

# Rationale for No Action Required

Date stamped: 9/16/2002 <sup>Requested</sup> <sub>more info</sub> Date reviewed: 11/7/02

Name and description of site: Engine Test Stand near outfall 004 - SE corner  
(incl. County, size...) of Mitchell Airport - Airforce Reserves  
300 E. College Ave. - Milwaukee

Who is submitting and for whom? (Consultant and client) Monica Lewis; Royal Eckstein  
Chief, Environmental Flight

What has been submitted? Notification, further description, 9 sample results,  
Site map

Description of contamination: JP-8 Jet Fuel

Any references to other documents available, but not submitted? \_\_\_\_\_

What is being requested? \_\_\_\_\_

Conclusions: No Action Required, low level contamination,  
procedures to prevent future occurrences are in place.

BRRTS # 09-41-378567  
~~09-41-378567~~

Please copy to Walt

Signed: Michelle Williams

FACSIMILE ELECTRO MAIL TRANSMITTAL

(This information collection is not subject to OMB review under Pt. 96, The Paperwork Reduction Act.)

WARNING!! DO NOT TRANSMIT CLASSIFIED INFORMATION OVER UNSECURED TELECOMMUNICATIONS SYSTEMS. OFFICIAL DOD TELECOMMUNICATIONS SYSTEMS ARE SUBJECT TO MONITORING AND USE OF DOD TELECOMMUNICATIONS SYSTEMS CONSTITUTES CONSENT TO MONITORING

SECTION I - TO BE COMPLETED BY ORIGINATOR

CLASSIFICATION	TRANSMISSION <input type="checkbox"/> IMMEDIATE <input type="checkbox"/> ROUTINE		PAGE 1 OF 9 PAGES
FOR OFFICIAL USE ONLY			
TO (Office Symbol, Point of Contact, and Address)  SER R+R Program Asst		FAX NO DSN COMMERCIAL 414 263 8983	
ELECTRONIC MAIL ADDRESS (E-Mail)		VOICE NO DSN COMMERCIAL	

SUBJECT

FROM (Office Symbol, Point of Contact, and Address) MONICA LEWIS 440 SPTG/CE GMIAP-ARS 300 E COLLEGE AVE MILWAUKEE WI 53207-6299		FAX NO DSN COMMERCIAL 741-5609 (414) 482-5609	
ELECTRONIC MAIL ADDRESS (E-Mail)		VOICE NO DSN COMMERCIAL 741-6151 (414) 482-6151	

REMARKS:

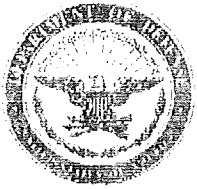
"Do not transmit classified information over unsecured telecommunications systems. Official DOD telecommunications systems are subject to monitoring, and use of DOD telecommunications systems constitutes consent to monitoring."

Please see attached non-emergency Hazardous Substance release package submitted for your review - A hard copy will follow Mr Ferguson indicated I should fax the information to the appropriate R+R Dept. Thank you. Monica Lewis

ORIGINATOR'S SIGNATURE <i>Monica Lewis</i>	DATE 16 Sep 02	TIME
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SECTION II - TO BE COMPLETED BY ELECTRO MAIL OPERATOR

DATE TRANSMITTED	TIME TRANSMITTED	TRANSMITTER'S SIGNATURE
DATE ADDRESSEE CONTACTED	TIME ADDRESSEE CONTACTED	CONTACTOR'S SIGNATURE



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND



U.S. AIR FORCE

16 Sep 2002

440 SPTG/CEV  
General Mitchell International Airport  
Air Reserve Station (GMIAP-ARS)  
300 East College  
Milwaukee, WI 53207

SER R&R Program Assistant  
Wisconsin Department of Natural Resources  
SE Region HQ  
2300 North Martin Luther King Blvd  
Milwaukee, WI 53212

Greetings,

The purpose of this letter is to report on 1) JP-8 aircraft fuel release incidents that have been occurring over the last two years at the GMIAP-ARS Engine Test Stand (ETS), 2) the recent action taken to investigate the consequences of the spills, and 3) the actions GMIAP-ARS is taking to prevent recurrence. GMIAP-ARS requests the WDNR Spill Coordinator review all submitted information and approve closure of the incidents, if applicable.

