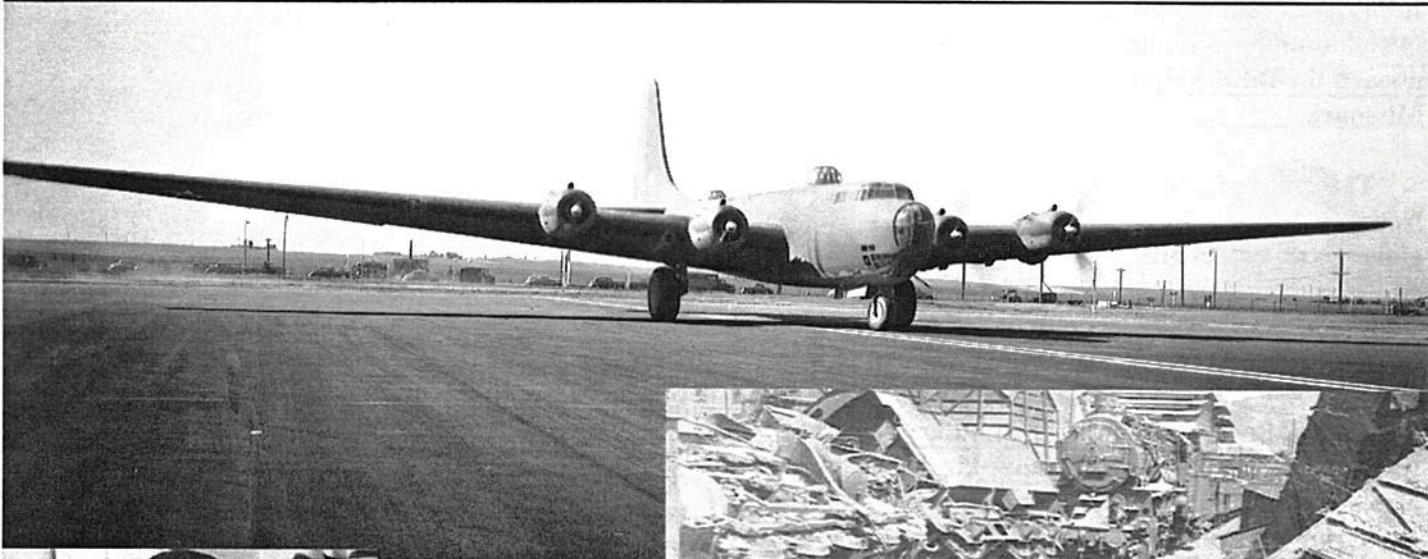


The



# Newscastle

Vol 29 No.8 U.S. Army Corps of Engineers, Los Angeles District August 1995



# EAGLE'S VIEW

by: Col. Michal R. Robinson, District Engineer

We are about to arrive at the 50th Anniversary of the end of World War II. On September 2, 1945, the Imperial Forces of Japan unconditional surrendered aboard the Battleship U.S.S. Missouri.



This issue of your District Newcastle, is not intended glorify war, but to give you an insight into how the LA District and its personnel contributed to the war effort. You will read about some of the experiences of members of our Extended Engineer Family that were serving in Civil Service or one of the military services at that time. I was particularly moved by the comments of Mrs. Susan Kline, who was working at an Embarkation Point in New York, when she told about seeing young men going off to war and witnessing their return in coffins.

Our District Historian, Dr. Anthony Turhollow, co-chairman of our 50th Anniversary of World War II Committee, has continued his outstanding historical series on World War II, I hope that many of you have taken advantage of his wealth of knowledge and took part in his brown bag lunch presentations. I commend Dr. Turhollow and other members of the committee for their efforts since we became an official DoD 50th Anniversary of World War II Commemorative Community. The Veteran's Day Ceremony last year that the committee undertook for all Federal agencies here in the Roybal-Federal Center complex was outstanding, and will be hard to beat. I'm looking forward to seeing what kind of an event they will come up with for this year.

## THE NEWSCASTLE

Commander  
Col. Michal R. Robinson

PAO/ Editor  
Dr. Fred-Otto Egeler

The Newcastle is published monthly under the provisions of AR 360-81 for team members of the Los Angeles District, U.S. Army Corps of Engineers. Views and opinions expressed herein are not necessarily those of the Los Angeles District or the Department of Defense. Deadline for submissions is the 25th of the previous month and publication date is the 15th of each month. We publish material furnished by the American Forces Information Service (AFIS). Address mail to the Editor, Newcastle, Los Angeles District, Public Affairs Office, P.O. Box 2711, Los Angeles, CA 90053-2325. Phone (213) 894-5320; fax (213) 894-5037



**SAFETY FIRST.....**James B. Walker, Jr. right, receives a Safety Award from Dr. Ron Hawley, district Safety Officer. The Los Angeles District picks a Construction Representative who has demonstrated the best safety program on a project that they are overseeing. Walker worked on the Tierrasanta Ordnance Removal Project at Camp Elliott and Mission Trails. He also received a Certificate of Appreciation in honor of superior responsiveness to the Community of Tierrasanta and outstanding dedication to duty during the removal of unexploded ordnance from Representative Randy 'Duke' Cunningham.

## Invest in your future today

Invest in your future today with U. S. Savings Bonds — Our Nation's favorite way to save. Savings Bonds have helped millions of Americans improve their lives through the Payroll Savings Plan. It's a safe and easy way to save for a down payment on a home, your children's education, family vacations, retirement of just a 'rainy day.'

Since the beginnings of World War II, Americans have counted on U. S. Savings Bonds to invest in their country's future, too. The sale of Bonds is an important debt financing tool for our country.

Saving with the Payroll Savings Plan couldn't be easier. All you have to do is fill out the form provided by the program chairman every year or ask personnel for one.

## OOPS, we goofed!!!

ED.NOTE: We received a call from Ms. Dorothy Page, in Real Estate about the story 'District Realty Specialists aid displaced families.' Caption should have read Dorothy Page, left, chief, West Acquisition Section, Real Estate Division was in charge of the EPA Montrose relocation in Torrence, that Nancy Debele, center, and Joyce Fredholm, right, were instrumental in helping the 33 families find temporary quarters.

# Hispanic Employment Program logo selected

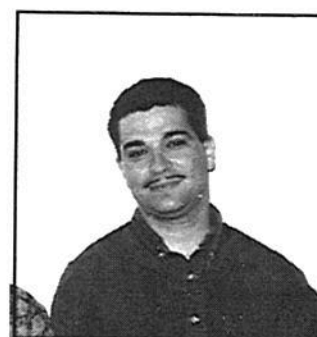
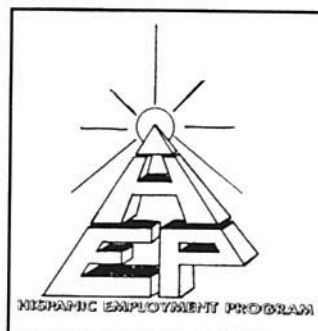
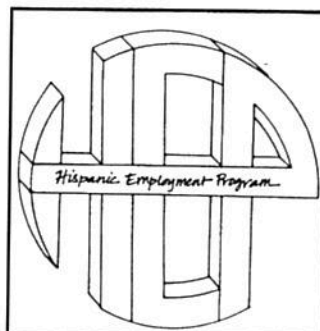
by Jennifer Delgado and Phil J. Serpa

The District's Hispanic Employment Program (HEP) Committee held a contest in search for a new program logo to be used on HEP brochures, flyers, and coffee mugs in the coming year.

Only District employees were able to participate in the contest, with the choice of working individually or in groups. HEP committee members were allowed to compete, however, if a HEP committee member's logo was chosen the prize money was to be returned to HEP. All entries were to include at minimum the acronym HEP, submitted in black and white. All entries were submitted in a sealed envelope to Danny Carrasco, Hispanic Employment Program Manager.

All entries were submitted without names written on them. Instead, those who entered wrote their name, location and phone number and put it into a second envelope sealed and affixed to the back of the design. Entries were opened just prior to judging. Carrasco was the only member of HEP who was not allowed to vote and because he knew the identity of the person who submitted a design.

Judging was done by the HEP Committee Members and Officers on July 26. HEP Members and Officers voted on their first, second, and third choice by secret ballot. When the votes were counted, Lisa Salazar of Office of Counsel held the winning design. Because Lisa Co-Chairs the committee with Martha Sanchez she was not allowed to accept the \$50.00 first prize. The money was returned to HEP and will be used for a future HEP function. Second prize went to Jennie Salas of Visual Information and Third prize to Gilbert Ruiz of Real Estate. They received \$20.00 gift certificates to Family Fun Restaurants. The HEP Committee would like to congratulate the winners and thank all those who participated.



