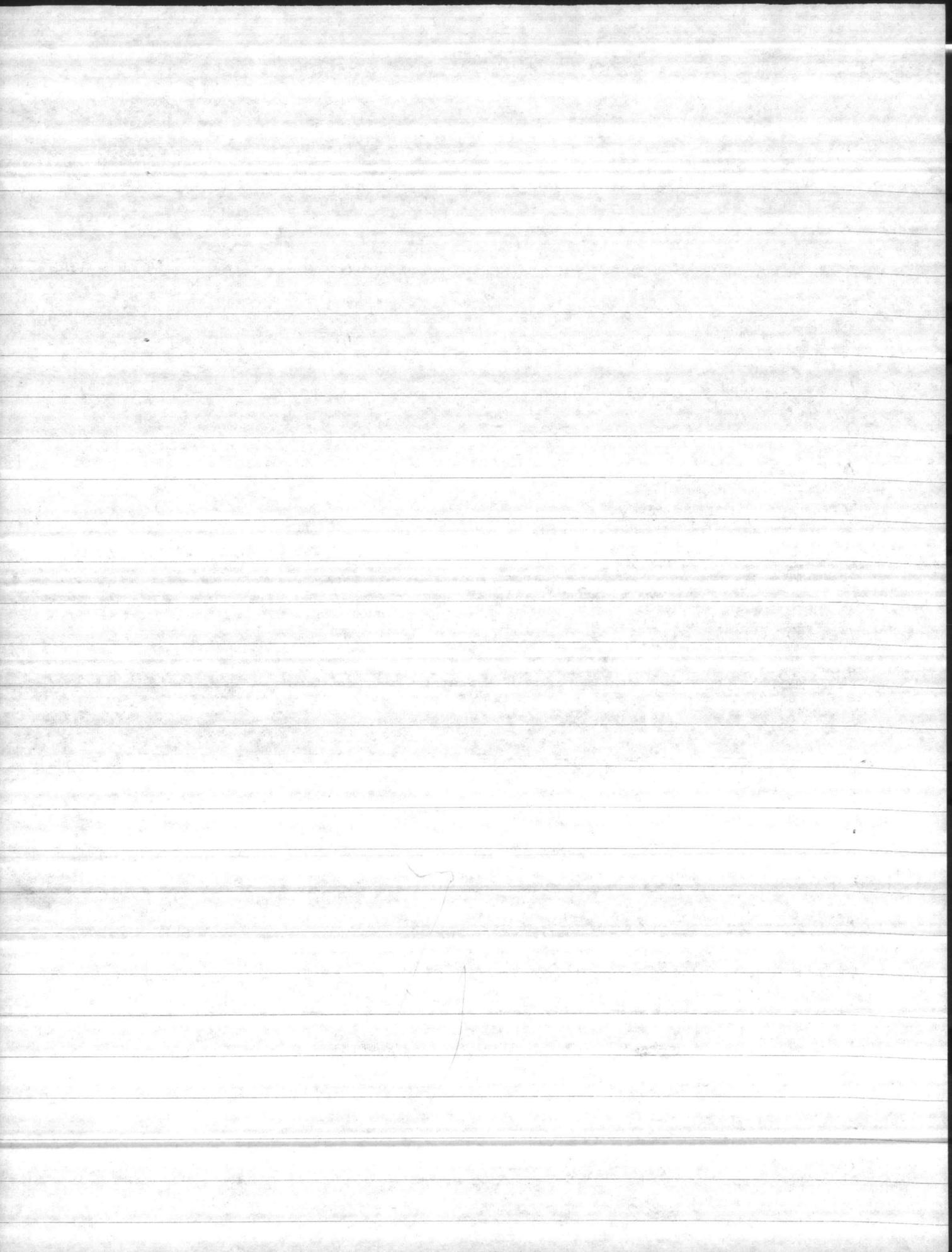
<u>No JO's</u>	<u>Total Cost</u>	<u>No. JO's Completed</u>	<u>Total Cost</u>
1	981		
1	374		
1	260	1	260
1	133	1	133
1	3,538		
1	679	1	679
1	750		
1	257		
1	312		
1	2,364		
1	345		
1	160	1	160
1	2,868		
<del>1</del>	<del>          </del>		
1	1,725		
1	361		
1	431		
1	207	1	207
1	1,369	1	1,369
1	211		
1	2,645		
1	3,594		
1	1,064	Sep	
1	1,064	Aug	1,064 Aug
1	1,064	Nov	



<u>No.</u> <u>JO's</u>	<u>Total</u> <u>Cost</u>		<u>No. J.O's</u> <u>Completed</u>	<u>Total</u> <u>Cost</u>
1	1,064	Oct		
1	462	Jul	1	462 Jul
1	693			
1	402			
1	811	Quarterly	1	811 Quarterly
1	370			
1	222		1	222
1	632	Quarterly		
1	481			
1	800			
1	965	Quarterly	1	965 Quarterly
1	704	Quarterly		
1	606	Quarterly		
1	1,095	Quarterly	1	1,095 Quarterly
1	220			
1	832			
1	113		1	113
1	137	Quarterly		
1	2,000			
1	137	Quarterly		
1	147	Jul-Aug		
1	147	Sep-Oct		
1	362			
1	1,982		1	1,982
1	172	Quarterly		

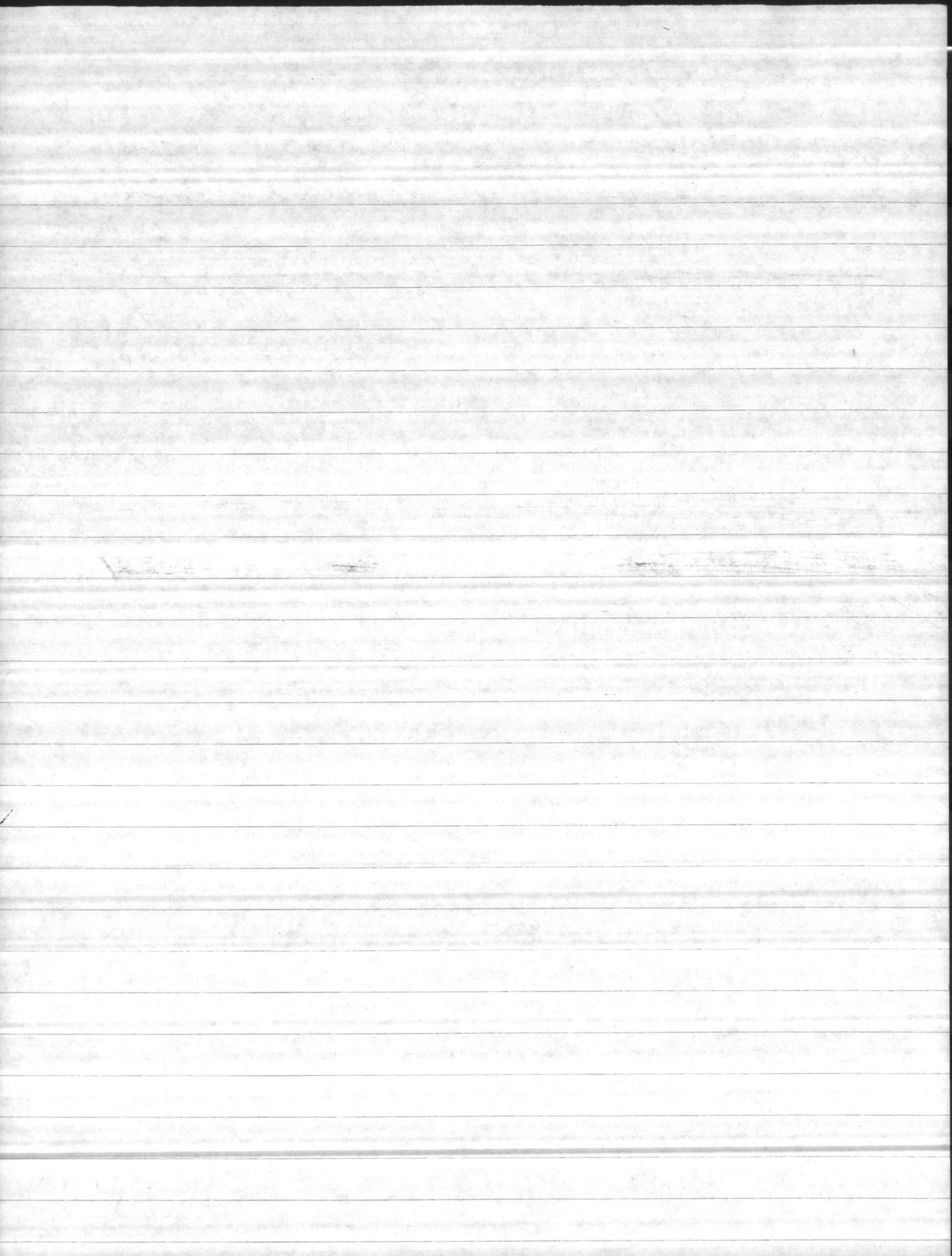


<u>No.</u> <u>JO's</u>	<u>Total</u> <u>Cost</u>		<u>No. JO's</u> <u>Completed</u>	<u>Total</u> <u>Cost</u>
1	172	Quarterly		
1	235	Quarterly	1	235 Quarterly
1	368		1	368
1	1,973		1	1,973
1	128			
1	1,000	FY 75		
1	open end			
1	382		1	382
1	1,104	Quarterly	1	1,104 Quarterly
1	878	Quarterly	1	878 Quarterly
1	232		1	232
1	256		1	256
1	open end			
<del>1</del>	<del>348</del>	<del>Jul</del>	<del>1</del>	<del>348 Jul</del>
1	348	Aug	1	348 Aug
1	348	Sep		
1	348	Oct		
1	348	Nov		
1	126	Quarterly		
1	126	Quarterly		
1	878	Quarterly		
1	<del>878</del>	Quarterly		
1	570	Quarterly		
1	313			
1	913	Quarterly		
1	645	Quarterly		