The attachments submitted include the following:

- Attachment 1 - DNR Form 4400-225
- Attachment 2 - Letter summarizing Sampling and Analysis results
- Attachment 3 - Sampling and Analysis Results
- Attachment 4 - Map depicting release location and sampling locations

Additionally, in reviewing the submittal requirements on the form, future identifications of non-emergency releases will be submitted immediately. This form and the requirement will be added to GMIAP-ARS's Hazardous Material Emergency Response Plan. Currently, it only addresses emergency type spills.

If further information or discussion is needed, please contact me at (414) 482-6131 or email [monica.lewis@generalmitchell.af.mil](mailto:monica.lewis@generalmitchell.af.mil).

Sincerely,

Monica Lewis  
Chief, Environmental Flight

State of Wisconsin  
Department of Natural Resources

**Hazardous Substance Release Fax Notification  
(Non-Emergency Only)**

Form 8400-225 (8/02) Page 1 of 2

**Emergency Releases / Spills must be reported via the 24-hour Hotline: 1-800-843-0063**

**Notice:** Hazardous substance discharges must be reported immediately according to the "Spills Law", s. 292.11 Wis. Stat. Section NR 708.06(1)(b), Wis. Adm. Code requires that hazardous substance discharges are to be reported by one of three methods: telephoning the Department (toll free Spill Hotline number above), telefaxing a report to the Department or visiting a Department office in person. If you choose to notify the Department by telefax, you should use this form to be sure that all necessary information is included. However use of this form is not mandatory. Under s. 292.09, Wis. Stat., the penalty for violating ch. 292 Wis. Stat. shall be no less than \$10 nor more than \$5000 for each violation. Each day of continued violation is a separate offense. It is not the Department's intention to use any personally identifiable information from this form for any purpose other than program administration. However, information submitted on this form may also be made available to requesters under Wisconsin's Open Records Law (ss. 19.31 - 19.39, Wis. Stat.).  
Confirmatory laboratory data should be included with this form, to assist the DNR in processing this Hazardous Substance Release Notification.

Complete this form. **TYPE or PRINT LEGIBLY.** FAX it to the appropriate WDNR region (see next page) **IMMEDIATELY** upon discovery of a potential release from (check one):

- Underground Petroleum Storage Tank System
- Aboveground Petroleum Storage Tank System
- Dry Cleaner Facility (DERP eligibility based on:  Facility owner/operator  Property owner of licensed facility)
- Other - Describe: Engine Test Stand (ETS) - releases occurred at aircraft engine shut-down

TO WDNR, ATTN: R & R Program Assistant

(Area Code) FAX Number  
(414) 263-8483

**1. Discharge reported by:**

Name	Firm	Date FAXed to WDNR
Monica Lewis	General Mitchell Inter- National Airport-Air Force Reserves	16 Sep 2002

**Mailing Address**

300 East College Ave  
Milwaukee, WI 53207

(Area Code) Telephone Number  
(414) 482-6151

**2. Site Information**

Name of site at which discharge occurred. Include local name of site/business, not responsible party name, unless a residence / vacant property. General Mitchell International Airport-Air Force Reserves (GMIAP-ARS)

Location: Include street address, not P.O. Box. If no street address, describe as precisely as possible, i.e., 1/4 mile NW of CTHs 60 & 123 on E side of CTH 60. 300 East College Ave, Milwaukee, WI 53207

Release has potentially occurred at GMIAP-ARS Outfall 004 near Engine Test Stand at SE corner of base.

Municipality (City, Village, Township) Specify municipality in which the site is located, not mailing address/city

City of Milwaukee, Wisconsin

County:	Legal Description:
Milwaukee	42° 56.8' north latitude, 87° 53.8' west longitude 1/4, 1/4, Section _____, Tn _____, Range _____ E / W (circle one)

**3. Responsible Party (RP) and/or RP Representative**

Responsible Party Name: Business or owner name that is responsible for cleanup. If more than one, list all. Attach additional pages as necessary

GMIAP-ARS, 440th Airlift Wing

Contact Person Name (if different) Monica Lewis

Telephone Number  
(414) 482-6151

**Mailing Address**

440 SPTG/CEV  
300 East College Ave

City  
Milwaukee

State  
WI

ZIP Code  
53207

**4. Hazardous Substance Impact Information**

Identify hazardous substance discharged (check all that apply):

- Ammonia
- Arsenic
- Gasoline-Unleaded
- Herbicide
- PERC
- Pesticides

(Continued)