## Hispanic Heritage Activity Schedule

<i>Sep 6 11:00am</i>	<i>POT LUCK/OPEN HOUSE</i>	<i>Fed Bldg 7503</i>
<i>Sep 20 10:15am</i>	<i>OPENING CEREMONY</i>	<i>Roybal Courtyard</i>
<i>Oct 4 11:30am</i>	<i>PINATA CLASS (PART I)</i>	<i>Fed Bldg 7503</i>
<i>Oct 5 11:00am</i>	<i>SALSA CONTEST</i>	<i>Fed Bldg 7503</i>
<i>Oct 10 11:30am</i>	<i>PINATA CLASS (PART II)</i>	<i>Fed Bldg 7503</i>
<i>Oct 12 11:30am</i>	<i>BROWN BAG W/COL ROBINSON</i>	<i>Fed Bldg 6123</i>

**HISPANIC HERITAGE MONTH 15 SEP - 15 OCT**

# Bound for Las Vegas? Try something new

by Doug Soleida, Pacific Ocean Division

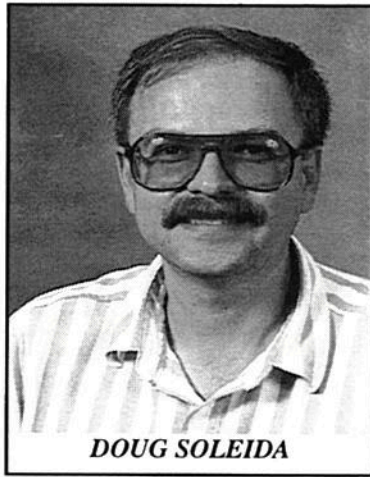
Only mad dogs, Englishmen and tourists in the early throes of Gambling Withdrawal Syndrome visit Las Vegas in the summer. You know the symptoms: your angry spouse wakes you up in the middle of the night to demand why, in your dreams, you keep calling out the name of some strange woman, "Keno!" Or maybe you start shopping for sales on Ben Gay for that recurrent bout of Slot Machine Forearm.

Whatever the symptoms, you know you're looking forward to that next trip, and you also realize that you'd like to do something a little different this time around.

Try something memorable: book now for a day-long tour of the Nevada Test Site.

From the outside, the only thing distinguishing this particular tract of desert from its surroundings is a cyclone fence and a guarded entrance gate. But after you've passed by the camo-fatigued guards and scattered buildings of Mercury, Nev., and descended onto the Nevada Test Site, you realize that you're on a tour like no other tour. Despite the word "Visitor" emblazoned on your radiation-sensitive film badge, you are not a visitor; you are a player in a drama that unfolds before you.

At the outset, signs remind you of your other worldly location. Ascending the hill that separates U.S. Highway 95 and Mercury from Frenchman Flat, one sign warns: **RADIATION HAZARD. TOUCHING OR REMOVING SCRAP OBJECTS IS PROHIBITED. THIS INCLUDES BLASTED DEBRIS, FUSED SILICA, METAL FRAGMENTS, ETC.**



DOUG SOLEIDA

They don't have to ask twice.

Yellow **RADIATION HAZARD** signs hang suspended from cords strung along both sides of a dirt road you may traverse, and you can't help but wonder, what's so safe about the road I'm on? A few signs announce the name of tests yet to be conducted, names like **ICECAP** and **GABBS**.

Other signs, unwritten, are stamped into the landscape, hundreds of craters left as if by some cosmic giant, usually on his pogo stick. Underneath these pockmarks, tour guide explains, underground tests were conducted, and the land has subsided into flattened craters. Some craters lie within 50 yards of the paved road, which undulates across the landscape, rolled and heaved by the forces at play beneath the surface.

One crater you can walk up to. It was left by **SEDAN** - detonations are called "shots" - an excavation experiment. This one left a crater 320 feet deep and a quarter mile across. You can stand on the edge and gaze into the maw of incomprehensible forces unmasked by science, unleashed by technicians. Aladdin would have been impressed.

There are other, even more sobering reminders of the

forces at work here. "Doomsday Village" is one of those sites. Think back for a moment to the black-and-white news-reels and documentary films you may have seen in the late '50s or early '60s. The footage of the explosions. Picture a long, low block building known to test site workers at "The Motel," a building with roof and side walls but no front or back, set near Ground Zero on Frenchman Flat. And the building with many windows - different types of glass placed to study



NF-474 Most subsidences leave saucer-shaped craters varying in diameter and depth, depending upon the yield, depth of burial, and geology. This is the north end of Yucca Flat. Most tests are now conducted in this valley.

which materials would best survive the effects of heat and the blast. Or the pretzeled iron skeletons of aircraft hangars.

An especially memorable site is the railroad bridge (your tour takes you right beside this one): a structure with massive steel I-beams twisted by thermonuclear heat. The train is gone now, as is most of the track - radioactive junk cut up and scrapped by now nameless and mostly forgotten test site

See Test Site page 5

# Here's your 60-second traveling Corps commercial

By Geri Cozine  
Louisville District

All of us have attended conferences, talked to reporters, or attended parties where someone asked our name, where we work and what we do.

Some of us have attended seminars where we were advised to write a one-minute commercial about these topics. The reason is so we would, without hesitation, sound more intelligent and professional. After all, you never know who is going to ask the question and who might be listening to the answer.

At the time it seemed like a great idea, and we probably promised ourselves we would write our commercial as soon as we got back to work. But, we know what happens to most promises made to ourselves during a seminar!

Writing our own commercial is good advice. We all know the importance of having our material written and rehearsed ahead of time. It does make us sound more professional and intelligent.

Those of us in Public Affairs have the mission to keep the public informed about all the good things the Corps of Engineers does. But it is a role that each of us is called on the play any time we are asked about the Corps.

So, the Public Affairs office of Louisville District has taken the liberty of writing most of your commercial for you. If you use it, you are promoting the goal of "speaking with one voice."

All you need to do is fill in the blanks. No one knows your job better than you. Keep it simple and keep it brief. Read it. Rehearse it. Carry it with you.

You never know who's going to ask ... or why.

## What does the Corps give back to the community?

- Our flood control projects save lives and prevent \$15 billion in damages each year.

- We are the second largest provider of outdoor recreation, with more than 370 million visitors. Those visitors put \$10 billion back into local economies.

- We are the nation's fourth largest electric utility, providing hydropower at many of our dams.

- We supply water to 10 million people in 155 cities.

- Our navigation projects save \$2 billion annually over other modes of transportation.

- We help keep the Army mobile. For example, during Desert Storm, the runway at Fort Campbell experienced ten years of use in 100 days. We made repairs in a little more than five months that ordinarily would have taken two years.

## What does the Corps do?

We are the world's largest

public engineering agency, and we have four major missions.

- Under our civil works mission we build and operate flood control reservoirs, flood walls and levees and navigation locks and dams.

- We support the Department of Defense with engineering and construction services. We directly support the Army during conflict.

- The Corps plays a role in protecting the environment. We regulate dredging and excavation along rivers, streams, lakes and wetlands, and we clean up hazardous wastes.

- We respond to disasters and provide engineering support to help rebuild communities and maximize public safety.

## What do you do for the Corps?

I am a \_\_\_\_\_ in the \_\_\_\_\_ Division/Office of the Corps of Engineers' \_\_\_\_\_ Division/District. My job is \_\_\_\_\_

## Test Site

from page 4

workers over the years.


Our guide is deviated from the normal tour route to show us remnants of concrete casements that anchored cables which held towers in place, towers that served as platforms for some of the above ground nuclear tests and for studies of radiation effects from an unshielded reactor.

One image I cannot so easily erase from memory. Pulling up onto another road, our guide pointed to a series of parallel slits cut in the ground, trenches now barely two feet deep slowly being filled with sagebrush and blowing sand. These were the trenches, he explained, where troops crouched during above-ground tests, then rose to march across the still sizzling, smoldering sand immediately following the

blasts. The exact number of troops who marched across these flats following various tests has yet to be determined.

A visit to the Nevada Test Site is easy to arrange. Bus loads of retirees, tourists and Nevada residents, riding in the air-conditioned comfort of tour buses, descend on the site for guided tours on a regular basis. It's easy to call the Las Vegas based Nevada Operations Office to arrange a tour. The number is (702) 295-3521. The tour is free, but you'll be asked to pony up \$5 for a box lunch.

You'll finish your tour at the end of the day, and ride in comfort back to Las Vegas. But this is one tour that won't leave you. The memories burned into your mind, like the patterns etched by the heat into those glass windows in the building on Frenchman Flat, are not easily shaken.