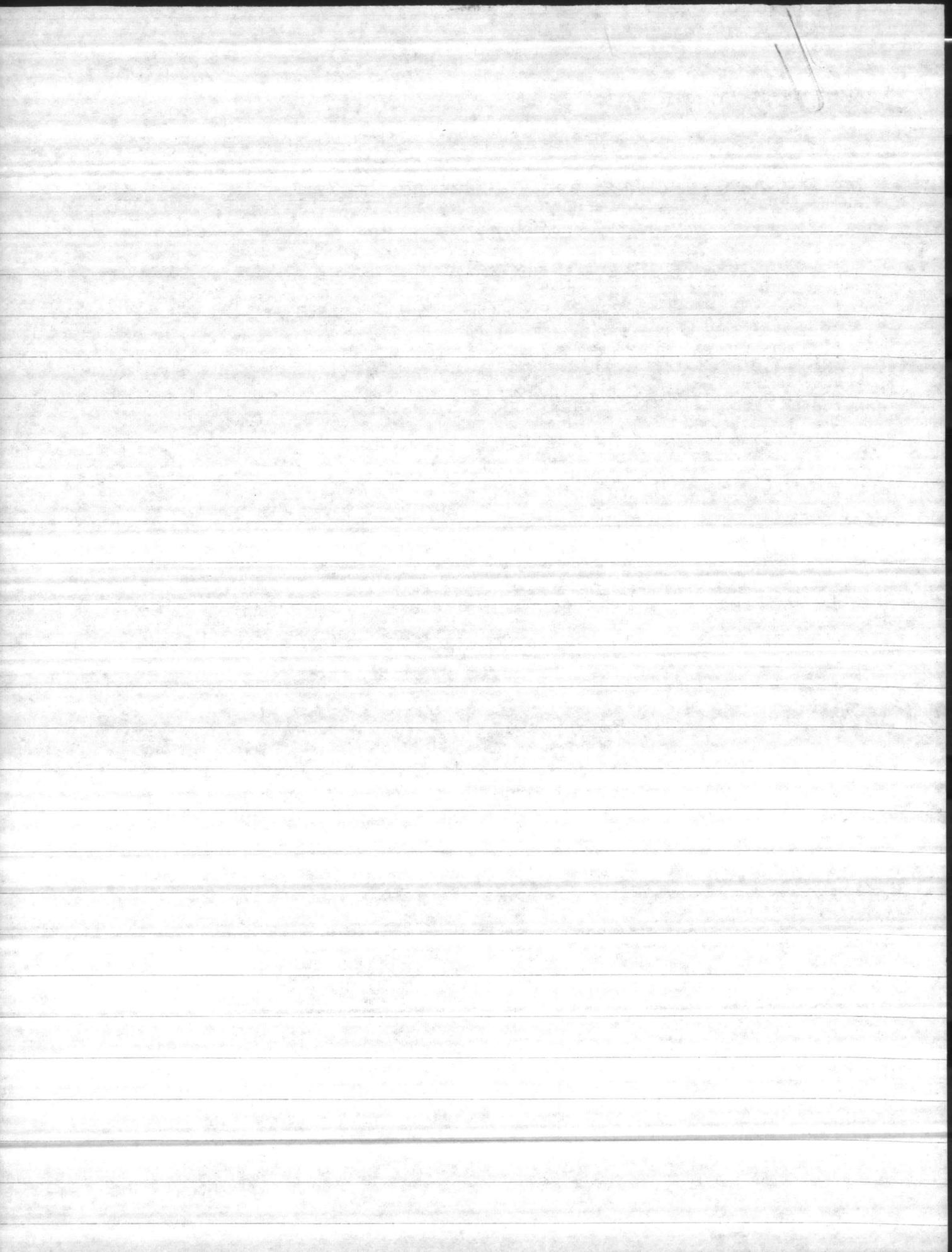
<u>No.</u> <u>JO's</u>	<u>Total</u> <u>Cost</u>	<u>No. JO.'s</u> <u>Completed</u>	<u>Total</u> <u>Cost</u>
1	727		
<del>1</del>	<del>981</del>	<del>1</del>	<del>981</del>
1	757	1	757
1	981	1	981

<u>Totals</u>	<del>139</del>	<del>212,855</del>	<del>33</del>	<del>21,081</del>
139	212,855	33	21,081	
10	24,374	1	1,328	
<u>149</u>	<u>237,229</u>	<u>34</u>	<u>22,409</u>	



# Housing

<u>No. JO's</u>	<u>Total Cost</u>		<u>No. JO's Completed</u>	<u>Total Cost</u>
1	7,209	FY 75		
1	2,340	FY 75		
1	579	FY 75		
1	7,358	Annual		
1	3,675	FY 75		
1	634			
1	1,328		1	1,328
1	457			
1	open end			
1	794			
<hr/>				
<u>Totals</u> 10	24,374		1	1,328



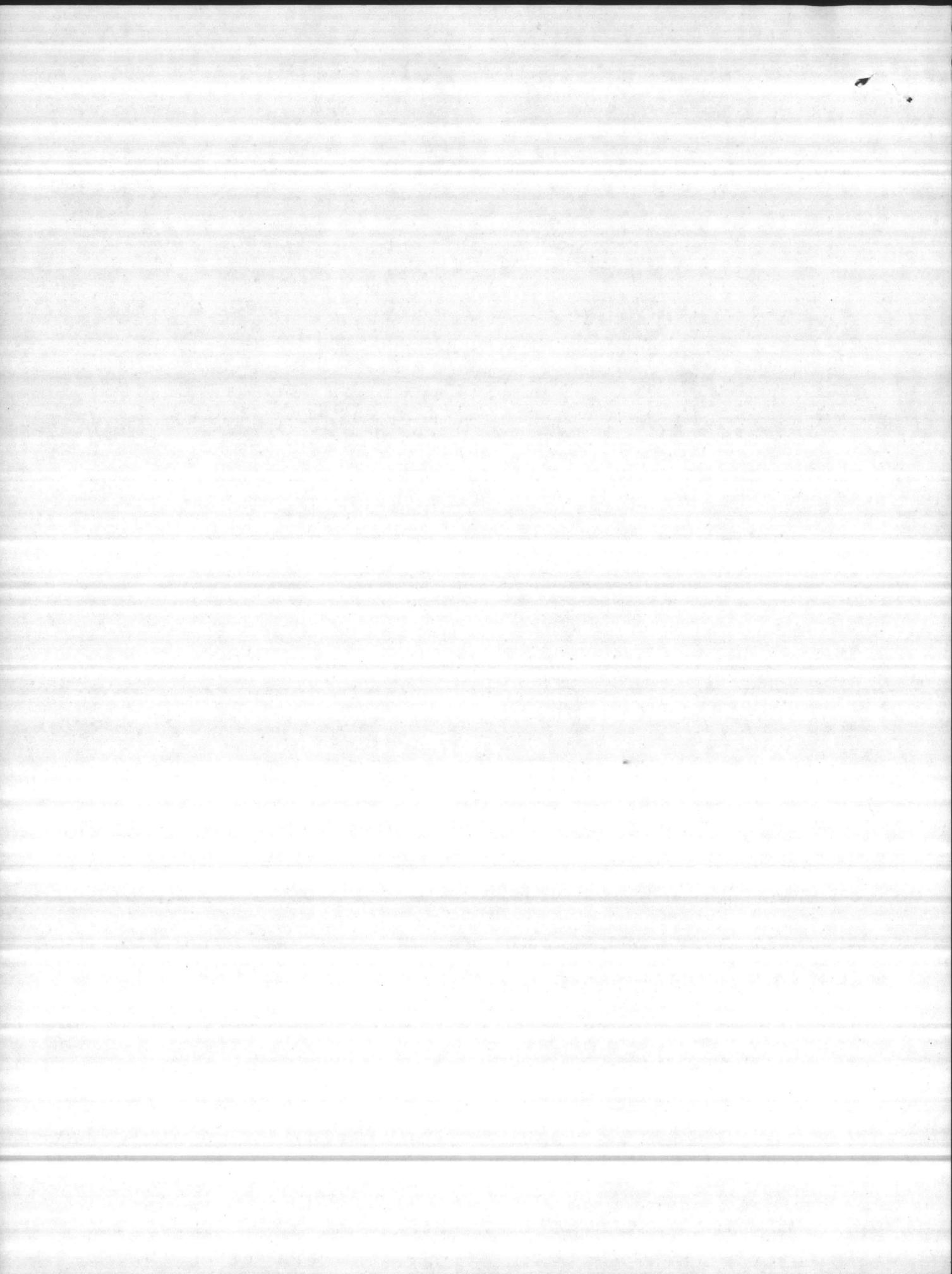
26 JUNE 74 FINAL INSPECTION OF BEQ 212, 213 & 214

CENTRAL HEATING & COOLING BLDG.

1. CONTRACTOR HAS NOT POSTED FLOW CHARTS, LINE DIAGRAM & OPERATING CHARTS ON THE WALL.
2. OPERATION & MAINTENANCE MANUALS ARE BEING COMPILED BY THE CONTRACTOR AND WILL BE TURNED OVER AT A LATER DATE
3. COMPRESSOR FOR CONTROLS AND RELATED EQUIPMENT NEEDS PAINTING.
4. PLUG MISSING FROM UNUSED HUB ON LL AT UNIT HEATER
5. SWITCHES, CONTROL BOXES, CONDUIT & PIPING FOR WATER COOLED CONDENSER NEED PAINTING.
6. WATER TOWER NEEDS CLEANING & TOUCH UP PAINT.