State of Wisconsin  
Department of Natural Resources

**Hazardous Substance Release Fax Notification**  
**(Non-Emergency Only)**

Form 4400-225 (8/02) Page 2 of 2

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Chlorinated Solvents   | <input type="checkbox"/> Hydraulic Fuel                                   | <input type="checkbox"/> RCRA Hazardous Waste                  |
| <input type="checkbox"/> PAH's                  | <input type="checkbox"/> Hydrocarbon-Unknown Type                         | <input type="checkbox"/> SVOC (Semi-volatile Organic Compound) |
| <input type="checkbox"/> Chromium               | <input type="checkbox"/> Leachate   | <input type="checkbox"/> Solvent                               |
| <input type="checkbox"/> Cyanide                | <input type="checkbox"/> MTBE-Methyl Tertiary Butyl Ether                 | <input type="checkbox"/> Standard Solvent                      |
| <input type="checkbox"/> Diesel                 | <input type="checkbox"/> Mercury  | <input type="checkbox"/> Transformer Fluid                     |
| <input type="checkbox"/> Fertilizer             | <input type="checkbox"/> Metals (specify):                                | <input type="checkbox"/> Unknown                               |
| <input type="checkbox"/> Fuel Oil               | <input type="checkbox"/> Milk   | <input type="checkbox"/> VOC's                                 |
| <input type="checkbox"/> Petroleum-Unknown Type | <input type="checkbox"/> Oil & Grease                                     | <input type="checkbox"/> Waste Oil                             |
| <input type="checkbox"/> Gasoline-Lead Unknown  | <input checked="" type="checkbox"/> Other (specify): <u>JP-8 Jet Fuel</u> |  |
| <input type="checkbox"/> Gasoline-Leaded        | <input type="checkbox"/> PCB's  |  |

Impacts to the environment (enter "K" for known/confirmed or "P" for potential for all that apply)

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Air Contamination                       | <input type="checkbox"/> Contamination in Row of Way | <input type="checkbox"/> Sanitary Sewer Contamination           |
| <input type="checkbox"/> Co-contamination                        | <input type="checkbox"/> Direct Contact              | <input checked="" type="checkbox"/> Soil Contamination          |
| <input type="checkbox"/> Concrete/Asphalt                        | <input type="checkbox"/> Expanding Plume             | <input checked="" type="checkbox"/> Storm Sewer Contamination   |
| <input type="checkbox"/> Contained/Recovered                     | <input type="checkbox"/> Fire Explosion Threat       | <input checked="" type="checkbox"/> Surface Water Contamination |
| <input type="checkbox"/> Contamination Within 1 Meter of Bedrock | <input type="checkbox"/> Free Product                | <input type="checkbox"/> Within 100 ft of Private Well          |
| <input type="checkbox"/> Contaminated Private Well               | <input type="checkbox"/> Groundwater Contamination   | <input type="checkbox"/> Within 1000 ft of Public Well          |
| <input type="checkbox"/> Contaminated Public Well                | <input type="checkbox"/> Off-Site Contamination      |   |
| <input type="checkbox"/> Contamination in Fractured Bedrock      | <input type="checkbox"/> Other                       |   |

Contamination was discovered as a result of:

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Tank closure assessment | <input type="checkbox"/> Site assessment | Other - Describe: <u>project to correct containment prob</u> |
| Date   | Date                                     | Date <u>7/27/02</u>  |

Lab results:

- Lab results will be faxed upon receipt  
 Lab results are attached

Additional Comments: Include a brief description of immediate actions taken to halt the release and contain or cleanup hazardous substances that have been discharged

During a construction project to replace faulty valve at Engine Test Stand, another pipe was located which appeared connected to a drain under Engine Test Stand (ETS). Discussion with ETS personnel indicated they were releasing about a quart of fuel to the drain as it connected to the oil/water separator. The separator had been removed. It is estimated 4 releases a year over the last 4 years has occurred totalling 4-6 gallons. Personnel have been briefed on correct collection procedures of fuel. Storm \*

FAX numbers to report non-emergency releases in DNR's five regions are as follows:

**Northeast Region (920-492-6855); Attention - RR Program Assistant:**

Brown, Calumet, Door, Fond du Lac (except City of Waupun - see South Central Region), Green Lake, Kewaunee, Manitowac, Marinette, Marquette, Menominee, Oconto, Outagamie, Shawano, Waupesa, Waushara, Winnebago Counties