INVEST IN  
U.S. SAVINGS  
BONDS

# Restoring Vintage Cars is a satisfying hobby

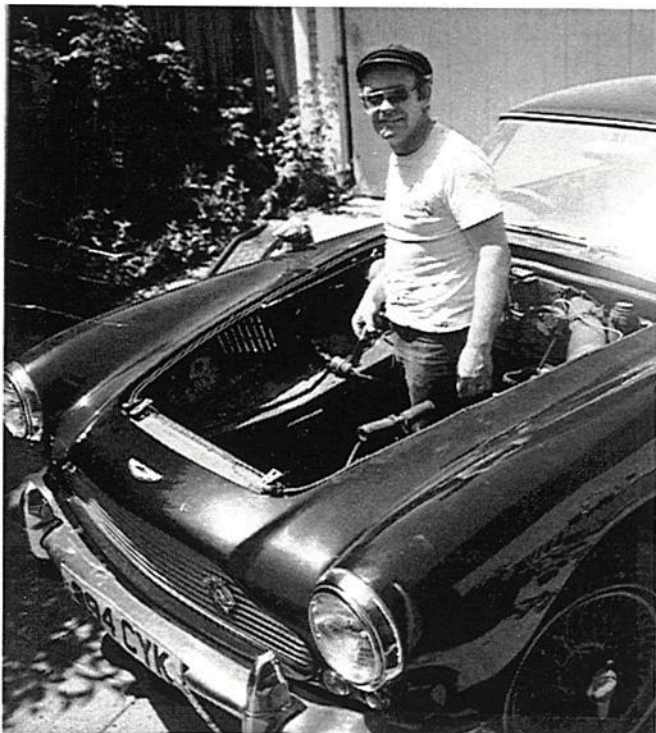
by Alex Watt

Environmental Resources Branch

I guess I'm a sucker when it comes to old cars. I don't go out to look for any particular type of car, and I often don't know what I'm looking for until I see it. Most require major work when I get them and that's a big part of the enjoyment.

Ever since my early days in Scotland, I've had a love of cars. I grew up in Buckie, a small fishing village on the Moray Firth. I started driving at the age of 12 and received my license at 17, the legal age in Scotland. (In California, the legal age is 16).

How does a young man get truly hooked on cars? Well, for me, it was simple. In 1963, I had the opportunity to sit in a 1951 Aston-Martin DB2. (Yes, the type of car James Bond has driven in many of the Bond movies). You wouldn't think that just sitting in a car could cause such a reaction, but I fell in love with the car. It took over 20 years, but I finally found my dream car, a 1961 Aston Martin DB4.



*Author standing up to his waist in his favorite pastime.*

The Aston Martin is a special car, in that it is still one of the very few hand-built cars still in production. Lionel Martin started building cars in 1914, and since then the company has built less than 15,000 cars. That's far less than GM or Ford make in one day.

The Aston I own is one of 1,100 DB4s produced. When I bought it, it was in poor shape mechanically. It

got about 12 miles to the quart of oil, and left a smoke screen that James Bond would have been proud of. I then spent the next year rebuilding the engine and the gearbox. I did almost all of the work, being mentored by a friend who ran a British car repair shop that specialized in Astons.

Once the car was back together, I decided to test out my rebuild, and successfully competed in "La Carrera Classic", a one hundred mile road race in Mexico. Since then the Aston has been used in several films, and will be seen in a Paris street scene in the upcoming Spielberg movie "How to make an American Quilt". Renting the cars out to the movies helps pay for the restoration, and the Aston has paid for its own upholstery.

After the Aston was back on the road, I realized that the rebuilding of cars acted as therapy from writing EISs, so I started looking for another vehicle. This showed up as a 1955 Triumph Ten. Bought sight unseen out of Idaho, it was two weeks before I was able to track down a reference to see what I had purchased. It was a small four door sedan.



*Watt hard a work "wheeling out" the right curvature on a Triumph rear fender, with an English Wheel.*

The Triumph Ten had been sitting with the engine in pieces for over twenty years, and was one step away from the junk yard. First thing was to get the manuals and parts books. Then came the hunt for parts that were needed. Although the car is badged as a Triumph, it has very few parts that were the same as on the sports cars.

Over the next few years I acquired all the mechanical parts needed, and I've been able to restore the engine and the interior. The body work has been

waiting until I found the rubber trim for the front and rear windows. The rubber trim was located through the Standard Car Club in Britain as they are having it remade. Now I can get on with the bodywork.

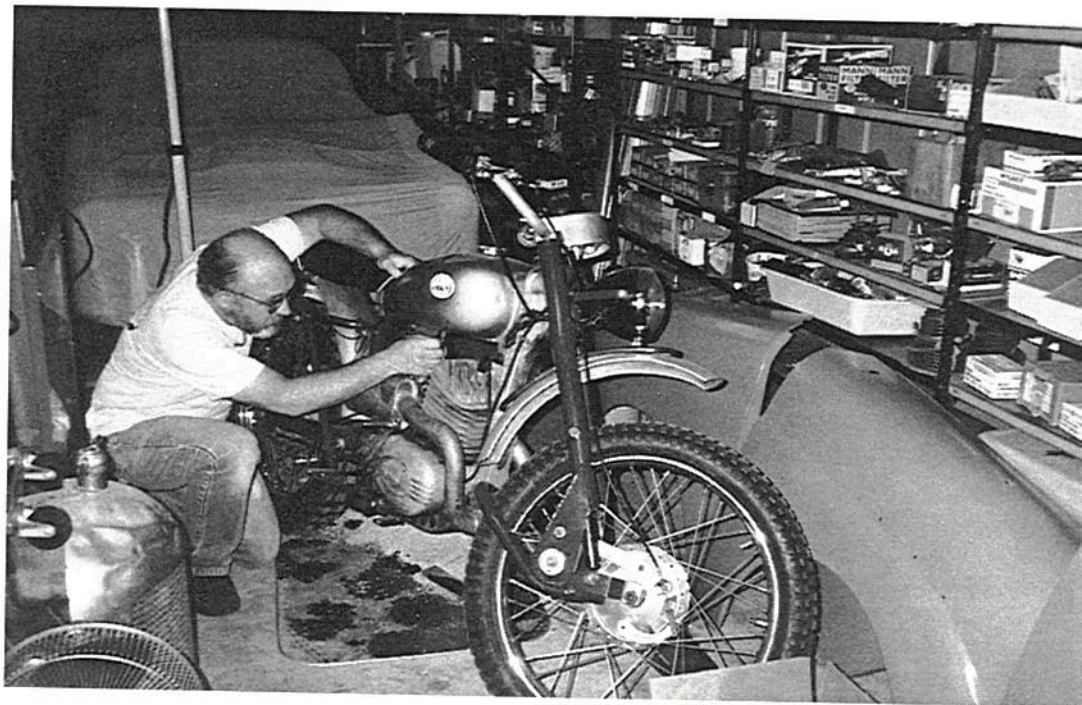
While I was tracking down the last few parts for the Triumph, my wife Sandy mentioned that she had always wanted a Model T Ford. We found a 1922 Model T Touring Car which also needed restoring. This time it was frame-up restoration where the car was taken completely apart, and then rebuilt.



*Sandy Watt at the wheel of her 1922 Model T Ford, Touring*

I feel very fortunate in that Sandy is also interested in cars so we work together on the restorations. In fact, Sandy rebuilt the engine of the "T".

*Watt also collects two wheeled vehicles in addition to his love for horseless carriages. The Newcastle found Watt hard at work reassembling a '66 Greeves Trials motorbike. Note the fenders and shelves of spare parts that he has gathered over the years as a bi-product of his hobby.*



The latest addition to the collection is a 1936 Riley Lynx, which Sandy and I feel very lucky to have found. It is quite rare, as only 150 were built over a three year period. When we joined the Riley Club in Britain, a club member, living in Hull, England, sent two photographs of our car, that were taken in 1970 before the Riley was sold and shipped to the US. The Riley is presently quite the worse for wear, and will require a frame-up restoration.

Parts for these cars can be hard to find, so most of our vacations are spent searching for car parts. Even so, with the odd-ball cars that we have we don't find too many parts, so at times it gets a little frustrating. This doesn't deter me from my hobby, but has encouraged me to increase my research library which currently contains well over 400 volumes.

All of this history actually increases my love of cars. All cars have a place in history. Part of the enjoyment is to take the old cars and let people see them being driven as they were meant to be. We take the cars out for parades, tours, weddings, homecomings and just for the enjoyment. It is even more enjoyable when we do it in period clothing.