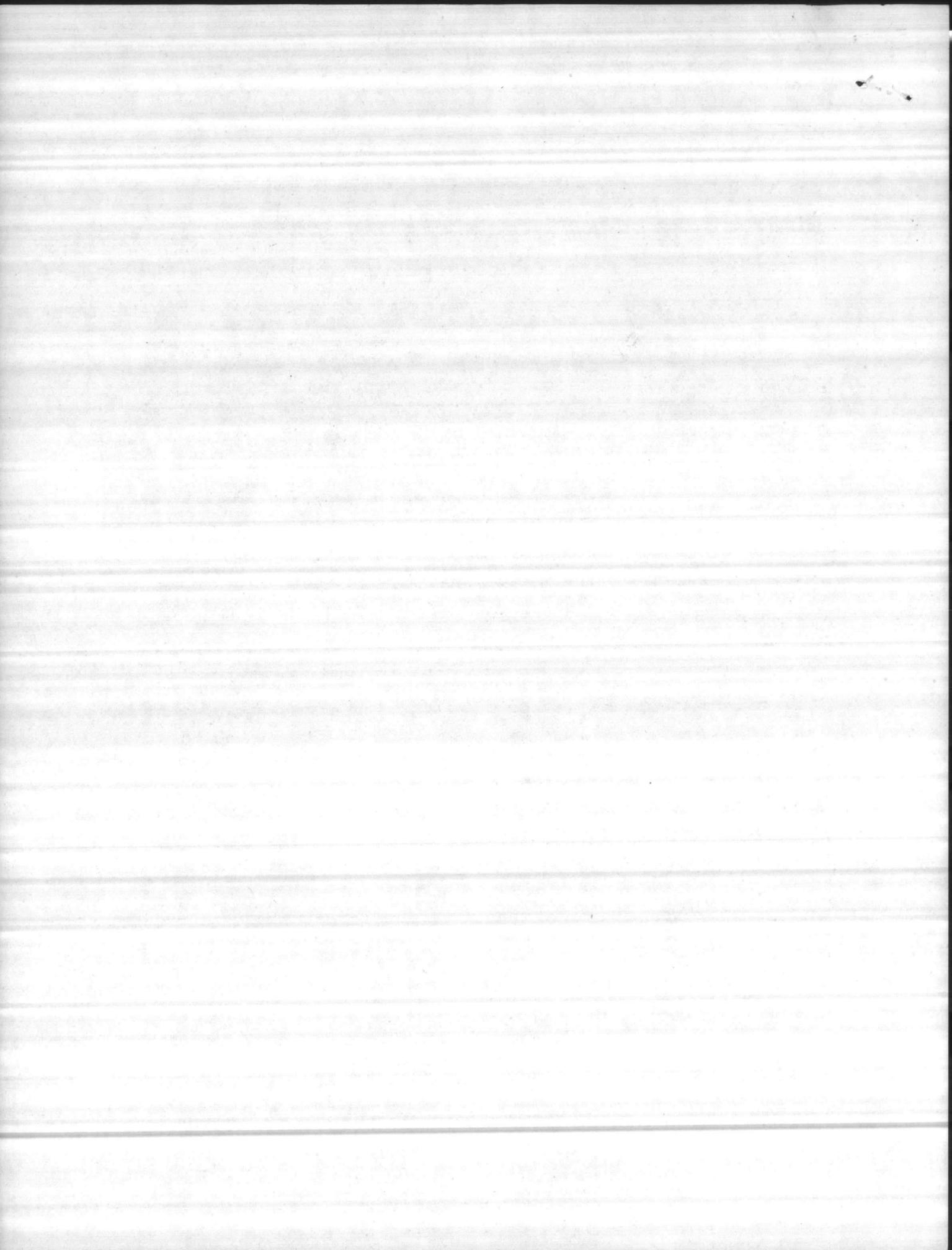
OTHER AREAS.

1. POINT UP AROUND DOOR FRAMES & PAINT DOORS & DOOR FRAMES OF MECHANICAL ROOMS OF BEQ 212, 213 & 214
2. PAINT WEATHER HEAD AT SERVICE TO BEQ 213
3. TWO LIGHTS & EMERGENCY LIGHTS OF CENTER ENTRANCE NOT WORKING.
4. CONDENSATE TANKS & PUMPS SUPPLIED BY CONTRACTOR BUT NOT INSTALLED. (CONDENSATE WILL BE DUMPED AT THESE BLDGS. UNTIL LINES ARE RESTORED BY SPECIAL PROJECT IN THE MILL.)

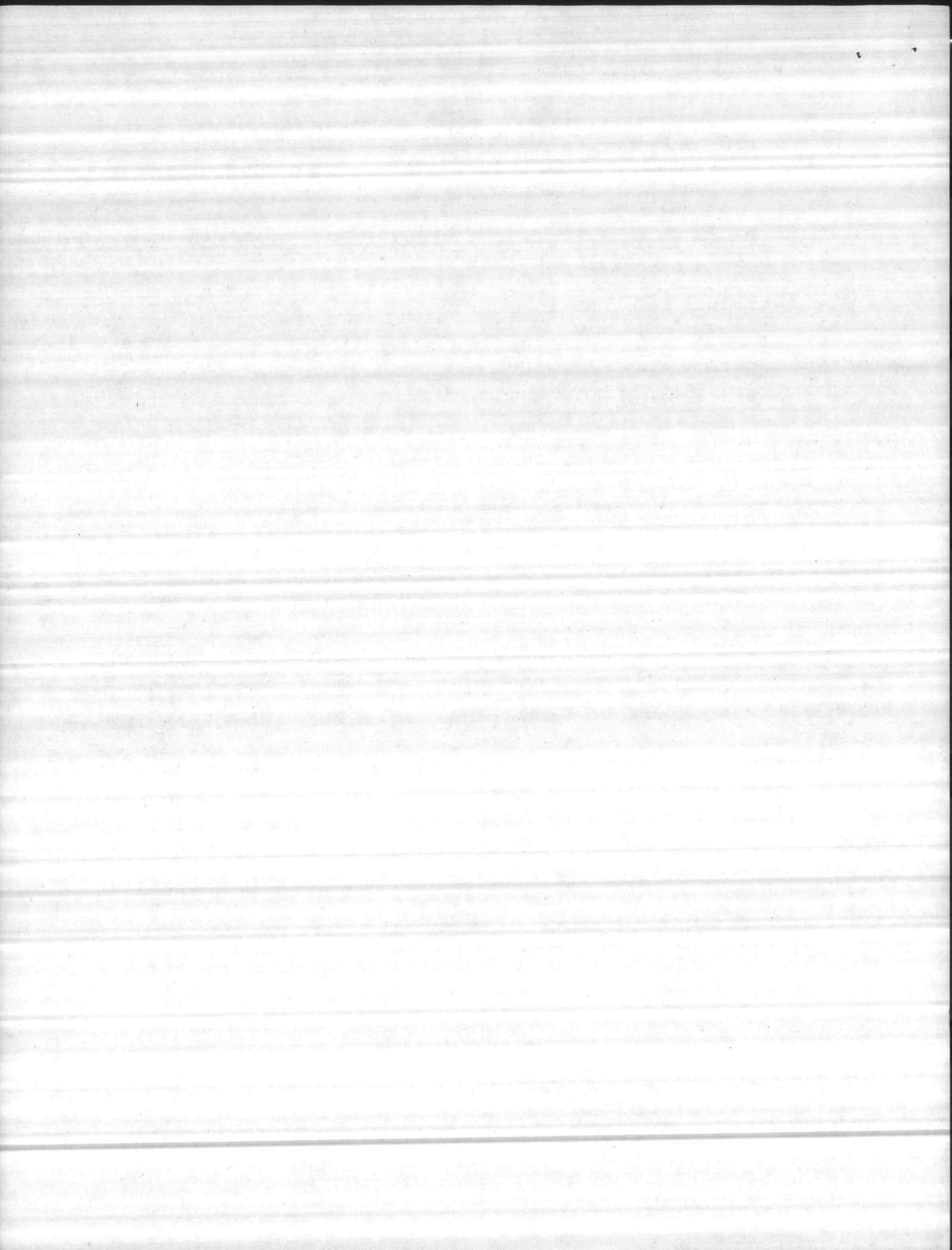


5. LUBRICATION FOR BEARINGS ON WATER COOLED CONDENSER SHOULD BE CHECKED AT LEAST EVERY TWO WEEKS. SUGGEST OIL CUPS OF LARGE CAPACITY BE INSTALLED. CONTRACTOR CAUTIONED THE RIGHT TYPE OF OIL MUST BE USED.