**Northern Region (715-365-8932); Attention - RR Program Assistant:**

Ashland, Barron, Bayfield, Burnett, Douglas, Forest, Florence, Iron, Langlade, Lincoln, Oneida, Polk, Price, Rusk, Sawyer, Taylor, Vilas, Washburn Counties

**South Central Region (608-276-3335); Attention - RR Program Assistant:**

Columbia, Crawford, Dane, Dodge, Fond du Lac (City of Waupun only), Grant, Green, Iowa, Jefferson, Lafayette, Richland, Rock, Sauk Counties

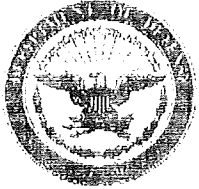
**Southeast Region (414-263-8483); Attention - RR Program Assistant:**

Kenosha, Milwaukee, Ozaukee, Racine, Sheboygan, Walworth, Washington, Waukesha Counties

**West Central Region (716-899-6076); Attention - RR Program Assistant:**

Adams, Buffalo, Chippewa, Clark, Dunn, Eau Claire, Jackson, Juneau, LaCrosse, Marathon, Monroe, Papin, Pierce, Portage, St. Croix, Trempealeau, Vernon, Wood Counties

- \* Water Pollution Prevention Plan (SWPPP) and Haz Mat Emergency Response Plan have been updated to reflect current condition of ETS. All ETS personnel, supervisors, and respective Commanders have been briefed on the incident, appropriate operational procedures for collecting residual fuel and its correct disposition (designated storage container at the Engine Test Shop, Bldg 208.) All ETS personnel were also sent to SWPPP training which covers the hazards of discharging to the storm water and specific spill contingency requirements



## DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE COMMAND

26 July 2002

MEMORANDUM FOR: 440 SPTG/CEV

FROM: 440 SPTG/SGPB

SUBJECT: Engine Test Stand Environmental Sample Analysis Results

1. Attached are the results from environmental sampling and sample analysis as requested by CEV. Per CEV request, environmental samples were taken at three points downstream from the aircraft engine test stand for GRO, DRO, BTEX, O&G, BOD, and TSS. There was no noticeable petroleum appearance or smell during sampling. All samples were taken by the grab method. The following values were returned:

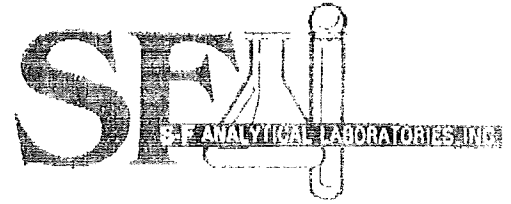
	Sample No., Location	Test	Result	Units	Method
1.	GN020026 engine test stand outfall	TSS	7	mg/l	EPA 160.2
2.	GN020027 engine test stand outfall	BOD	< 2	mg/l	SM5210B
3.	GN020028 engine test stand outfall	O & G	< 2	mg/l	EPA 413.1
4.	GN020029 engine test stand outfall	GRO	< 3.3	mg/Kg	WDNR 8021
5.	GN020030 engine test stand outfall	DRO	< 3.3	mg/Kg	WDNR 8021
6.	GN020031 midway between engine test stand and storm conduit under runway	GRO	< 3.3	mg/Kg	WDNR 8021
7.	GN020032 midway between engine test stand and storm conduit under runway	DRO	< 3.3	mg/Kg	WDNR 8021
8.	GN020033 between engine test stand and samples before runway storm conduit	GRO	< 3.3	mg/Kg	WDNR 8021
9.	GN020034 between engine test stand and samples before runway storm conduit	DRO	< 3.3	mg/Kg	WDNR 8021

2. Questions and comments regarding this report can be directed to the undersigned at x5240 or [royal.eckstein@generalmitchell.af.mil](mailto:royal.eckstein@generalmitchell.af.mil).