*Footnote: Since this article was written, another vehicle has been added to our collection. This is a circa 1930 two seat*

*Indy-style race car, which also needs complete restoration, so now we can build the "real" race car that Sandy has been dreaming about. Once again it was a matter of being in the right place at the right time, and "Old Number 25" came home with us. (The name is based on our purchase price).*

# Ground Breaking for Holbrook Levee Project A

Story and photos by Norm Medland



State Representative David Farnsworth (L) and Chief of the L.A. District's Civil Projects Branch, Joe Pickens, discussed the project at the site of the Holbrook, Ariz. levee project ground breaking.

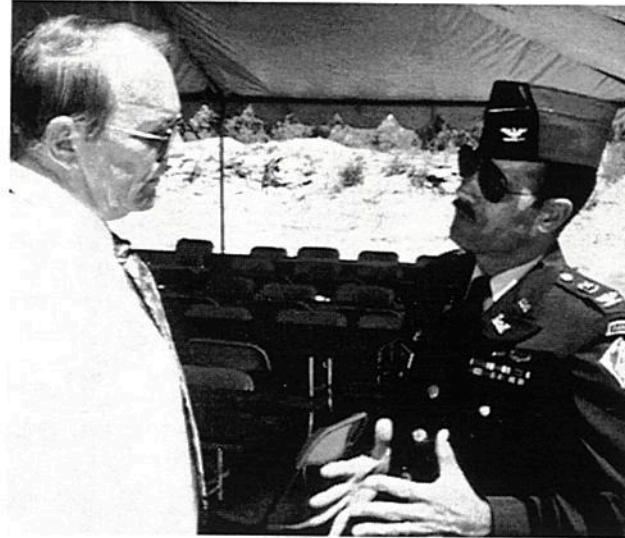
**HOLBROOK, Ariz.** — A ground breaking ceremony launch-ed the construction phase of the Holbrook, Arizona, Levee Project, in northeast Arizona, July 25, as ceremonial shovels of dirt were thrown by local officials and L.A. District Commander, Col. Michal R. Robinson. (See photo above right.)

Total cost of the project is \$14.6 million with \$3.6 million provided by the City of Holbrook and Navajo County.

In his remarks before the ground breaking, Colonel Robinson noted that money wasn't the only sacrifice made by the people of Holbrook and Navajo County. He mentioned the relocation of families and businesses. "Many of these families wanted to remain on the same side of the river so they should remain together as neighbors. From that desire the Lewis Addition was created. So Far, 22 families now live there and two more should be able to move in soon."

Robinson recognized the hard work of many dedicated individuals in Holbrook, Navajo County and the Corps of Engineers. He mentioned the contribution of Chuck Williams the County engineer. From the city of Holbrook, Mike Jenkins, Bruce Canavan, Ron Matkin and Ray Hudgeons. Beverly Francy and Jay Christopher from the Real Estate Company Acquisition Sciences was mentioned. Also from the Corps of Engineers, Robinson praised the work of Cliff Ford and John Karakawa.

The construction is scheduled to be completed in 340 days.



Holbrook, Ariz. Mayor, the Honorable Richard Mester listens as L.A. District Commander, Col. Michal Robinson tells about work to be done at the levee project construction site.

## CAMP NAVAJO MEDIA DAY HELD

by Norm Medland

**CAMP NAVAJO, Ariz.** -- Arizona Army National Guard officials and the Los Angeles District, Army Corps of Engineers hosted a Media Day July 12 so they could learn of the Environmental Restoration Program (IRP) now on-going here. The IRP here is part of the U.S. Army's Installation Restoration Program.

Media from Flagstaff and Williams, Arizona were briefed on restoration actions now underway and planned, and then taken on a tour of a former ammunition demolition area now being surveyed by the contractor, Tetra Tech Engineering, for possible unexploded munitions, explosives-related residues and metals which may have released contaminants into the soil.

Camp Navajo is divided into several areas requiring environmental evaluation: Ammunition demolition; ammunition workshops; munitions storage; munitions testing and training area; operations facilities; hazardous materials storage; solid waste disposal and facility-wide environmental area.

The Navajo Ordnance Depot during World War II activated July 1, 1942 and has undergone several name changes in its 50-year history before the September 30, 1993 transition to the Arizona National Guard and the (then) Navajo Depot Activity was renamed Camp Navajo.

Camp Navajo now serves as a training site for Army Reserve and National Guard soldiers, as well as a storage site for Minute Man II rocket motors.

# 1995 a year of anniversaries

## A time to pause and remember

This year is filled with anniversaries ranging from the 25th anniversary of the fall of Saigon, to the end of World War II. Fifty years ago the 'Thousand Year Reich' died with the suicide of its leader, Adolf Hitler and 'Victory in Europe' took place on May 8, 1945.

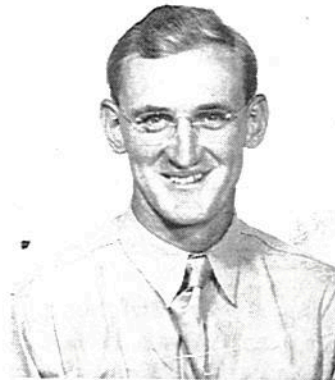
1945 also saw the passing of President Franklin D. Roosevelt and the swearing in of Vice President Harry S. Truman (who had only been VP for 80 days) to head the government. It was Truman who had to make the decision that ended the 'War in the Pacific' by dropping the atomic bombs on Japan.

Members of the Los Angeles District's Extended Engineer Family contributed to the war effort in one form or another. Many served our country in the uniform of one of the armed services, as a merchant marine or American Red Cross volunteers. Many of them served on the 'home front' in one form or another.

### **Those who served in uniform are:**

Dr. Anthony Turhollow, 79, current District Historian, Captain of Engineers, 828 Aviation Engineers Battalion (Colored), Pacific Theater of Operations. (He says, his major accomplishments were building three bridges over dry arroyos and a 48 hole 'facility'.)

Col. Norman E. Pehrson, USA Ret'd, District Engineer 1967-69, served as a company commander in an Engineer Combat Battalion in the ETO. He received a Purple Heart for wounds received in action. "I know that the following District employees served in the Armed Forces during WWII," Colonel Pehrson wrote. "They were Bill Leen, En. Div.; Ray Cline, En. Div.; Skip Cramer, En. Div.; Frank Bloodworth, En. Div.; Sam Ackerman, En. Div. and Perry Davis, Public Affairs."



*Private Tony Turhollow*



Herman D. Wildermuth, was a District employee before WWII, doing topographic drafting in the Topo Drafting Section. He entered the Army as a Captain and after several stateside duty stations (I kept volunteering for overseas duty and I'd get another stateside duty station.) Finally got sent to England with the Army Air Force Evaluation Board and did bomb damage survey work in France and a few sites in Germany (above photo) and marched into Paris in September 1944 (right photo). He was a major when Germany surrendered and was sent to the U.S. on his way to the Pacific when the Atomic Bombs were dropped on Japan. He returned to LAD in December 1945 and worked in the Hydraulics and Hydrology Section until he retired.



Harry W. Thompson, Chief, Engineering Division (1950s-60s), Colonel of Engineers, 5202nd Engineer Construction Brigade, Pacific Theater of Operations.

William J. Leen, Chief, Construction Division (1950s-70s), Colonel of Engineers, European Theater of Operations and the Pacific.

Panfilo H. Lizardi, Structural Engineer, 1953-80, was a Private First Class in the Army and served in the Asiatic-Pacific Campaigns including the invasion of Okinawa.



James W. Dunham, from '40 to '42 was in the Planning and Reports Branch had been a reservist and was called to active duty in 1942. He served with the 1198th Engineer Base Depot Group, where he served in various Engineer supply capacities in the European Theater of Operations. He returned to LAD in January 1946.

James H. Gould, 82 (going on 95), Chief, Supply Division, worked for the district from 1941-42, 1946-72, Captain of Engineers, served in the Pacific. "I never missed the Army, but I sure did miss the Corps when I retired. We had more than 80 people in the Supply Division and we were one big 'happy family'. I loved everyone of the folks," Gould told the Newcastle staff.

Charles Truesdell, 76, shore protection from 1964 till 1984, was a 1st Lt, Coast Artillery. Served in the European Theater of Operations in England, Africa, Sicily, Italy, Anzio, France, Germany campaigns. "There was no need for coast artillery in Europe and I ended up running convoys of gas and ammunition to General Patton and his Third Army. A very exciting time," commented Truesdell. (By the way, he married a WAVE Lt. J.G. in November 1945. See Around the Corner.)