A. Reitz

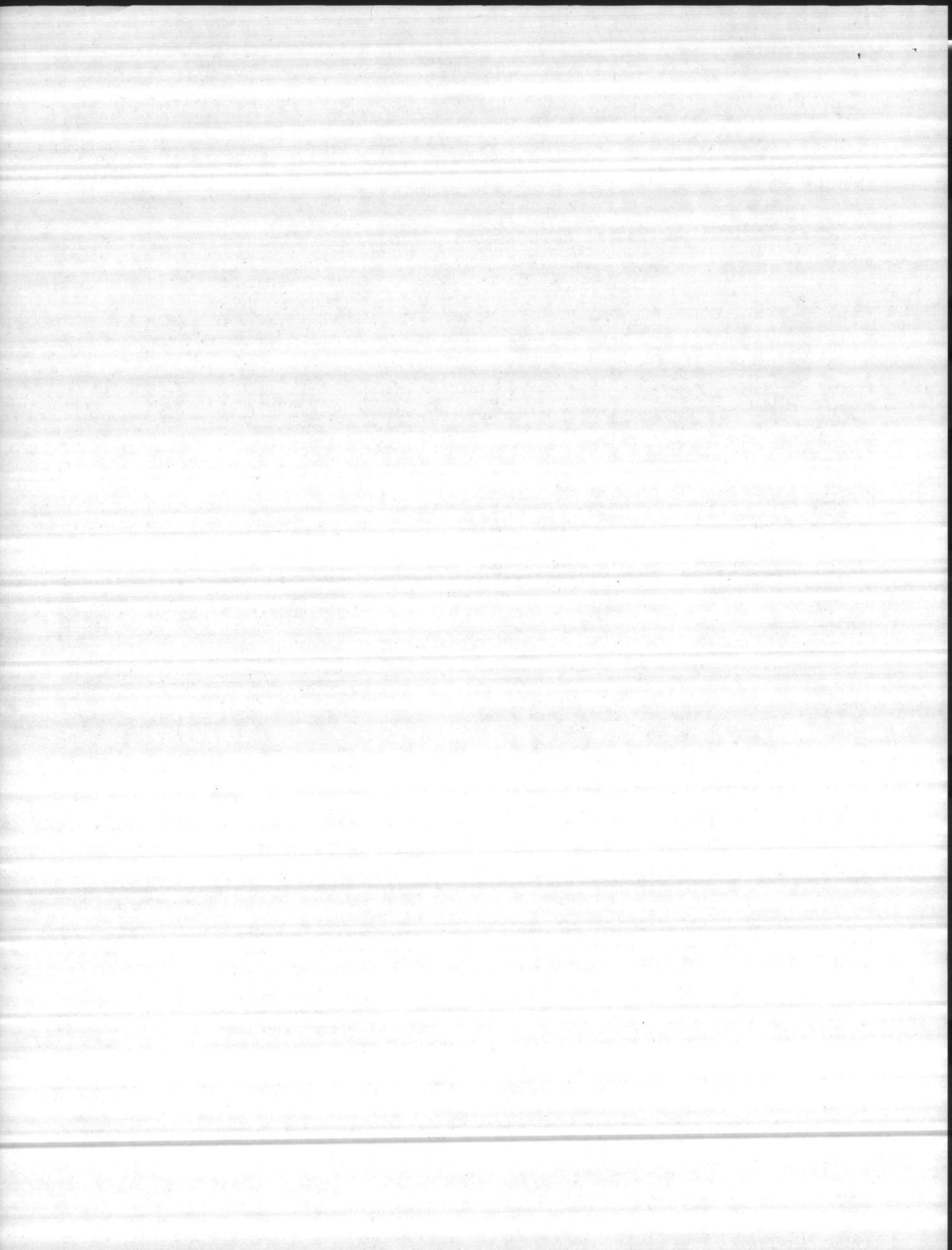


<u>BLDG. NO.</u>	<u>JOB ORDER NO.</u>	<u>OCCUPANTS USE</u>
100	VA2A1000	BUS STOP SHELTER <i>REMOVED</i>
1 101	VA2G0100	TRANSFORMER PAD
2 102	VA2A1000	GATE HOUSE
3 103	VA2G0100	TRANSFORMER PAD
<del>105</del>	<del>VA2A0600</del>	<del>ADMINISTRATIVE OFFICE</del>
<del>105</del>	<del>VA2A0400</del>	<del>MOTOR TRANSPORT STORAGE</del>
4 106	VA2G0800	WELL HOUSE/NON POTABLE
5 107	VA2F0800	GROUND LEVEL STORAGE TANK
6 108	VA2F0800	GROUND LEVEL STORAGE TANK
7 109	VA2A0200	REFUELER MAINTENANCE
8 110	VA2F0300	WATER TREATMENT PLANT
9 112	VA2A0100	ACD. GENERAL INSTRUCTION
9 112	VA2A0100	APPLIED INSTRUCTION
10 113	VA2A0200	MAINTENANCE SHOP
11 114	VA2A0200	COMBAT VEHICLE MAINTENANCE
<del>12 115</del>	<del>VA2F0400</del>	<del>SEPTIC TANK &amp; DRAIN FIELD</del>
13 116	VA2A0200	COMBAT VEHICLE MAINTENANCE
14 117	VA2A0200	DISPATCHER'S OFFICE
15 118	VA2A0200	AUTO VEHICLE MAINTENANCE
16 119	VA2A0200	AUTO VEHICLE MAINTENANCE
17 120	VA2A0400	FLAMMABLE STORAGE
18 121	VA2A0200	PEST CONTROL
19 122	VA2A0200	PUBLIC WORKS
20 124	VA2A0200	PUBLIC WORKS MAINTENANCE SHOP
21 125	VA2A0200	PUBLIC WORKS LUMBER SHED
22 127	VA2E1000	STEAM CLEANING WASH RACK
23 128	VA2A0400	FLAMMABLE STOREHOUSE
24 129	VA2E1000	STEAM CLEANING UTILITY BLDG.
25 130	VA2A0400	GENERAL WAREHOUSE/R1
26 130	VA2A0600	ADMINISTRATION BUILDING
27 131	VA2F0800	WELL HOUSE/NON POTABLE
28 132	VA2A0400	PYROTECHNIC STORAGE
29 135	VA2A0400	STORAGE BLDG.
30 136	VA2E0100	AIRCRAFT READY FUEL TANK
31 137	VA2E0100	AIRCRAFT READY FUEL TANK
32 138	VA2E0100	AIRCRAFT READY FUEL TANK
33 140	VA2E0100	AIRCRAFT READY FUEL TANK
34 141	VA2E0100	AIRCRAFT READY FUEL TANK
35 142	VA2E0100	VEHICLE READY FUEL TANK
36 143	VA2E0100	FILLING STATION
37 144	VA2E0100	PUMPING STATION
38 145	VA2E0100	AIRCRAFT TRUCK LOADING FACILITY
39 146	VA2E0100	FILTER SEPARATOR BLDG.
40 147	VA2E0100	TANK CAR UNLOADING FACILITY
41 149	VA2F0400	<u>SEPTIC TANK &amp; DRAIN FIELD</u>
42 150	VA2E0100	AIRCRAFT READY FUEL TANK
43 151	VA2E0100	AIRCRAFT READY FUEL TANK
44 153	VA2E0600	WASH RACK
45 154	VA2E0100	AIRCRAFT READY FUEL TANK
46 155	VA2A0400	EQUIPMENT SHELTER
47 156	VA2A0200	VEHICLE SHED
48 175	VA2A0400	LUMBER SHED/MABS-26
49 176	VA2A0400	STORAGE BUILDING
60 177	VA2A0400	FLAMMABLE STORAGE



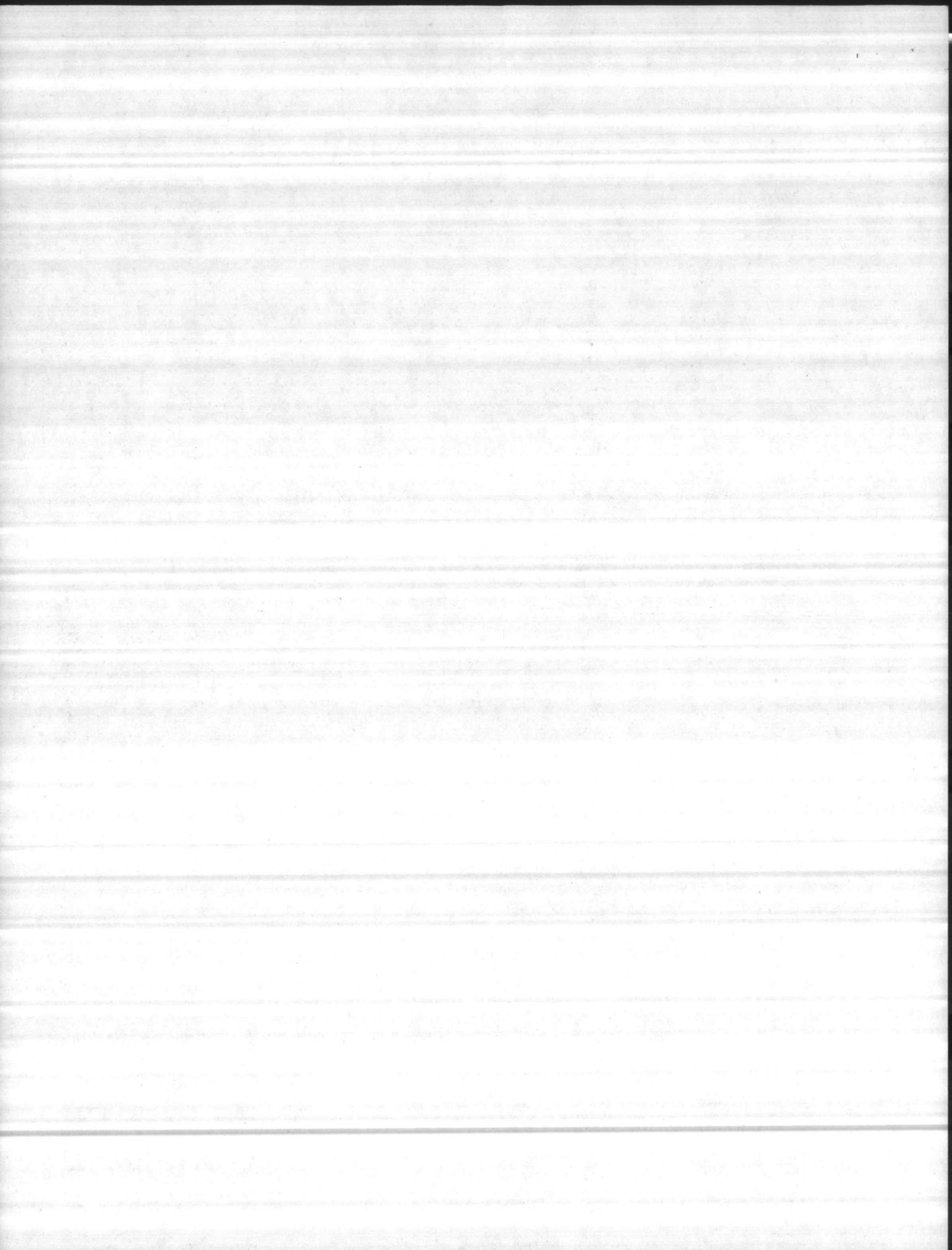
BLDG. NO.JOB ORDER NO.OCCUPANTS USE

<u>BLDG. NO.</u>	<u>JOB ORDER NO.</u>	<u>OCCUPANTS USE</u>
51179	VA2E0600	SAWDUST SILO
52180	VA2E0600	AUTO HYDRAULIC LIFT
53181	VA2E0600	AUTO MAINTENANCE RAMP
54182	VA2A0400	FLAMMABLE STORAGE
55183	VA2A0400	STORAGE BUILDING
56199	VA2G0100	TRANSFORMER PAD
57200	VA2A1500	BANK NORTH CAROLINA
58201	VA2A1500	ENLISTED MEN'S RECREATION BLDG.
59202	VA2A1500	GYMNASIUM
60203	VA2F0800	WELL HOUSE/NON POTABLE
61204	VA2A1500	LIBRARY
61204	VA2E0500	OUTDOOR TRAINING POOL
62205	VA2A1500	BOWLING ALLEY
63206	VA2A1200	SEWAGE LIFT STATION
64207	VA2E0900	HANDBALL COURT
65208	VA2A0600	ADMINISTRATIVE OFFICE
66208	VA2A1200	ENLISTED MEN'S RECREATION
67209	VA2E1000	GARBAGE SHED
68210	VA2F0800	WELL HOUSE/NON POTABLE
69211	VA2A0700	ENLISTED MEN'S BARRACKS
70212	VA2A0700	ENLISTED MEN'S BARRACKS
71213	VA2A0700	ENLISTED MEN'S BARRACKS
72214	VA2A0700	ENLISTED MEN'S BARRACKS
73215	VA2A0700	ENLISTED MEN'S BARRACKS
74216	VA2A0700	ENLISTED MEN'S BARRACKS
75217	VA2A0700	ENLISTED MEN'S BARRACKS
76218	VA2A1400	MARINE EXCHANGE - CASE LOT SALES
77219	VA2F0500	COOLING TOWER
78221	VA2F0700	HYDRAULIC GENERATOR BLDG.
79222	VA2A0600	ADMINISTRATION BUILDING
222	VA2A0100	TRAINING BUILDING
80223	VA2F0100	MOTOR GENERATOR BUILDING
81224	VA2A1600	TELEPHONE EXCHANGE
82226	VA2A0800	GENERAL MESS HALL
83227	VA2G0100	TRANSFORMER PAD
84230	VA2G0400	SEWAGE LIFT STATION
85232	VA2A1400	MARINE EXCHANGE
86233	VA2A1400	MARINE EXCHANGE - TOYLAND
87234	VA2A1500	POST OFFICE
88236	VA2A1500	CHAPEL
89240	VA2A1500	THEATRE
90245	VA2E0900	BASEBALL DUGOUT
91246	VA2E0900	PLAYING FIELD
92247	VA2E0900	BASEBALL DUGOUT
93248	VA2E0900	PLAYING FIELD
94249	VA2E0900	SPECTATOR PLATFORM
95250	VA2E0900	VOLLEYBALL COURTS (2)
96252	VA2E0900	TENNIS COURTS (4)
97254	VA2E0900	HANDBALL COURTS (2)
98297	VA2E0900	BASEBALL DUGOUT
99298	VA2E0900	BASEBALL DUGOUT
100299	VA2A1500	ADMINISTRATION - NAVY RELIEF
101302	VA2A0500	DISPENSARY AND DENTAL CLINIC
102310	VA2F0800	ELEVATED WATER TANK