*R. Eckstein*  
 ROYAL ECKSTEIN  
 Industrial Hygienist

Attachments:

1. Laboratory Results



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440 AW SPTG/PB  
 Attn: Royal Eckstein  
 300 East College Avenue  
 Milwaukee, WI 53207-6299

Received Date: 7/9/02  
 Report Date: 7/22/02

Page 1 of 3

**- Analytical Results -**

Lab #: 02A3693-001

Sample ID: GN020021 GRAB 07/09/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Total Xylenes	<0.66	ug/L	0.66	2	7/16/02	BI	8021	S
Toluene	<0.33	ug/L	0.33	1	7/16/02	BI	8021	S
Ethylbenzene	<0.33	ug/L	0.33	1	7/16/02	BI	8021	S
Benzene	<0.33	ug/L	0.33	1	7/16/02	BI	8021	S

Lab #: 02A3693-002

Sample ID: GN020025 GRAB 07/09/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Total Xylenes	<0.66	ug/L	0.66	2	7/16/02	BI	8021	S
Toluene	<0.33	ug/L	0.33	1	7/16/02	BI	8021	S
Ethylbenzene	<0.33	ug/L	0.33	1	7/16/02	BI	8021	S
Benzene	<0.33	ug/L	0.33	1	7/16/02	BI	8021	S

Lab #: 02A3693-003

Sample ID: GN020029 GRAB 07/09/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Total Xylenes	<0.0166	mg/Kg	0.0166	0.050	7/12/02	BI	8021	1
Toluene	<0.0083	mg/Kg	0.0083	0.025	7/12/02	BI	8021	S
Ethylbenzene	<0.0090	mg/Kg	0.0090	0.025	7/12/02	BI	8021	S
Benzene	<0.0083	mg/Kg	0.0083	0.025	7/12/02	BI	8021	S
GRO	<3.3	mg/Kg	3.3	10	7/12/02	BI	WDNR	S

Lab #: 02A3693-004

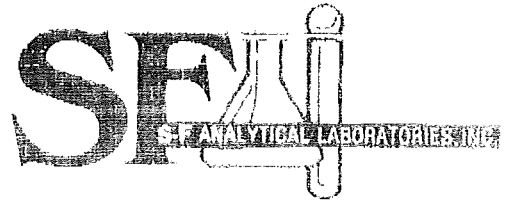
Sample ID: GN020031 GRAB 07/09/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Total Xylenes	<0.0166	mg/Kg	0.0166	0.050	7/12/02	BI	8021	S
Toluene	<0.0083	mg/Kg	0.0083	0.025	7/12/02	BI	8021	S
Ethylbenzene	<0.0090	mg/Kg	0.0090	0.025	7/12/02	BI	8021	S
Benzene	<0.0083	mg/Kg	0.0083	0.025	7/12/02	BI	8021	S
GRO	<3.3	mg/Kg	3.3	10	7/12/02	BI	WDNR	S

6125 West National Avenue, P.O. Box 14513, Milwaukee, Wisconsin 53214

(414) 475-6700 FAX: (414) 475-7216

Toll Free: 800-300-6700



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Page 2 of 3

**- Analytical Results -**

Lab #: 02A3693-005      Sample ID: GN020033 GRAB 07/09/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Total Xylenes	<0.0166	mg/Kg	0.0166	0.050	7/12/02	BI	8021	S
Toluene	<0.0083	mg/Kg	0.0083	0.025	7/12/02	BI	8021	S
Ethylbenzene	<0.0090	mg/Kg	0.0090	0.025	7/12/02	BI	8021	S
Benzene	<0.0083	mg/Kg	0.0083	0.025	7/12/02	BI	8021	S
GRO	<3.3	mg/Kg	3.3	10	7/12/02	BI	WDNR	S

Lab #: 02A3693-006      Sample ID: GN020022 GRAB 7/9/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Biochemical Oxygen Demand	<2	mg/L	2	6.4	7/15/02	DZ/DM	SM5210B	<

Lab #: 02A3693-007      Sample ID: GN020024 GRAB 7/9/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Biochemical Oxygen Demand	<2	mg/L	2	6.4	7/15/02	DZ/DM	SM5210B	1

Lab #: 02A3693-008      Sample ID: GN020027 GRAB 7/8/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Biochemical Oxygen Demand	<2	mg/L	2	6.4	7/15/02	DZ/DM	SM5210B	1

Lab #: 02A3693-009      Sample ID: GN020023 GRAB 07/09/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Oil & Grease	<2	mg/L	2	6.4	7/10/02	HM	413.1	1

Lab #: 02A3693-010      Sample ID: GN020028 GRAB 07/09/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
Oil & Grease	<2	mg/L	2	6.4	7/10/02	HM	413.1	1