Gerald B. Levin, 77, worked in Hydraulic Engineering when he was called to active duty. He went off to war with the Army Air Corps, serving with the 11th Weather Squadron, Alaskan Command, stationed in the Aleutian Islands. He returned home as a major and stayed in the reserves. He returned to the District in January 1946 and worked in H&H until he retired in 1970.

William J. Herron, 80, retired as chief, Coastal Branch in 1970. From '41 to '43, he was an assistant project engineer, LA/LB Harbor outer breakwater;

construction of ammunition loading dock at Long Beach and construction of 16 inch gun battery at Seal Beach. He went into the Army in '43, went to OCS and served in Burma and India. Ran across Merrill's Marauders, worked on the Ledo Road and B-29 Air Fields in Calcutta as a 1st Lt. of Engineers. with the 93d Engineer Regiment (Construction). He returned from the war in '46 and did field research at San Pedro until he was transferred. He returned in 1953 and retired in 1970. "I haven't seen any harbors built since I retired," he told the Newcastle.

Phil C. Bunn, 84, was a Lt. Col. with the Army Air Corps and served with the 98th Bomb Wing in Europe. He retired from the AF in 1968 and came to work for the District. He worked in the Audit Branch until he retired again in 1976. (He's building a house near Prescott, Ariz. to keep busy.)

Delores 'Penny' Johnson, 72, was a Navy WAVE during the war and took bootcamp in Brooklyn, NY, prior to being sent to Port Hueneme. "I've been retired so long, that I don't even remember when it was."



Robert S. Perkins, an electrical engineer with LAD was in charge of preparation of electrical specifications for construction at military bases. During the war he served as a Captain in the ETO with the Army Air Corps's Air Transportation Command.

William R. Vinci, 74, was the motor transportation officer for the district when he retired in 1977 after 22 years in the Baseyard. He was a sergeant in both the Army and the Army Air Corps and served in the ETO. He was discharged in Germany in 1946 and worked in a U. S. Army vehicle rebuild plant as an inspector until he returned to the U. S. in 1948.



Leonard A. Brahms, 1941-42 worked in the Right-of-way Subdivision, processing construction contracts, condemnation proceedings, maintained topo maps of military bases in process of construction. (At the time, real estate activities were under the jurisdiction of the Construction Division) He served in the Army Air Corps with the 57th Bombardment Wing in the Mediterranean (Sicily, Italy, Corsica). After the war, returned to LAD until 1957, when he transferred to SPD. He retired as Chief, Management Analysis Branch in 1974. (foto)

Jack Rolston, 73, earned a Combat Infantryman's Badge and was awarded a Purple Heart for wounds received in action. He served in the district from

wounds received in action. He served in the district from 1953 to 63, part time from 1967 to 70 and finally as Chief, Soils Section from 1982 until he retired in '85.

Walter Raketich worked in the Engineering Division from 1952 to 1983. He received a Purple Heart for wounds received in combat with the 75th Infantry Division in Europe.

John P. Hattberg, 86, was working in the Rock Island District when he was called to active duty in 1942. He served at the Seattle Port of Embarkation and ended the war as a Major, Transportation Corps. Came to the district in 1946, working in Hydraulics in the Engineer Division until he retired in 1972.



*Jolly and French friend, circa 1945.*

Wiley E. Jolly, 81, worked with a survey crew at Nellis AFB, Nevada until he was inducted into the army in 1943. He made PFC with the 65th Armored Field Artillery Battalion as it fought through Sicily, Normandy and Central Europe. He returned to LAD at the end of the war in 1945 and was an office engineer in Construction until he retired in 1973.

Eric H. Sabin, 88, was a Russian mining engineer working for the Corps at Fort Mills, Corregidor, Philippines in 1941. He described his 'Philippine Adventure' for the Newcastle. "When the Japanese attacked the island, he and other civilian workers were told that they needed to be identified as members of the military if Corregidor should fall into enemy hands. I found one 2nd Lt.'s bar and was 'in' combat for about 20 minutes when the island was surrendered. I saw General Wainwright being taken away from his tunnel headquarters by Japanese officers. We thought we would never see him alive again," Sabin told the Newcastle. Having 'officer' status I worked as a farm hand for the 32 months I was held as a prisoner-of-war. I came the U.S. shortly after being released and received all my back pay and settled in California."

Sabin worked in LAD's Design Branch until 1974, when he retired with 31 years service.



*CPL Jack (or is it Jock) C. McCullough*

Jack C. McCullough, 72, served with the 250th Station Hospital/63d Infantry Division and participated in D-Day. Stayed in the active reserves and got called up for the Korean Conflict. He was discharged as a Sergeant Major in 1952. He worked in Real Estate from 1972 to 1990. The last project he worked on was obtaining 50 homes for Air Force Personnel at LAX.



Simon Light, worked in the District's Flood Control Planning Section from 1940 until he retired in 1980, planning for flood control and water resources.

Joseph Sciandrone, 71, served with the 70th Infantry Division until he was wounded and returned to the U.S. He received a Combat Infantryman Badge and Purple Heart for wounds as a result of enemy action. He went back to school on the GI Bill. He worked for the LA District for 17 years working in the investigations section and soils section before moving the Sacramento District in 1971. He retired in 1979.

***Those who served at home are:***

Susan G. Kline, 92, worked for the District as the secretary for the Chief of the Civilian Personnel Office from 1955 until she retired at age 62 in 1965. During the war she worked for the Transportation Corps

at a Port of Embarkation in New York. "It was a sad thing to see all those young boys getting aboard those Victory Ships, going off to war. It was even sadder seeing all those boxes coming back, holding their remains," she told the Newcastle staff. "My father once said, that one day the living might envy the dead. Looking at the world today, I wonder if he might have been right."

Jean F. Gurholt, 94, worked for the Navy in 1941 at San Pedro. She requested and received a transfer to the Corp in 1942. She and another 'girl' worked exclusively on contracts for Supply and Construction during the War. She retired in 1952 and went to work as a legal secretary.

Frank L. Satterlee, worked in the Real Estate (Section) from 1942 to 1965 where he did appraisals.



Margaret Quinn (formally Riordan), 83, worked in an Army (O'Reilly) Hospital from 1941 to 43; for the Army Air Corps in Washington, D.C. from 1943 to 44; and returned to O'Reilly in 1944 to work in the Post Engineers Office until 45. After a five year break to work in the private sector she worked for LAD from 1950 to 73 as a secretary in the Maintenance Section at the Base Yard, (Worked for W.S. Wainwright, Bill Smiddy and Ken Rawlinson).

Sylvana V. De Cigaran, 83, was hired as a temporary employee during the Depression in 1937. "I was lucky to get on board during that time, because I didn't have any 'friends' in high places that could help me," she told the Newcastle. "In fact, I was lucky four times. I worked in the district four different times as a "Temp". Every time I'd quit, someone would call me and offer me another job. When I finally did retire in 1977, with 35 years of Federal Service, I was given a job application so that the next time I came back it would be as a permanent employee." Sylvana worked as a secretary for the Chief, Engineering Division.

William Vernon Starrett, 92, was a project engineer in the Construction Division from 1936 until he retired in 1962. He recalls that he was in charge of the Baseyard for about four years around 1942.

Sidney Chriqui, as a teenager, witnessed the landing of U. S. Forces in Morocco. He worked for the Air Transportation Command's Legal Department in Casablanca, Morocco from 1943 to 1947 as a French/Arabic interpreter. Also was instrumental in hiring thousands of employees for the Command before coming to the U.S. in 1948. In 1958, he returned to Morocco with the Corps as an administrative officer. He joined the LA District in 1967 after 13 years with the

Mediterranean Division in Italy. Retired in 1990 with 40 years of service.

Alice Leonard, worked in the Specifications Section, Engineering Division, editing and writing military specifications from 1940 till 1978.

Jessica Jacobs, worked for Ammunition Supply, Office of the Chief of Ordnance, Department of the Army, in the Pentagon in 1942 - 43. (She occupied one of the first offices when it opened.) Worked in Lawson General Hospital in Atlanta until 1946. She had a break in service and worked for the Air Force in North Hollywood in 1957 before coming to the Corps in 1958. She worked Engineering Division until she went to Morocco for 18 months. She returned to the Corps in 1964 and worked in Finance and Accounting. She went to France in 1966 with COMZ. Returned in 1967 to the Construction Division. She had a six month tour in Germany with the European Division and returned to the Construction Division until she retired in 1979.

(ED. Note: We are sure that this list is incomplete. We did not slight anyone intentionally. Information was not available at press time. All those who will respond to this story will be mentioned in upcoming Newscastles.)



