

# FACT SHEET



NASA CROWS LANDING

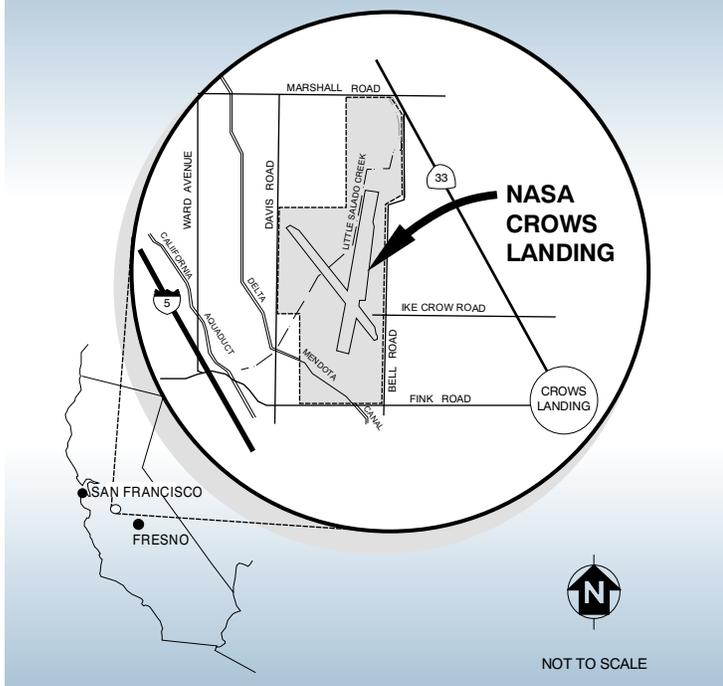
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## INTRODUCTION

### Property Ready for Transfer and Reuse at NASA Crows Landing:

Based on U.S. Navy environmental investigations, the National Aeronautics and Space Administration (NASA) has concluded that some of the land at its Crows Landing Flight Facility is ready for transfer to new ownership. NASA Crows Landing is located in Stanislaus County, California, approximately 80 miles southeast of San Francisco (Figure 1).

**Figure 1: Location of NASA Crows Landing**



The site consists of 1,500 acres of land in the northwestern part of the San Joaquin Valley between the towns of Patterson and Crows Landing. NASA Crows landing was originally commissioned by the U.S. Navy in 1943 to serve as a training field during World War II. The facility was transferred to NASA in 1994. The U.S. Navy is responsible for planning and implementing actions to clean up contamination that resulted from Navy operations at the facility. NASA Crows Landing has been divided into 16 parcels. The entire base has also been partitioned by a property transfer boundary line (see Figure 2). All property west of the boundary line, with the exception of one parcel, is ready for transfer. All property east of the boundary line will be transferred later. The area ready for transfer encompasses approximately 1,140 acres.

The property ready for transfer is divided into four parcels. Parcel 1, the agricultural outlease area, has been leased for agricultural production since the installation was constructed in 1943. Approximately 980 acres of Parcel 1 will be transferred. Included in this parcel are three active irrigation supply wells, three monitoring wells that are part of the basewide groundwater monitoring system, and two unused aircraft landing support structures. Parcel 2 includes 163 acres of runways and taxiways that are ready for transfer. The runways and taxiways are not currently used; however, they are functional and in good condition. Parcel 14 consists of two separate areas: an earthen berm, formerly used as a firing range backstop; and an area where live ammunition was found and removed. The two areas combined are approximately 2 acres and are used for agricultural production. Parcel 15 covers an area of approximately 1-1/2 acres and includes a concrete pad with three transformers, Building 143, and vacant land. Building 143 is currently vacant and is not maintained.

NASA Crows Landing will be transferred by the General Services Administration through the Standard Federal Government excess process. To date, no specific reuse has been determined.

### Update on Environmental Cleanups

The remaining 12 parcels will be ready for transfer later. Environmental investigations will continue under the installation restoration program (IRP) and have been completed under the underground storage tank (UST) program. Cleanup technologies are also being evaluated under both programs. At the IRP sites, a soil cap is being considered for the Disposal Pits Area. The soil cap will help control rainwater runoff by preventing water from filtering through the buried debris and affecting groundwater. Excavation to remove the debris is also being considered for the Disposal Pits Area.

Several methods have been tested to remove the solvent carbon tetrachloride from groundwater at the Demolished Hangars Area. One method involves forcefully injecting air bubbles through contaminated groundwater. Because carbon tetrachloride evaporates easily, this action strips the solvent from groundwater. The carbon tetrachloride vapor is then removed from the ground using a soil vapor extraction system and treated above ground. Another cleanup

involves pumping contaminated groundwater out of the ground for aboveground treatment. The U.S. Navy will recommend the best method for removing carbon tetrachloride from groundwater at the Demolished Hangars Area after testing is complete.

A more detailed cleanup proposal for both areas will be ready in Fall 1999. Public input will be solicited on the proposed cleanup alternatives. After the U.S. Navy has had a chance to consider and respond to comments provided by the public, an action plan will be prepared outlining the chosen cleanup alternatives.

Cleanup technologies at the UST sites have already been tested and used to successfully remove contaminants from soil and groundwater. Cleanup methods include vacuuming easily evaporated fuel, such as gasoline, through holes drilled into contaminated soil. This method also used vapor extraction and has successfully removed approximately 47,000 pounds of contamination from soil at UST 117. Another method for cleaning up fuel at the UST sites involves enhancing the natural biological degradation process. Normally, naturally occurring bacteria will eventually degrade most fuel, which they use as a food source. Supplying oxygen to help the bacteria multiply and consume the fuel can accelerate this natural biodegradation process. The U.S. Navy is designing cleanup systems that include the technologies discussed above for UST Clusters 1 and 2 and UST 117. Finally, the soil at UST 109 will be cleaned up using passive biovent technology. This technology also takes advantage of naturally occurring bacteria to degrade fuel. In this technology, holes, or vents, are bored into the ground to allow air to reach the contaminated zone. The air serves as an oxygen source to help the bacteria multiply and consume the fuel.

# INFORMATION

**FOR MORE INFORMATION**  
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Reports describing the results of environmental investigations are available for review at the Patterson Public Library. The address and telephone number of the library are:

Patterson Public Library  
 Reference Desk  
 46 Salado Avenue at 3rd Street  
 Patterson, California 95363  
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**Figure 2: Property Transfer**