Lab #: 02A3693-011      Sample ID: GN020026 GRAB 7/9/02

Test	Result	Units	LOD	LOQ	Analysis Date	By	Method	Flag
TSS	7	mg/L	1	3.2	7/15/02	DJM	160.2	1

6125 West National Avenue, P.O. Box 14513, Milwaukee, Wisconsin 53214

(414) 475-6700 FAX: (414) 475-7210

Toll-Free: 800-300-6700





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**- Analytical Results -**

Lab #: 02A3693-012      Sample ID: GN020030 GRAB 07/09/02  
 Test      Result      Units      LOD      LOQ      Analysis Date      By      Method      Flag  
 DRO      <3.3      mg/Kg      3.3      10      7/16/02      BI      WDNR      S

Lab #: 02A3693-013      Sample ID: GN020032 GRAB 07/09/02  
 Test      Result      Units      LOD      LOQ      Analysis Date      By      Method      Flag  
 DRO      <3.3      mg/Kg      3.3      10      7/16/02      BI      WDNR      S

Lab #: 02A3693-014      Sample ID: GN020034 GRAB 07/09/02  
 Test      Result      Units      LOD      LOQ      Analysis Date      By      Method      Flag  
 DRO      <3.3      mg/Kg      3.3      10      7/16/02      BI      WDNR      S

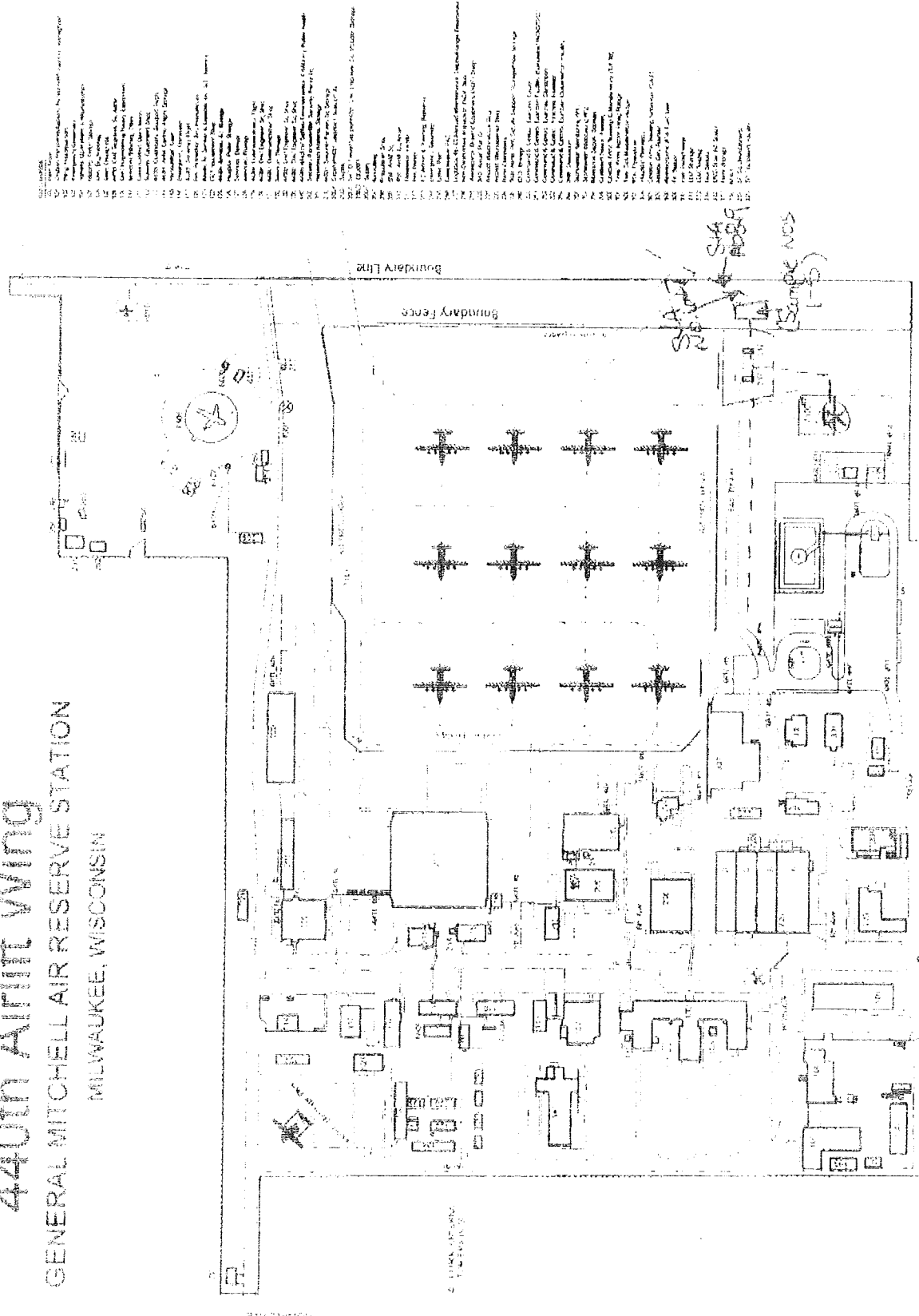
- FLAG      Comment**
- 1      All laboratory QC requirements were met for this sample.
  - 2      A high blank recovery occurred during the analysis of this sample.
  - 3      A high standard recovery may indicate a high bias on sample recovery.
  - 4      A low standard recovery may indicate a low bias on sample recovery.
  - 5      A high spike recovery was associated with this sample.
  - 6      A low spike recovery was associated with this sample.
  - 7      This result is greater than our LOD (Limit of Detection) and less than our LOQ (Limit of Quantitation).
  - 8      A replicate performed on the set of samples including this sample was out of control.
  - 9      Analysis performed by sub contract lab. This sample analyzed by Braun Intertec Corporation, Wisconsin certification