## The Los Angeles District and The Desert Training Center

Even before the Japanese attack of Pearl Harbor, December 7, 1941, which marked the entrance of the United States into World War II, the War Department realized that the Army must prepare to train its troops for a variety of special operations under extreme conditions of climate and harsh terrain, and to develop and test tactics and equipment.

Lt. Gen. Leslie J. McNair, later Commanding General of Army Ground Forces, ordered Maj. Gen. George S. Patton, Jr., a native of Southern California, to reconnoiter the desert area of California and Arizona to determine its suitability as a training center for desert warfare.

Upon completion of his reconnaissance between the fourth and seventh of March 1942, Patton in his characteristic flamboyant style, informed Lt. Col. Edwin C. Kelton, District Engineer, Los Angeles District, that he would return with his division and its support personnel, consisting of approximately 60,000 soldiers, in 40 days, by which time he expected facilities ready for quartering and messing these men.

To Patton the area was ideal for training troops for desert warfare; desert temperatures climbed to 120 degrees in the shade, vegetation was sparse, and rainfall averaged 3 inches a year. As important as the terrain was the fact that the area was sparsely populated made it much easier for the real estate personnel of the Los Angeles District to acquire the land for Army purposes. Under the directive of Patton the Los Angeles District acquired the necessary real estate and constructed facilities at the towns of Desert Center, Iron Mountain and Needles.

Troops began to arrive on April 11, 1942. In November those troops participated in the North African Campaign which culminated in the destruction of German forces under Marshall Rommel, "The Desert Fox," in March 1943.

Fortunately, the Los Angeles District had experience in acquiring land and constructing facilities in this desert area. Already operating in this region were the following facilities: a field artillery training area south of Indio, an ordnance section at Camp Seeley, an Engineer Board Desert Test Section at Yuma in Arizona, an Air Corps Depot at San Bernardino, Camp Haun at Riverside, and an Army Air Base (Nellis AFB) at Las Vegas, Nevada.

By January 1943 the Army Ground Forces had changed the primary purpose of the center to provide "maximum training of combat troops, service units and staffs under conditions similar to those which might be encountered overseas." The War Department also changed the name of the Desert Training Center to the California Arizona Maneuver Area (CAMA). Los Angeles District constructed facilities for the Air Support Command, which included Desert Center Airfield, Rice Army Airfield and Shavers Summit Airfield.

Under further directives from the War Department, SPL by November 1943 had enlarged CAMA with the IV Corps in command.

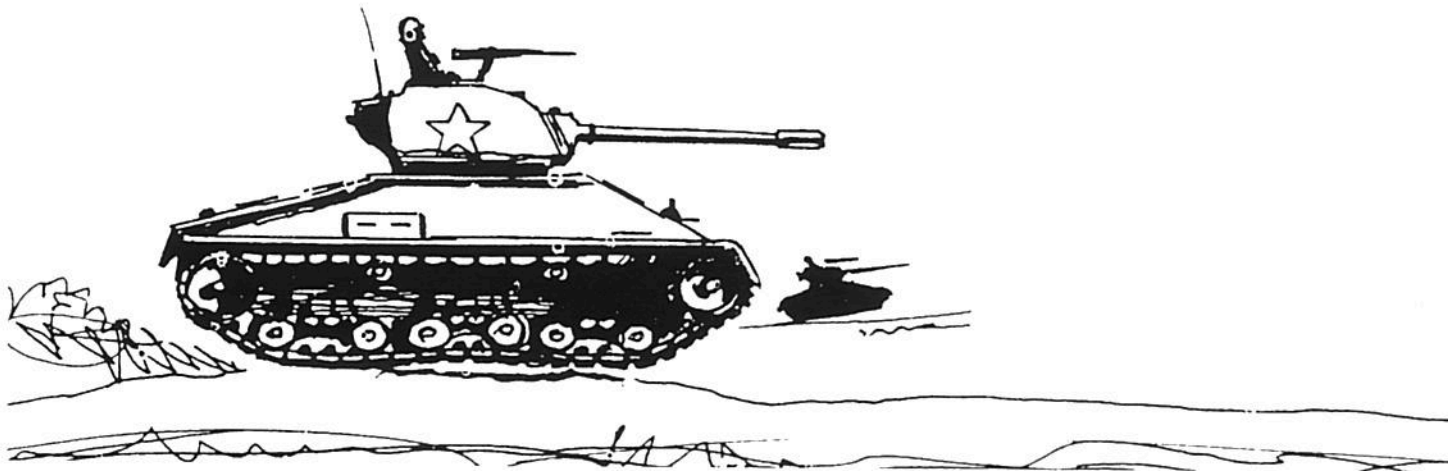
"This area, a barren stretch of wasteland, sand, rock and cactus, was roughly oval shaped and considering both the Communications Zone and Combat Zone, was approximately 350 miles wide from Pomona, California, eastward almost to Phoenix, Arizona,

and 250 miles deep from Yuma, Arizona, northward to Boulder City, Nevada.

This area included at the time of the IV Corps Command: Camp Young, Camp Coxcomb, Camp Iron Mountain, Camp Granite, Camp Essex, Camp Ibis, Camp Hyder, Camp Horn, Camp Laguna, Camp Pilot Knob and Camp Bouse. These were temporary tent camps with a division being located at some of these, and at others armored cavalry, anti-aircraft and field artillery units. The Corps Headquarters, California-Arizona Maneuver Area, was located at Camp Young along with station hospitals that served the outlying camps."

The official history of the 773rd Tank Destroyer describes the training experience in appropriate terms: "Camp Young was the world's largest Army Post and the greatest training maneuver area in the U.S. military history. Eighteen thousand square miles of nothing, in a desert designed for Hell."

But to Patton it was the perfect place for an intense program of training designed to test both soldiers and their equipment. Over one million men survived the "hell" of CAMA before its closure in 1944.



## Corps meets challenge of WWII super-bomber landing strips

Among the most difficult missions accomplished by the Corps of Engineers in World War II was the design of air bases for very long-range bombers.

The magnitude of the engineering problem was revealed when the first long-range aircraft, the XB-19, built by the Douglas Aircraft Company at Santa Monica, rolled from the Douglas hangar at Clover Field on May 6, 1941. The new monster of that time - with a gross weight of 160,000 lbs. - plowed through the pavement to a depth of one foot.

Clearly superbombers required super-airports for which there were few engineering guidelines. Such great loads, rolling across the pavement on military airfields, were unprecedented in either airport or highway engineering. But airstrips able to bear such weight were crucial to the war effort.

"Air bases are a determining factor in the success of air operation," said Gen. Hap Arnold, chief of the Air Corps (Air Force). "The two-legged stool of men and planes would topple over without this equally important third leg."

The Air Corps set rigorous requirements for superbomber air strips. Runways were to have: "inherent strength to carry wheel loads up to 100,000 lbs.; a stress load value of 500 lbs. per square inch under impact; safeguards against any weakness caused by infiltration of water into the subgrade; high skid resistance in wet weather and high visibility at night; durability; and no maintenance except for repairs of bomb damage."

The Corps and the nation's engineering profession marshalled their resources to meet Air Corps requirements.

Professionals in hydraulics, hydro-meteorology, earthworks and foundations tackled airfield problems, assisted by outside consultants and the research staff at the Waterways Experiment Station (WES) at Vicksburg, Miss.

The investigative effort proceeded on many fronts. WES developed criteria for handling surface runoff. Agronomists for the U.S. Golf Association furnished advice on turf culture, and farm equipment companies helped with mechanized planting. But the greatest problem was designing adequate pavement to support the heavy bombers.

State highway departments and the federal government promoted investigative studies as did the Portland Cement Association and the Asphalt Institute.

Since single-engine airplanes had about the same wheel load as a heavy commercial truck, early airport designers used the methods and materials of highway engineers. But with the advent of very heavy bombers these methods failed and a new technology had to be devised.

Since the Air Corps preferred concrete, the Corps of Engineers concentrated on the development of rigid pavements. The Office of the Chief of Engineers (OCE) centered the investigation in the Ohio River Division where the Concrete and Soil Mechanics Laboratories were.

By the end of 1941, the Corps had solved the problem of concrete pavement but not that of flexible pavements, which were usually asphalt. For both types of surface the Corps needed to score a technological breakthrough on the design of the subbases under the pavements.

As the war shifted to key targets deep inside hostile territory, bigger planes were needed to cover the distance. Gen. Arnold gambled that Boeing would produce an airworthy plane, the B-29, and that the Engineers would provide serviceable training fields and operational bases to ensure the success of strategic bombing.