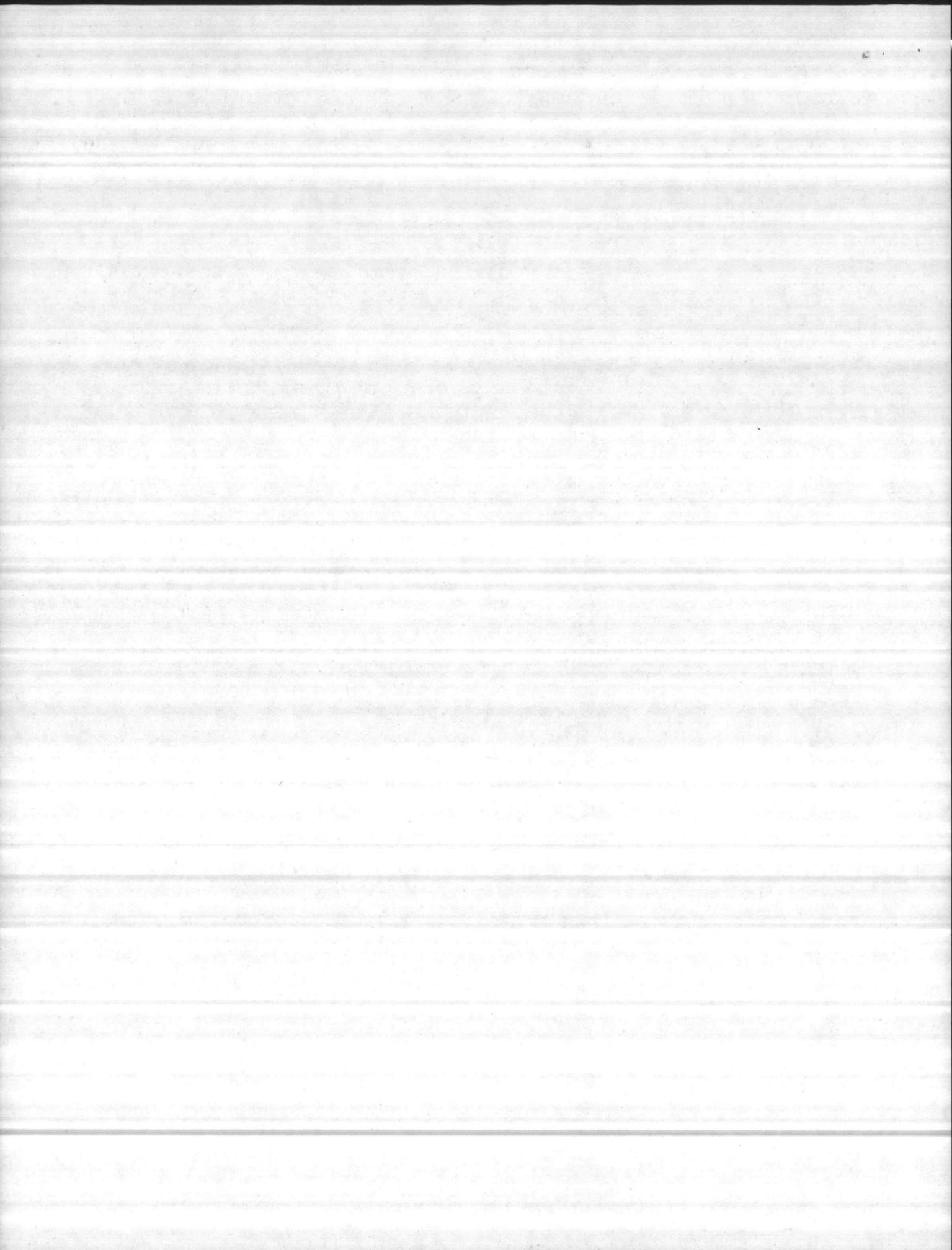
BLDG. NO.JOB ORDER NO.OCCUPANTS USE

<u>BLDG. NO.</u>	<u>JOB ORDER NO.</u>	<u>OCCUPANTS USE</u>
311 103	VA2G0100	TRANSFORMER PAD
312 104	VA2A0100	AIRCRAFT SYSTEMS TRAINING
313 105	VA2F0500	COOLING TOWER
314 106	VA2A0100	MOBILE TRAINER PAD
315 107	VA2A0100	MOBILE TRAINER PAD
316 108	VA2A0100	MOBILE TRAINER PAD
402 109	VA2A1400	EXCHANGE GARAGE
403 100	VA2E0900	WEATHER SHED
410 111	VA2A1400	EXCHANGE SERVICE STATION
413 112	VA2A1400	MARINE EXCHANGE - LAUNDRY
414 113	VA2A1300	COMMISSARY
416 114	VA2A1300	COMMISSARY WAREHOUSE
418 115	VA2C0100	LOADING RAMP
419 116	VA2E0100	HEATING OIL TANK
420 117	VA2E0100	HEATING OIL TANK
421 118	VA2E0100	HEATING OIL TANK
422 119	VA2F0200	HEATING OIL TANK
423 120	VA2E0100	HEATING PLANT I
424 121	VA2A0400	POL DISPATCH
424	VA2A0600	GROUP SUPPLY WAREHOUSE
425 122	VA2A0600	ADMINISTRATION BLDG.
426 123	VA2G0400	ADMINISTRATION BLDG. - DISBURSING
500 124	VA2A1800	SEWAGE LIFT STATION
501 125	VA2E0200	HOSE DRYING RACK
502 126	VA2A1800	WASH RACK
504 127	VA2A0600	FIRE AND CRASH STATION
504	VA2A0200	ADMINISTRATION BLDG.
505 128	VA2C0300	AIRCRAFT MAINTENANCE HANGAR
506 129	VA2F0700	AIRCRAFT WASH RACK
507 130	VA2E0100	WASH RACK PUMP HOUSE
508 131	VA2E0100	AIRCRAFT READY FUEL TANK
509 132	VA2E0100	AIRCRAFT READY FUEL TANK
510 133	VA2E0600	PERSONNEL BUILDING
511 134		HOOK TEST FACILITY
512 135	VA2E0600	AIRCRAFT DIRECT REFUELER
513 136	VA2C0300	AIRCRAFT DELUGE SYSTEM
514 137	VA2C0300	AIRCRAFT WASH RACK
515 138	VA2A0200	WASH RACK PUMP HOUSE
518 139	VA2A0200	MAINTENANCE HANGAR
519 140	VA2A0200	MAINTENANCE HANGAR
520 141	VA2A1600	JET ENGINE TEST FACILITY
522 142	VA2F0100	COMMUNICATIONS FACILITY
523 143	VA2E0200	STANDY-BY GENERATOR BLDG.
524 144	VA2E0200	ANTENNA TOWER
525 145	VA2E0200	ANTENNA TOWER
526 146	VA2E0200	ANTENNA TOWER
527 147	VA2E0100	AIRCRAFT READY FUEL TANK
540 148	VA2E0100	AIRCRAFT READY FUEL TANK
541 149	VA2C0300	AIRCRAFT WASHRACK EQUIP SHELTER
542 150	VA2C0300	AIRCRAFT WASHRACK EQUIP SHELTER
543 151	VA2C0300	AIRCRAFT WASHRACK EQUIP SHELTER
563 152	VA2E0800	AIRCRAFT WASHRACK EQUIP SHELTER
564 153	VA2E0800	INCINERATOR/CL MATTER
		INCINERATOR/CL MATTER (INACTIVE)