number: 999462640

Edward L. Kelley  
 Environmental Chemist

6125 West National Avenue, P.O. Box 14513, Milwaukee, Wisconsin 53214  
 (414) 475-6700 FAX: (414) 475-7216  
 Toll-Free: 800-300-6700

**440th Airlift Wing**  
**GENERAL MITCHELL AIR RESERVE STATION**  
**MILWAUKEE, WISCONSIN**



AIR FORCE RESERVE COMMAND  
 440th CIVIL ENGINEERING DIVISION  
 440th AIRFIELD APO  
 325 FISHBONE AVENUE  
 MILWAUKEE, WISCONSIN 53211-1000  
 CA-110  
 BASE PLAN

⊗ - Release location  
 --- - STORM WATER SYSTEM  
 - - - - - GMAP OUT FALL 009 -  
 STORM WATER FROM LEAVES  
 PROPERTY TRAVELS UNOCC  
 AIRPORT RUNWAY TO OAK  
 CREEK TRIBUTARY

SVA - Correlates to Numbers  
 next to sample  
 description on Arch 2

ARCH 1

**Williams, Michelle L**

---

**From:** Eckstein Royal W Civ 440 SPTG/PB[SMTP:Royal.Eckstein@generalmitchell.af.mil]  
**Sent:** Friday, September 27, 2002 3:20 PM  
**To:** Williams, Michelle L  
**Cc:** Lewis Monica Civ 440 SPTG/CEV; Cavil Thomas J Civ 440 MSS/SGP  
**Subject:** RE: samples taken at Engine Test stand 7/26/02

Michelle, I attempted to respond to your inquiry by phone. The following is provided as follow-up.

We performed environmental sampling/sample analysis at the outfall site for the engine test stand, with additional sampling and analysis at two locations downstream from the site. Analysis performed was TSS, BOD, O&G, GRO, and DRO. The TSS result was 7 mg/l, all other results were below detectible limits.

Hope this helps.

Royal Eckstein  
440 Bioenvironmental Engineering Services  
GMIAP-ARS  
(414) 482-5240

-----Original Message-----

**From:** Williams, Michelle L [mailto:Michelle.Williams@dnr.state.wi.us]  
**Sent:** Tuesday, September 17, 2002 11:03 AM  
**To:** 'royal.eckstein@generalmitchell.af.mil'  
**Subject:** samples taken at Engine Test stand 7/26/02

Dear Royal:

I am trying to get more information regarding the sampling locations at Engine Test Stand for the JP-8 Jet fuel releases over the past 4 years. It appears that releases were dumped in a drain that people thought was connected to a oil-water separator that had been removed. It appears that spills were infrequent (4 times per year) and of minimal amounts( one quart at a time), but if they were going into the soil, it needs to be treated as one historic spill. Did these spills only go into the drain? Did some/all of it end up in the soil or did it hit an impervious surface? If it was soil, were any samples analyzed? If you could explain the situation a little more, I can make a determination whether or not more investigation would be required.