Fortunately, the Chief's Office had the man to find the answers: Lt. Col. J.H. Stratton, head of the Engineering Branch, OCE, a West Pointer well-grounded in both military leadership and engineering science.

In studying state highway research on flexible pavement, Stratton and his staff concluded that a method, originated by O. James Poster of the California Division of Highways, might provide the design to handle the problem.

Poster already had developed a common-sense prescription for inexpensive, durable roads and airstrips. With several hundred new air stations already on order and directives for hundreds more in prospect, Stratton decided to gamble on Porter.

Supported by OCE, Stratton ordered five divisions of the Corps to conduct tests based on Porter's design. Although the tests confirmed that Porter was on the right track, they failed to convince many foundation experts.

In 1942, with what he called his "bunch of damn good engineers," Stratton piled investigative success upon success. They revised sets of concrete thickness curves to assist in the design

of rigid pavements and added new concepts of pavement section design. They gained a better understanding of the problem of critical deflection, and saw how the effects of repetitive loads further improved flexible pavement designs.

Then this mass of information was digested into the Engineering Manual and a comprehensive handbook for Army aviation engineer battalions. The chapter on airfield drainage in the manual was hailed as a major contribution from the science of hydrology to the advancement of both civil and military aviation.

However, the new chapter on airfield pavements, done in haste, proved less authoritative.

By the spring of 1943, the Corps could point with pride at its achievements: the completion of more than 1,100 military and civil airports in the United States. Gen. Arnold expressed his "keen appreciation" for the fine support given the Army Air Corps and noted that the construction program had "been prosecuted with outstanding efficiency and dispatch."

However, before the Corps could relax, it had to face a new problem: the advent of the B-29 in the fall of 1943, the biggest bomber employed by the U.S. in World War II. Fully loaded, the B-29s weighed 140,000 lbs. - 20,000 lbs. more than the design load for airfields in the country. But these planes could bring the virtually unscathed Japanese home islands within bombing range. Now the engineers not only had to strengthen air bases on the home front, but also construct them in remote and backward areas of China, Burma, India and islands in the Pacific Ocean. Once again, the engineers met the challenge, for in the spring and summer of 1945 the super fortresses devastated Japan, taking off from airfields constructed by Army engineers.

By 1944, while the country was building 10,000-mile-range bombers, air strategists were stressing the importance of arctic routes. Airport designers confronted the awesome challenge of providing surfaces for gross loads of 300,000 lbs. in temperate and frozen regions. Under the stress of war, the Engineers had attained world leadership in airfield design, a lead still maintained to this day.



*Corps of Engineers personnel were instrumental in building airstrips for the Army Air Corps superbombers at the request of General Hap Arnold, chief of the Air Corps. Under the stress of war, the Engineers had attained world leadership in airfield design, a lead still maintained to this day. The Corps experimented with building airfields for monsters like that pictured above. From 1941 to the end of the war, you could find engineers spread around the U. S. like those seen the photo to the left working to perfect runways like that shown below. (District archive photos)*



## Hollywood's Hazenbush Helped Corps to Camouflage Key Sites

Did you know that during World War II the Federal Government deemed it necessary to conceal installations such as airfields and defense plants within the United States. After Pearl Harbor it appeared that the 1,300-mile length of the Pacific Coast could be attacked by the Japanese in strength and almost at will. Subject to possible attack were military aircraft factories that had sprung up during the prewar wars in the urban areas of Los Angeles and San Diego in southern California and Seattle in Washington. In December 1941 about half of the American military aircraft production, including almost all the heavy bomber output, was manufactured in eight plants in the Los Angeles area. The known Japanese threat caused the War Department to take steps to strengthen Pacific Coast defenses and to provide passive protection, especially to the aircraft plants.

The presence within LAD of T. George Hazenbush contributed to the success of the camouflage program. Following service in World War I as Second Lieutenant, C.E., he was reappointed in the Reserve Corps as a Camouflage Officer, steadily rose in rank, and promoted to Lieutenant Colonel in 1942. During his reserve service he acted as Liaison-Camoufleur between the Engineer Board and the motion picture industry, in which he functioned in an executive capacity. In 1941 he was placed on active duty with LAD as Chief, Camouflage Section. On reorganization of the Corps in 1942 he graduated to the Pacific Division, a classic example of how the Corps exploited civilian experience for military purposes. The know-how which the motion picture industry developed to persuade the public to accept what they

that: "When a pilot flew by, the land below took on a new look. The runways appeared to be fields of grain and other farm crops. Trees and shrubs were scattered throughout the fields. The parking lots were tented in netting to create a look of alfalfa fields. Even the buildings were disguised as occasional farmhouses and apartment dwellings. Smoke screen equipment similar to smudge pots used in orchards was installed around the airport and the Lockheed plants to further deceive potential enemy bombers."

At the Douglas Santa Monica Plant Douglas engineers collaborated with technicians from Warner Brothers Studios and evolved a camouflage plan which Army Engineers accepted for construction.



The War Department assigned responsibility for passive protection to the Corps. To the Los Angeles District the Corps delegated the mission to provide passive protection, camouflage, for industrial plants and military installations in southern California. During the early war years Army Engineers literally went on a binge camouflaging key industrial and military areas within southern California. The Los Angeles District developed an elaborate program for the construction of 278 separate items of protection for 17 industrial plants in addition to similar protection at military establishments. At March Field the War Department placed a camouflage school to train hundreds of Army officers, enlisted men, industrialists and citizens in the latest techniques to deceive enemy fliers.

As reality turned into exactly what the Armed Forces required to deceive the enemy by converting movie technology into camouflage techniques. Prior to Pearl Harbor the Engineer Board conducted experimental camouflage work which led to the replacement of standard techniques of camouflage point and vegetation in favor of overhead nets, vegetation garlands, and clever use of color. To overcome infra-red photography, the Board developed paints that could not be detected by that type of photography.

Recently both Lockheed and Douglas Corporations publicized the tremendous effort and skill as well as the spending of millions of dollars expended to deceive aerial observation. To camouflage Lockheed Air Terminal and the surrounding Lockheed buildings Burbank, LAD and Lockheed created a scene so

The Douglas camouflage served as a model for other plants to emulate. Essentially, the plan carried out the pattern of the residential area by executing a fake "war housing" scheme. To confuse further enemy pilots, engineers completed a dummy aircraft plant and fake airfield. Approximately four and a half million square feet of net, houses, streets, were utilized to hide Douglas Santa Monica from enemy pilots. By the end of May 1942 Army Engineers had nearly completed a thorough camouflaging of aircraft factories as well as military installations. Although the U.S. Navy virtually ended the threat of serious attack on the West Coast with the defeats of the Japanese Navy in the Battle of Coral Sea in May 1942 and Battle of Midway in June 1942, camouflage remained in place until the end of the war in September 1945.

(Our thanks to personnel of Burbank-Lockheed and Douglas Corporations for material used in this article.)



ARTFUL  
**CAMOUFLAGE**

CREATED BY THE

**U.S. ARMY CORPS of ENGINEERS**

(WITH THE HELP of HOLLYWOOD STUDIOS) MADE WEST COAST AIRFIELDS & AIRCRAFT FACTORIES SEEM TO DISAPPEAR... (TO CONFUSE POSSIBLE ENEMY BOMBERS IN EARLY W.W.II —)

THE CAMOUFLAGE WAS SO SUCCESSFUL THAT U.S. PILOTS HAD A TOUGH TIME FINDING THEIR OWN FIELDS....

## Edwards Air Force Base: From "Iron Horse" Oasis to Aerospace Center

Through television publicizing the dramatic landings of the space shuttle, the world knows about Edwards Air Force Base. However, the peoples of the world, particularly Americans, are not aware how the cooperative efforts of the Air Force and the Army Engineers converted a 301,000-acre stretch of the Mojave Desert into the foremost center in the world for the research and development of air and aerospace weapons system and rocket propulsion as well as the ideal landing area for the space shuttle on its return from outer space.

In September 1933 a small advance party from March Field, Riverside, California, laid out a bombing and gunnery range. At the outbreak of World War II, the Air Corps began training P-38 Lightning fighter pilots, B-24 Liberator and B-25 Mitchell bomber crews at the range.

Included in the bombing practice targets was a realistic 650-foot model of a Japanese navy heavy cruiser, dubbed "Muroc Maru." This ship served the pilots and crews for strafing, identification, and skip bombing practice. In 1950 Army Engineers "sunk" the Muroc Maru as a flight hazard after first ridding the hull of unexploded bombs.

A unique combination of nearly perfect flying weather, isolated location, and neutral airport made the old Muroc Base of World War II ideal for a test center.