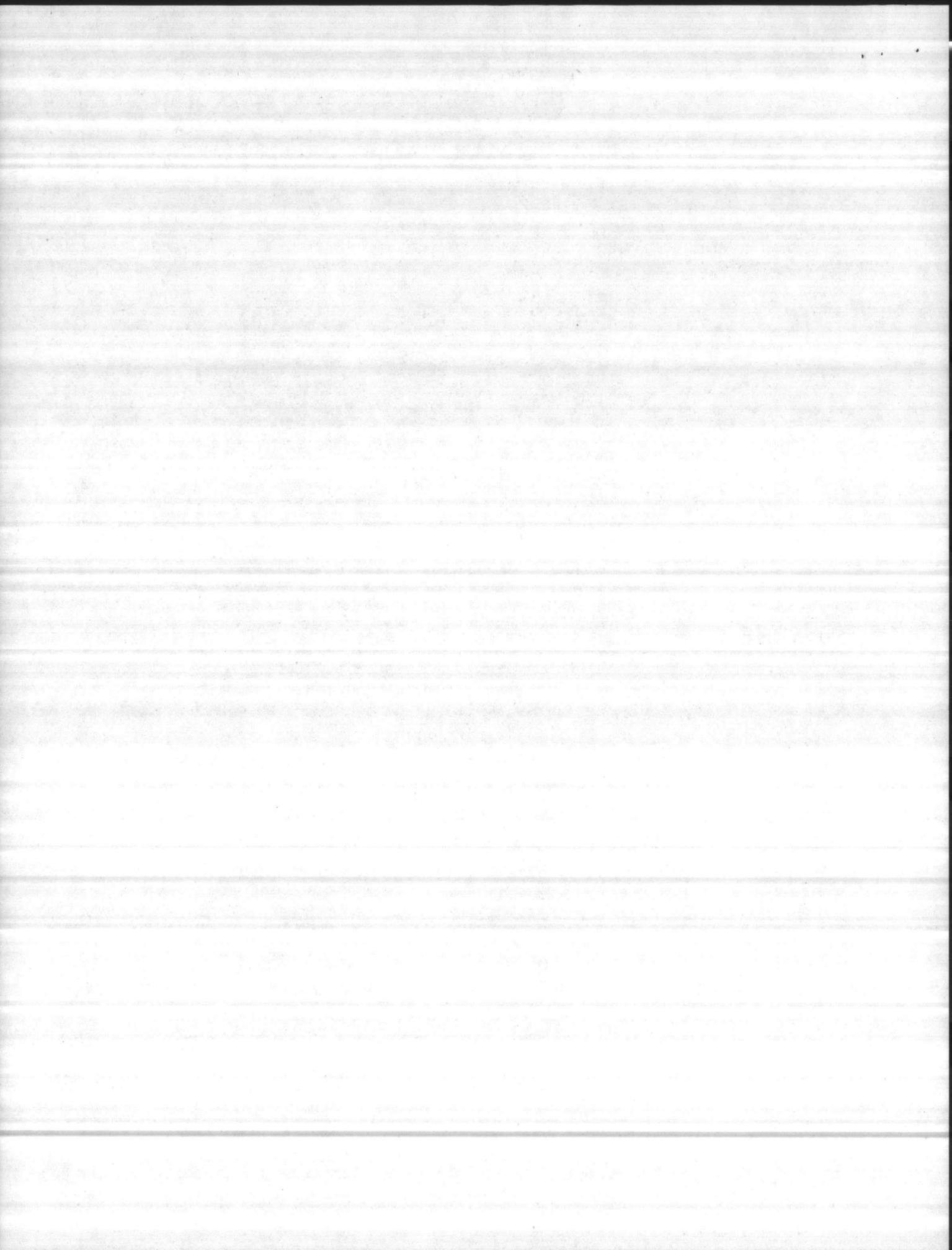
BLDG. NO.JOB ORDER NO.OCCUPANTS USE

<u>BLDG. NO.</u>	<u>JOB ORDER NO.</u>	<u>OCCUPANTS USE</u>
565 154	VA2G0100	TRANSFORMER PAD
567 155	VA2G0100	TRANSFORMER PAD
569 156	VA2A0200	LINE CREW SHELTER
570 157	VA2C0300	G.C.A. HARDSTAND
574 158	VA2A0200	FLIGHT EQUIPMENT ISSUE
575 159	VA2A0600	ADMINISTRATION BLDG.
576 160	VA2A0600	ADMINISTRATIVE OFFICE
576 161	VA2A0200	ARMORY
577 162	VA2A0600	ADMINISTRATIVE BLDG.
577	VA2A1600	GROUND SUP/GMSP OFFICE
578 163	VA2A1500	SPECIAL SERVICES
579 164	VA2A0200	SUPPORT EQUIP. MAINTENANCE SHOP
580 165	VA2A0300	POL FUEL LABORATORY
581 166	VA2A0600	ADMINISTRATIVE OFFICE
583 167	VA2A1500	LAUNDRY PICK-UP STATION
584 168	VA2A0400	STORAGE
585 169	VA2A0200	LINE CREW SHELTER
586 170	VA2A0200	STORAGE BLDG.
587 171	VA2A0200	LINE CREW SHELTER
588 172	VA2A0200	AVIONICS SHOP
589 173	VA2A0200	CARPENTER SHOP
590 174	VA2A0600	ORDNANCE SHOP
591 175	VA2A0200	STORAGE
593 176	VA2A0600	SUPPORT EQUIPMENT SHOP
594 177	VA2A0200	ELECTRONICS MAINTENANCE SHOP
595 178	VA2A0600	COMMUNICATIONS OFFICE
597 179	VA2A0100	TRAINING BUILDING
604 180	VA2A1500	CHILD CARE CENTER
605 181	VA2A0400	STORAGE BLDG.
606 182	VA2G0400	SEWAGE LIFT STATION
608 183	VA2A1500	SCOUT LODGE
609 184	VA2F0400	SEPTIC TANK/DRAIN FIELD
615 185	VA2A1500	DOG KENNEL
619 186	VA2G0400	SEWAGE LIFT STATION
620 187	VA2F0400	IMHOFF TANK
621 188	VA2F0400	PRIMARY CLARIFIER
622 189	VA2F0400	CHLORINE CONTACT CHAMGER
623 190	VA2A0400	TOOL STORAGE
624 191	VA2F0400	SLUDGE DRYING BED
625 192	VA2F0400	TRICKLING FILTER
626 193	VA2F0400	SECONDARY CLARIFIER
627 194	VA2F0400	SLUDGE HOLDING TANK
628 195	VA2F0400	SEWAGE CONTROL BLDG.
630 196	VA2F0400	SECONDARY CLARIFIER
632 197	VA2F0400	TRICKLING FILTER
700 198	VA2A1500	HANDBALL COURT (2)
701 199	VA2E0700	OIL STORAGE BLDG.
702 200	VA2A0700	SNCO QUARTERS
703 201	VA2E0700	OIL STORAGE
704 202	VA2A0700	SNCO QUARTERS
705 203	VA2A0900	BOQ
706 204	VA2G0100	TRANSFORMER PAD
708 205	VA2A1500	BATH HOUSE
709 206	VA2E0900	OUTDOOR SWIMMING POOL