Thanks very much,

Michelle Williams  
WDNR Hydrogeologist  
phone:(414) 263-8564  
fax: (414) 263-8483  
NEW E-MAIL ADDRESS AS OF 6/16/02:  
MICHELLE.WILLIAMS@DNR.STATE.WI.US

## **Williams, Michelle L**

---

**From:** Lewis Monica Civ 440 SPTG/CEV[SMTP:Monica.Lewis@generalmitchell.af.mil]  
**Sent:** Monday, September 30, 2002 9:01 AM  
**To:** Williams, Michelle L  
**Cc:** Cavil Thomas J Civ 440 MSS/SGP; Eckstein Royal W Civ 440 SPTG/PB; Lavey Steven G Civ 440 SPTG/CE  
**Subject:** RE: samples taken at Engine Test stand 7/26/02

Hi Michelle,

I just saw the email traffic on the subject spill. Although Royal sent you some information on the analysis that was completed, I believe your specific questions still need addressing. I investigated the incidents and submitted the report. Therefore, the following is provided in response to your questions.

1. Did these spills only go into the drain? These spills were releases into a pvc pipe that connected/draind into a metal stormwater culvert and then flowed out to the base stormwater outfall 004. The outfall is a natural drainage ditch with sediment and grass.
2. Did some/all of it end up in the soil or did it hit an impervious surface? From the description in question 1, the spills initially hit an impervious surface, but ultimately could have reached the outfall 004 natural drainage ditch.
3. If it was soil, were any samples analyzed? The samples taken no. 4-9 (shown at atch 2) were of the sediment in the stormwater metal culvert where the PVC pipe connected, directly at the outfall 004 natural drainage ditch where the metal culvert ends, and then about 3 feet downstream of the outfall 004.

I hope this helps, and if you any questions or need any additional information, please contact me at (414) 482-6151. Thanks for your time.

Monica

Monica Lewis  
Chief, Environmental Flight  
440th Airlift Wing, General Mitchell Field  
DSN 741-6151  
COM (414) 482-6151

-----Original Message-----

**From:** Eckstein Royal W Civ 440 SPTG/PB  
**Sent:** Friday, September 27, 2002 3:21 PM  
**To:** Williams, Michelle L  
**Cc:** Lewis Monica Civ 440 SPTG/CEV; Cavil Thomas J Civ 440 MSS/SGP  
**Subject:** RE: samples taken at Engine Test stand 7/26/02

Michelle, I attempted to respond to your inquiry by phone. The following is provided as follow-up.

We performed environmental sampling/sample analysis at the outfall site for the engine test stand, with additional sampling and analysis at two locations downstream from the site. Analysis performed was TSS, BOD, O&G, GRO, and DRO. The TSS result was 7 mg/l, all other results were below detectible limits.

Hope this helps.

Royal Eckstein  
440 Bioenvironmental Engineering Services  
GMIAP-ARS  
(414) 482-5240

-----Original Message-----

From: Williams, Michelle L [<mailto:Michelle.Williams@dnr.state.wi.us>]  
Sent: Tuesday, September 17, 2002 11:03 AM  
To: 'royal.eckstein@generalmitchell.af.mil'  
Subject: samples taken at Engine Test stand 7/26/02

Dear Royal:

I am trying to get more information regarding the sampling locations at Engine Test Stand for the JP-8 Jet fuel releases over the past 4 years. It appears that releases were dumped in a drain that people thought was connected to a oil-water separator that had been removed. It appears that spills were infrequent (4 times per year) and of minimal amounts( one quart at a time), but if they were going into the soil, it needs to be treated as one historic spill. Did these spills only go into the drain? Did some/all of it end up in the soil or did it hit an impervious surface? If it was soil, were any samples analyzed? If you could explain the situation a little more, I can make a determination whether or not more investigation would be required.

Thanks very much,

Michelle Williams  
WDNR Hydrogeologist  
phone:(414) 263-8564  
fax: (414) 263-8483  
NEW E-MAIL ADDRESS AS OF 6/16/02:  
MICHELLE.WILLIAMS@DNR.STATE.WI.US