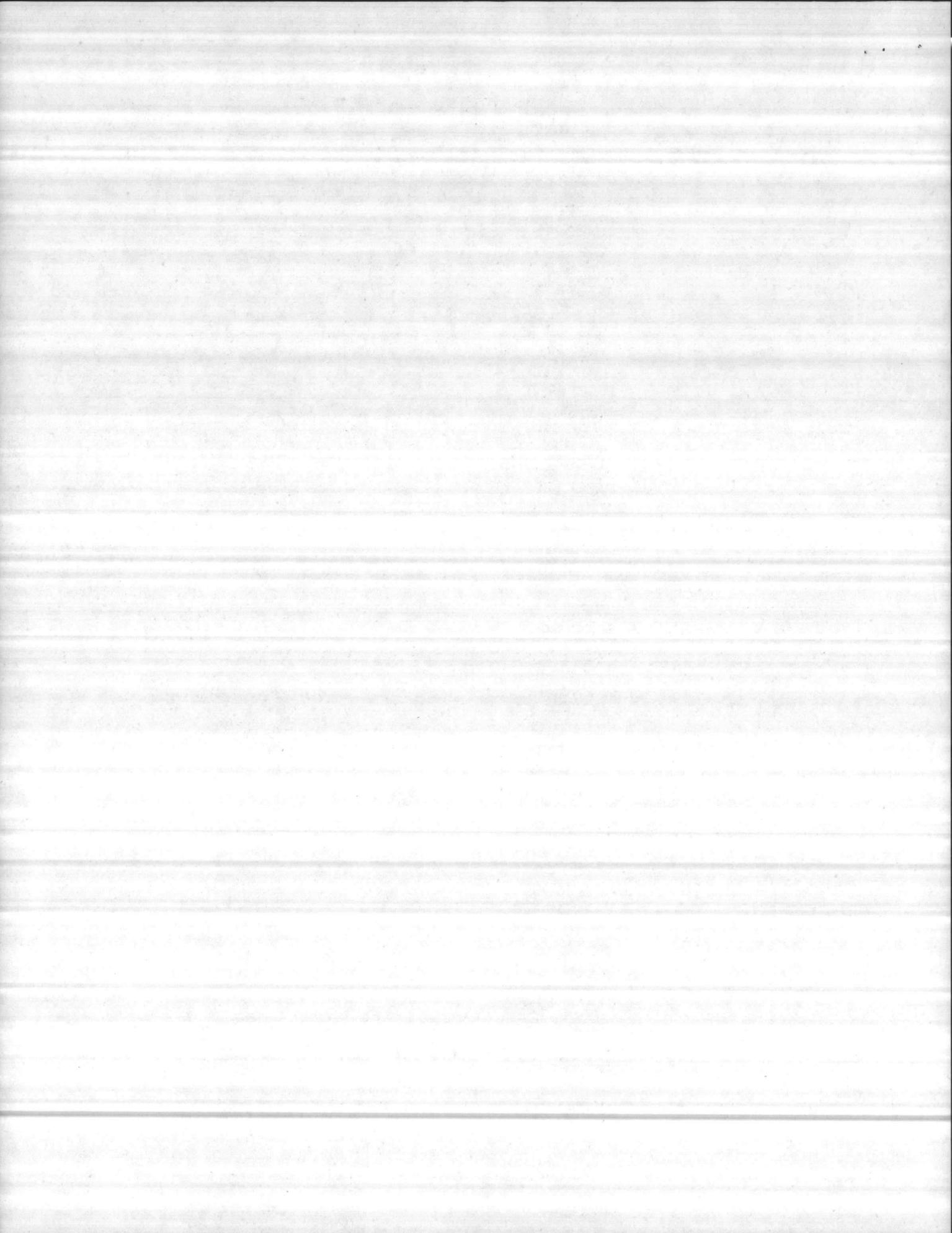
BLDG. NO.JOB ORDER NO.OCCUPANTS USE

<u>BLDG. NO.</u>	<u>JOB ORDER NO.</u>	<u>OCCUPANTS USE</u>
709 207	VA2E0900	OFFICERS OUTDOOR SWIMMING POOL
710 208	VA2A1100	OFFICERS CLUB
711 209	VA2A1600	HOMER BEACON FAC.
714 210	VA2A1900	SMALL ARMS MAGAZINE
715 211	VA2E0200	ANTENNA POLE
716 212	VA2E0200	ANTENNA TOWER
720 213	VA2B0300	GROIN - INACTIVE
726 214	VA2D0300	FLUME
800 215	VA2E0200	ANTENNA MAST
801 216	VA2E0200	ANTENNA MAST
802 217	VA2E0200	ANTENNA TOWER
803 218	VA2E0200	ANTENNA TOWER
804 219	VA2A0200	RADAR MAINT BLDG.
805 220	VA2A0200	COMMUNICATIONS FACILITY
807 221	VA2G0100	TRANSFORMER PAD
808 222	VA2A1600	RADIO SHOP
810 223	VA2A0400	SUPPLY OFFICE AND WAREHOUSE
812 224	VA2A0400	WAREHOUSE
813 225	VA2A0400	WAREHOUSE
814 226	VA2A0200	STORAGE BLDG.
815 227	VA2A0400	STORAGE BLDG.
816 228	VA2A1500	THRIFT SHOP
817 229	VA2A0200	<del>COMMUNICATIONS</del> /SNCO STORAGE
818 230	VA2A0600	ADMINISTRATION BLDG.
819 231	VA2G0100	TRANSFORMER VAULT
820 232	VA2A0600	HEADQUARTERS BLDG.
821 233	VA2E0800	FLAGPOLE
822 234	VA2A0600	PROVOST MARSHALL
824 235	VA2A1200	SNCO CLUB
827 236	VA2A1500	CERAMICS HOBBY SHOP
828 237	VA2A1500	AUTO WOODWORK HOBBY SHOP
829 238	VA2E0800	FLAGPOLE
830 239	VA2A0400	STORAGE BLDG.
831 240	VA2A1500	FLYING CLUB
832 241	VA2A1500	STORAGE BLDG.
833 242	VA2A0400	STEAM PLANT
840 243	VA2A0200	MAINTENANCE HANGAR
841 244	VA2G0100	TRANSFORMER VAULT
842 245	VA2E0800	SALUTING BATTERY
843 246	VA2A1700	OPERATIONS BLDG.
845 247	VA2E0100	HEATING OIL TANK
846 248	VA2E0900	SMALL CRAFT BERTHING
847 249	VA2B0200	CRASH BOAT RAMP
849 250	VA2A0200	ELECTRONICS MAINTENANCE SHOP
850 251	VA2G0400	SEWAGE LIFT STATION
851 252	VA2G0100	TRANSFORMER PAD
852 253	VA2F0400	SEPTIC TANK/DRAIN FIELD
856 254	VA2G0100	TRANSFORMER PAD
857 255	VA2E0200	RADAR EQUIPMENT PAD
858 256	VA2E0200	RADAR EQUIPMENT RACK
859 257	VA2E0200	RADAR EQUIPMENT PAD
860 258	VA2E0200	RADAR EQUIPMENT RACK
861 259	VA2A0400	PAINT LOCKER
862 260	VA2G0100	TRANSFORMER PAD
863 261	VA2A0400	FLAMMABLE STORAGE



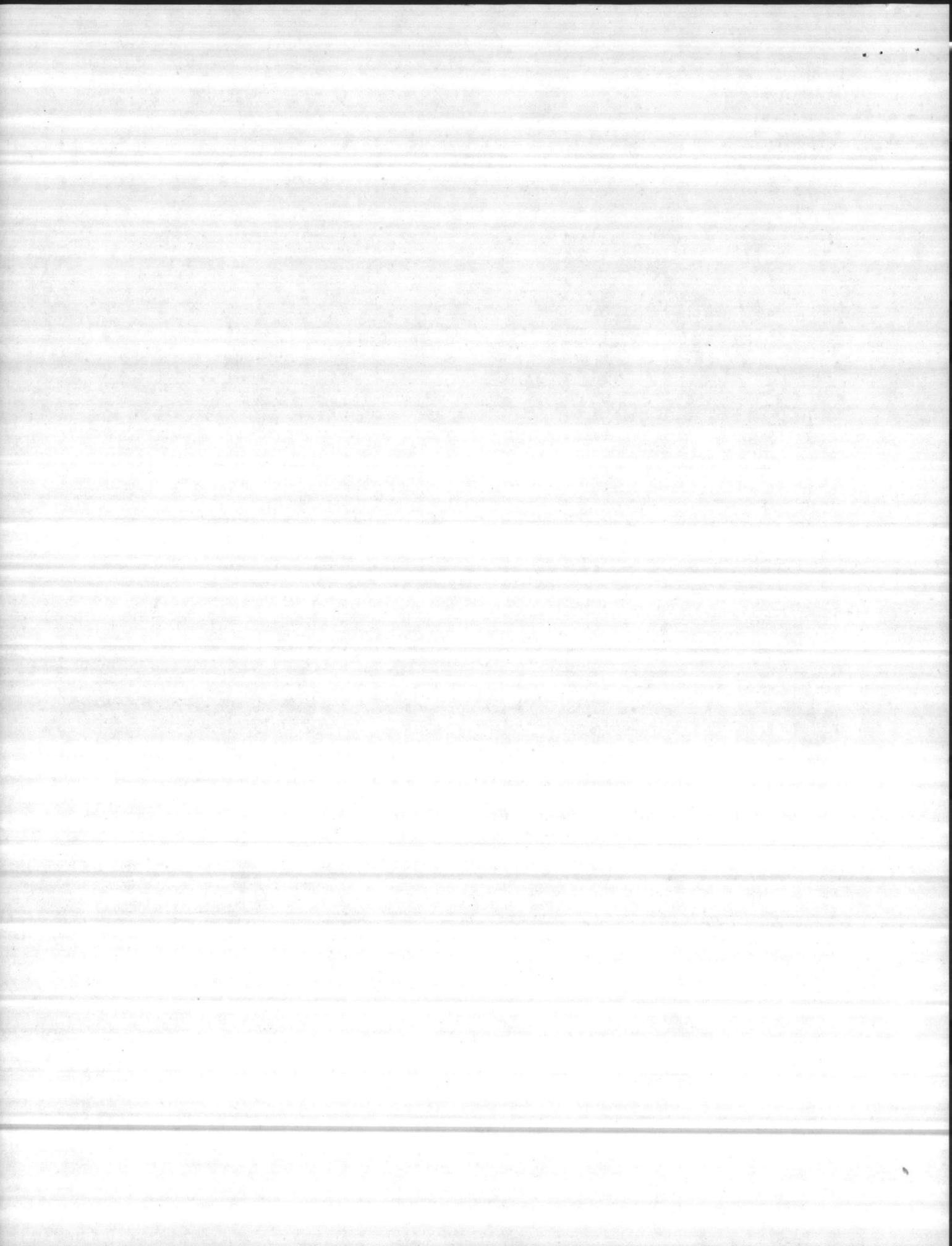
BLDG. NO.JOB ORDER NO.OCCUPANTS USE

<u>BLDG. NO.</u>	<u>JOB ORDER NO.</u>	<u>OCCUPANTS USE</u>
870	262	SKEET RANGE
873	263	STORAGE BLDG.
899	264	STORAGE BLDG.
1000	265	MASTER TV ANTENNA TOWER
1001	266	SEWAGE LIFT STATION
1002	267	WELL HOUSE/NON POTABLE
1003	268	SEWAGE LIFT STATION
2000	269	MASTER TV ANTENNA TOWER
2001	270	SEWAGE LIFT STATION
2002	271	WATER STORAGE TANK
2003	272	WATER PUMPING STATION
2005	273	FLUME
2750	274	PICNIC SHELTER
2800	275	REC. BLDG./BOAT HOUSE
2801	276	SEPTIC TANK/DRAIN FIELD
2802	277	BULKHEADS
2803	278	RECREATION PIER
2804	279	MARINA FUELING FACILITY
2805	280	BOAT RAMP
2806	281	BOAT RACK
2807	282	FLAMMABLE STORES
2850	283	PICNIC SHELTER
2851	284	PICNIC SHELTER
2860	285	PUBLIC TOILET
2861	286	SEPTIC TANK/DRAIN FIELD
3000	287	TACAN BLDG.
3002	288	TETRAHEDRON
3500	289	RADAR PAD
3501	290	SEPTIC TANK/DRAIN FIELD
3502	291	ADMINISTRATION BLDG.
3503	292	ANTENNA TOWER
3504	293	MOTOR TRANSPORT
3505	294	FUEL DISP. PUMP
3506	295	WELL HOUSE/POTABLE
3507	296	TRANSFORMER PAD
3508	297	SEPTIC TANK/DRAIN FIELD
3509	298	GREASE RACK
3510	299	GREASE TRAP
3511	300	DIESEL OIL TANK
3512	301	GASOLINE TANK
3513	302	RADAR GENERATOR PAD
3514	303	RADAR GENERATOR PAD
3515	304	MABS MAINTENANCE BLDG.
3516	305	SUB STATION
3517	306	STANCHION No. 1
3518	307	STANCHION No. 2
3519	308	STANCHION No. 3
3520	309	STANCHION No. 4
3521	310	STANCHION No. 5
3522	311	RADAR ANTENNA PAD
3523	312	MAINTENANCE BLDG.
3602	313	TRANSMISSOMETER PROJECTION
3604	314	TRANSMISSOMETER RECEIVER
3605	315	TRANSFORMER STATION
3606	316	CEILOMETER RECEIVER
3608	317	CEILOMETER DETECTOR

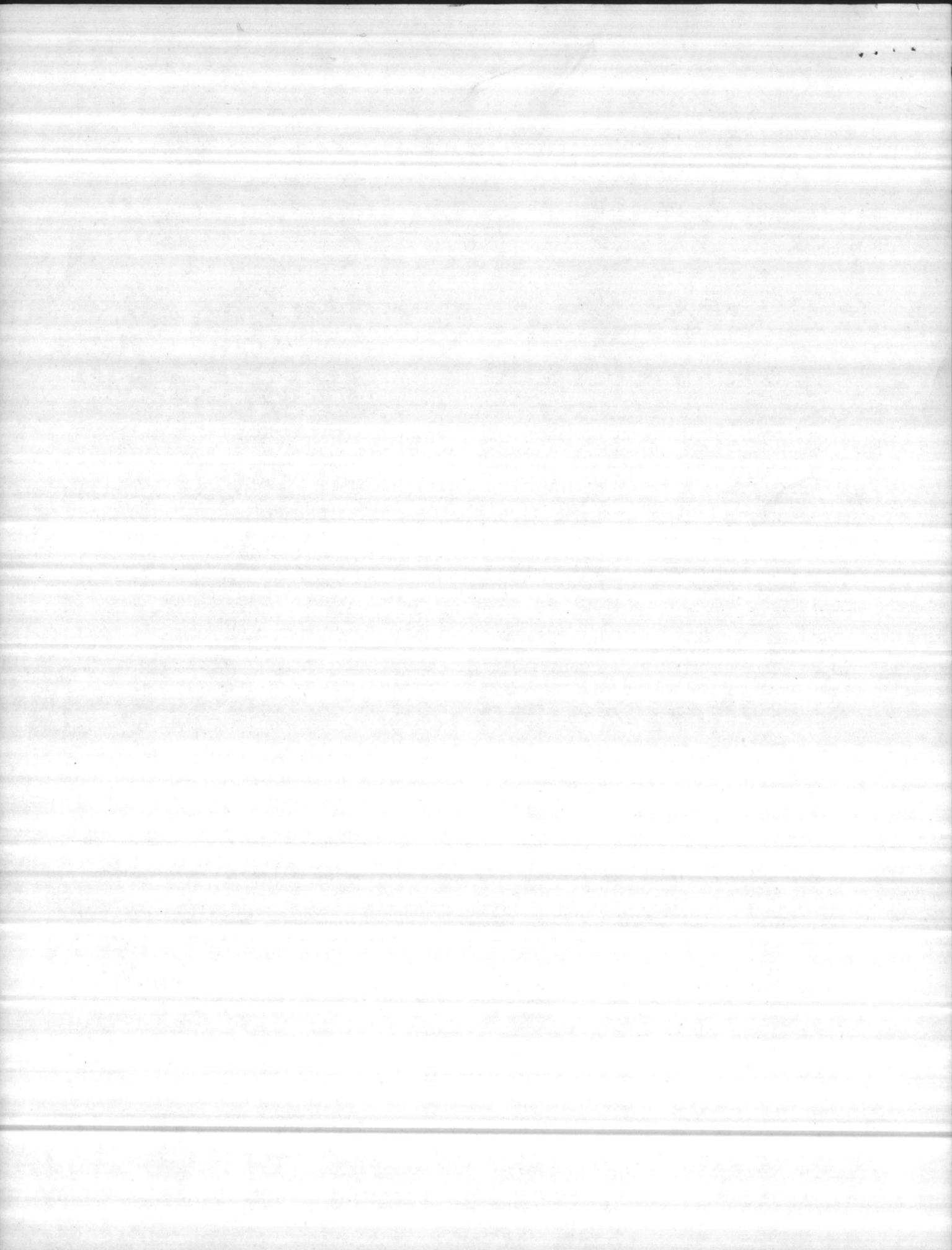


BLDG. NO.JOB ORDER NO.OCCUPANTS USE

3615	318	VA2E0500	GAS CHAMBER
3616	319	VA2A0400	STORAGE BLDG.
3617	320	VA2E0500	FIRE TRAINING PIT
3618	321	VA2E0500	FIRE TRAINING PIT
3619	322	VA2G0100	TRANSFORMER PAD
3620	323	VA2A1600	AIRFIELD LIGHTING BLDG.
3621	324	VA2G0100	TRANSFORMER PAD
4009	325	VA2G0100	TRANSFORMER PAD
4010	326	VA2A0700	ENLISTED MEN'S BARRACKS
4011	327	VA2F0500	COOLING TOWER
4012	328	VA2A0800	MESS HALL
4015	329	VA2A0700	ENLISTED MEN'S BARRACKS
4013	330	VA2G0100	TRANSFORMER PAD
4016	331	VA2G0100	TRANSFORMER PAD
4101	332	VA2C0300	A/C WASH RACK
4102	333	VA2F0700	WASH RACK PUMP HOUSE
4104	334	VA2C0300	A/C WASH RACK
4105	335	VA2F0700	WASH RACK PUMP HOUSE
4106	336	VA2A0200	IMA HANGAR
4107	337	VA2G0100	TRANSFORMER PAD
4108	338	VA2A0200	MAINTENANCE HANGAR
4110	339	VA2A0600	SUPPLY WAREHOUSE
4112	340	VA2A0200	JET ENGINE TEST CELL
4113	341	VA2A0200	JET ENGINE TEST CELL
4114	342	VA2A0200	JET ENGINE TEST CELL
4115	343	VA2A0200	JET ENGINE TEST CELL
4116	344	VA2A0200	JET ENGINE TEST CELL
4119	345	VA2G0100	TRANSFORMER PAD
4120	346	VA2A0100	TRAINING BLDG.
4121	347	VA2G0100	TRANSFORMER PAD
4122	348	VA2A0600	ADMINISTRATION BLDG. - HDQTS.
4123	349	VA2E0800	FLAGPOLE
4125	350	VA2G0400	SEWAGE LIFT STATION
4130	351	VA2F0800	WATER TANK
4133	352	VA2C0300	A/C WASH RACK EQUIP SHELTER
4134	353	VA2C0300	A/C WASH RACK EQUIP SHELTER
4135	354	VA2C0300	A/C WASH RACK EQUIP SHELTER
4136	355	VA2C0300	A/C WASH RACK EQUIP SHELTER
4140	356	VA2F0800	WELL HOUSE NON/POTABLE
4150	357	VA2F0800	WELL HOUSE NON/POTABLE
5001	358	VA2F0800	RAW WATER PUMP HOUSE
5009	359	VA2F0800	RAW WATER PUMP HOUSE
<del>5010</del>		<del>VA2A0100</del>	<del>GMSP SCHOOL REMOVED</del>
<del>5011</del>		<del>VA2A0100</del>	<del>GMSP SCHOOL REMOVED</del>



AIR CONDITION EQUIPMENT - OVER 25 TON	VA2E1100
AIR CONDITION EQUIPMENT - 5 to 25 TON	VA2E1200
COMMISSARY - REFRIGERATION AIR CONDITION EQUIPMENT	XXY10500 XXY10600 XXY10800
WALK IN REEFERS - MESS HALLS	VA2E1200
TRAFFIC MARKING, BUFFERS, FANS, WATER COOLERS, ETC.	VC4B1300
RUNWAY AND TAXIWAY LIGHTING	VA2E0400
FIRE ALARM - STATION	VA2G0500
STEAM DISTRIBUTION	VA2G0200
ELECTRICAL DISTRIBUTION AND STREET LIGHTING	VA2G0100
INSECT AND RODENT CONTROL - STATION	VC4B0400
FIRE HYDRANTS AND PROTECTION SYSTEM - POTABLE	VA2G0300
IMPROVED GROUNDS - LAWNS	VA2D0100
SEMI-IMPROVED GROUNDS	VA2D0200
MAINTENANCE SHOP OVERHEAD	VA2J0100
ROADS AND STREETS	VA2C0100
REACH IN REEFERS - MESS HALLS	VC4B1600
REPAIR PERSONNEL SUPPORT EQUIPMENT	VH4A0200
<i>SELF HELP</i>	<i>VA2H0600</i>



SUPPLY OFFICER  
 MCAS (H) NEW RIVER  
 JACKSONVILLE, N.C. 28540

MR. REPER  
 919-455-6361

6. DELIVER BY (Date)  
 PER SPECIFICATIONS

7. DELIVERY  
 TO DESTINATION  
 OTHER (See Schedule)

FOR INFORMATION CALL (Name and tel. no.) (No collect calls)  
 8. TO NAME AND ADDRESS

(Street, City, State and ZIP Code)  
 BOSGO SERVICE COMPANY  
 P. O. BOX 13367  
 ATLANTA, GA. 30324

9. DESTINATION (Consignee and address including ZIP code)

*Not Now Required per Mr Herndon 5/30/74*

10. PLEASE FURNISH QUOTATIONS TO THE ISSUING OFFICE ON OR BEFORE CLOSE OF BUSINESS 73 OCT 23 (Date) *HoP* SUPPLIES ARE OF DOMESTIC ORIGIN UNLESS OTHERWISE INDICATED BY QUOTER. THIS IS A REQUEST FOR INFORMATION, AND QUOTATIONS FURNISHED ARE NOT OFFERS. IF YOU ARE UNABLE TO QUOTE, PLEASE SO INDICATE ON THIS FORM AND RETURN IT. THIS REQUEST DOES NOT COMMIT THE GOVERNMENT TO PAY ANY COSTS INCURRED IN THE PREPARATION OR THE SUBMISSION OF THIS QUOTATION, OR TO PROCURE OR CONTRACT FOR SUPPLIES OR SERVICES.

SCHEDULE

11. ITEM NO.	12. SUPPLIES/SERVICES	13. QUANTITY	14. UNIT	15. UNIT PRICE	16. AMOUNT
1	TO PROVIDE SERVICE AND MATERIAL NECESSARY TO MAINTAIN BOILER CONTROLS IN CENTRAL HEATING PLANT, METER CONTROLS IN WATER TREATMENT PLANT, AND METER CONTROLS IN SEWAGE TREATMENT PLANT AT MCAS (H) NEW RIVER FOR THE FISCAL YEAR 1974.	2	INSP		
		Boiler		\$204.00	\$408.00
		Water		100.00	200.00
		Sewerage		100.00	200.00
				Total	\$808.00

SERVICE TO CONSIST OF INSPECTION, ADJUSTMENT, AND CALIBRATION AS REQUIRED. IN THE EVENT NEW PARTS ARE NEEDED, REPLACEMENT PARTS WILL BE FURNISHED AT ESTABLISHED STANDARD PRICES. IN NO EVENT SHALL MORE THAN SIX MONTHS ELAPSE BETWEEN INSPECTIONS.

THE CONTRACTOR WILL FURNISH A WRITTEN REPORT FOLLOWING EACH INSPECTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE SAFETY OF ALL PERSONNEL WHILE OPERATING EQUIPMENT ON BOARD STATION.

CIRCLE WHETHER LARGE OR SMALL BUSINESS

I certify that I am not a member of the military service or a civilian employee of the government.

ADVISE EARLIEST DELIVERY DATE: 30 days  
 PLEASE QUOTE F.O.B. JACKSONVILLE, N.C. PRICE  
 PRICE QUOTED SHALL INCLUDE ANY TRANSPORTATION AND/OR QUANTITY DISCOUNTS AS WELL AS FEDERAL EXCISE TAXES IF APPLICABLE

17. PRICES QUOTED INCLUDE APPLICABLE FEDERAL, STATE, AND LOCAL TAXES.  
 DISCOUNT FOR PROMPT PAYMENT: None % 10 CALENDAR DAYS; \_\_\_\_\_ % 20 CALENDAR DAYS; \_\_\_\_\_ % 30 CALENDAR DAYS; \_\_\_\_\_ % \_\_\_\_\_ CALENDAR DAYS.

NOTE: Reverse must also be completed by the quoter.

18. NAME AND ADDRESS OF QUOTER (Street, city, county, State, including ZIP Code)  
 BOSCO Service Company  
 1268 Citadel Dr. NE  
 Atlanta, Georgia 30324

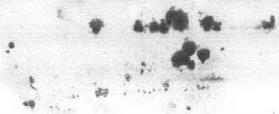
19. SIGNATURE OF PERSON AUTHORIZED TO SIGN QUOTATION

20. DATE OF QUOTATION

21. SIGNER'S NAME AND TITLE (Type or print)

22. TELEPHONE NO. (Include area code)

D. T. Sheffield, President 404-634-7244



*[Faint, illegible handwriting]*