Seven natural runways crisscross the 11-mile length of Rogers Dry Lake's 44 square miles of sun-hardened, wind-smoothed surface, providing unmatched aircraft and space shuttle landing

facilities and a ready-made emergency landing field for experimental aircraft. There in October 1942 the Air Corps tested its first jet aircraft, the XP-59A. Nearly all of the Air Force's new aircraft have been tested at this desert base.

To supplement Rogers Dry Lake with its glass-like surface, capable of supporting heavy aircraft, Army Engineers supervised the design and construction of a 15,000 foot runway which formed a flight-landing area. This area is measured as the longest runway in the world, capable of handling the biggest and fastest aircraft or research vehicles and probably those of the future.

To allow for complete use of the dry lake region, the Engineers of the Los Angeles District relocated 36 miles of the Santa Fe Railroad. As part of the project, the engineers acquired mud mines, sources of mud for oil well drilling. Then they filled in the mines to provide a sound foundation for the relocated track.

In 1950 Muroc Field was renamed to honor Captain Glen W. Edwards, who lost his life in the crash of a YB-49 Flying Wing he was testing.

Numerous organizations, governmental and private, tested and evaluated new airplanes, including the famous X-15 in 1960, as well as rocket engines. In the Space Age, Edwards remains an ideal test center. With the nation's emphasis on rocketry Edwards played an increasing role in aerospace development. The latter resulted in the establishment of the Air Force Rocket Propulsion Laboratory at Edwards AFB and the organization of the National Aeronautics and Space Administration

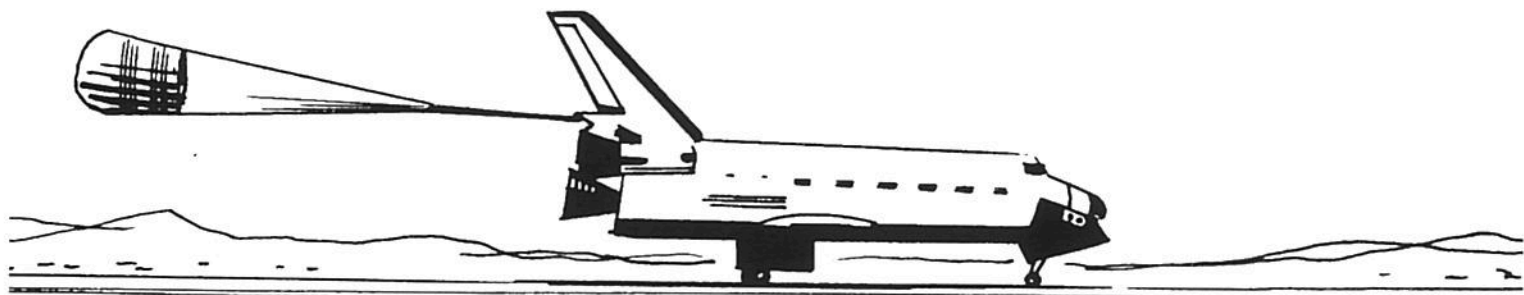
(NASA) which selected the Corps of Engineers as its partner in marshalling construction power for the significant and complex task of the exploration of space.

For NASA, beginning early in 1959, the Los Angeles District monitored the design and construction of the F-1 Engine Acceptance Test Complex at Edwards AFB; the complex was to be used for the development of a rocket engine of 1.5 million pound thrust to provide the power for the first-stage launch of vehicles used in manned moon exploration and deep space probes. Thus, the Corps cooperated with architect-engineers, construction contractors, and the Air Force in producing this test facility which removed a significant obstacle from man's path to the moon and outer space.

In 1963 for the Flight Research Center, Edwards AFB, the Corps developed the criteria, prepared plans and specifications, and arranged the construction of a High Temperature Loads Calibration facility, with connecting taxiway and runway.

In addition, the Corps supervised the design and construction of facilities to provide the amenities of life for Air Force and civilian personnel.

With each landing of the space shuttle at Edwards AFB the American people see on their television screens how the Corps of Engineers transformed the desert into a research center that plays an important part in the research and development of tomorrow's air and aerospace weapon systems and scientific space research.



# MUROC - MARU

A HALF-SIZE MODEL  
OF A  
**WW II** JAPANESE  
CRUISER  
WAS BUILT FOR TARGET PRACTICE  
ON WHAT IS NOW

**EDWARDS  
AIR FORCE BASE..**

The U.S. ARMY CORPS  
OF ENGINEERS BUILT THE  
HUGE BASE, WHICH  
HAS BECOME THE  
**WORLD CENTER**  
FOR TESTING  
SPACE-AGE  
AIRCRAFT!

14-BF

THE CORPS BUILT THE **15,000** FT. RUNWAYS  
WHERE THE FIRST U.S. JET WAS TESTED,  
THE SOUND BARRIER BROKEN, AND AIRCRAFT  
RETURN FROM OUTER SPACE!



**MUROC IS CORUM**  
- SPELLED BACKWARDS! CLIFF CORUM  
WAS ONE OF THE FIRST SETTLERS IN **1910**



## Emperor Denies Military; Accepts Peace

# WAR ENDS AT LAST

**T**he war in Europe had been over since May. Vicious fighting on the island of Okinawa and the high U.S. casualty figures for that battle indicated the coming invasion of Japan would make the recent U.S. assaults pale by comparison.

U.S. strength was flowing to the Pacific. In addition to the service members already in the theater, battle-tested divisions from the fight against Nazi Germany were arriving. The Eighth Air Force — which had rained death and destruction upon Germany — was now headquartered on recently captured Okinawa.

U.S. submarines had virtually eliminated the Japanese merchant fleet, and Navy task forces sailed the waters adjacent to the home islands,

sinking ships and striking targets on land.

U.S. B-29 Superfortresses bombed the Japanese mainland, burning out square miles of their cities.

But the Japanese were not ready to give up. Under the slogan "100 Million Die Together," the Japanese high command stockpiled weapons and expected everyone capable of handling a weapon to join the fighting.

The main Japanese armies waited on the home islands. The United States had taken almost 200,000 casualties breaching the outer defenses of the Japanese Empire. How many more would die trying to take the home islands?

But for two columns of cosmic fire, the invasion would have taken place. On

Aug. 6, 1945, one U.S. B-29 named Enola Gay

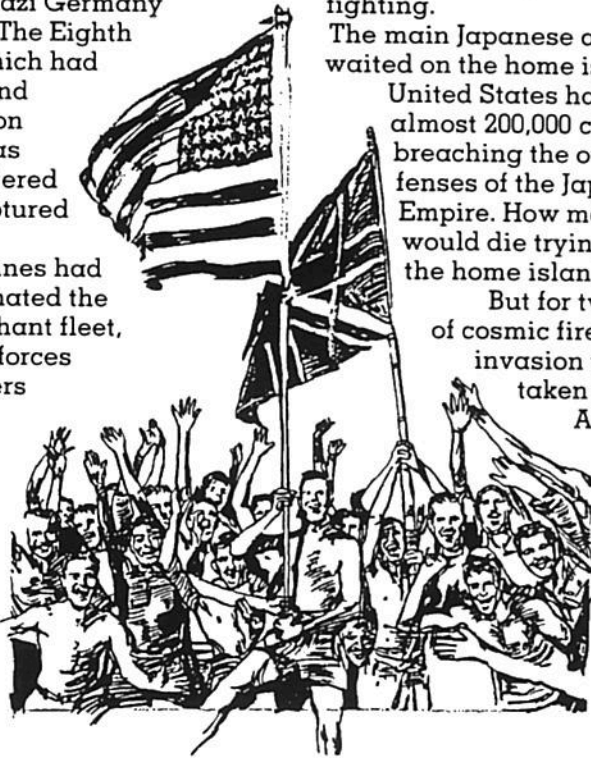
dropped one bomb on the city of Hiroshima. That city was destroyed, and just over 60,000 Japanese were killed. Three days later another, U.S. bomber Bock's Car dropped another atomic bomb on Nagasaki. That city was destroyed, and about 35,000 people perished. In the days and years to come, more Japanese would die from the effects of these weapons.

The Japanese emperor decided to accept Allied peace proposals. Many military leaders still wanted to fight to the end, however, and rose and tried to take control. They were stopped. On Aug. 14, 1945, the Japanese formally accepted the Allied terms.

The Japanese surrendered Sept. 2, 1945, aboard the battleship USS *Missouri*, moored in Tokyo harbor. General of the Army Douglas MacArthur presided over the ceremony.

World War II, the most destructive war in history, finally ended six years after it began.

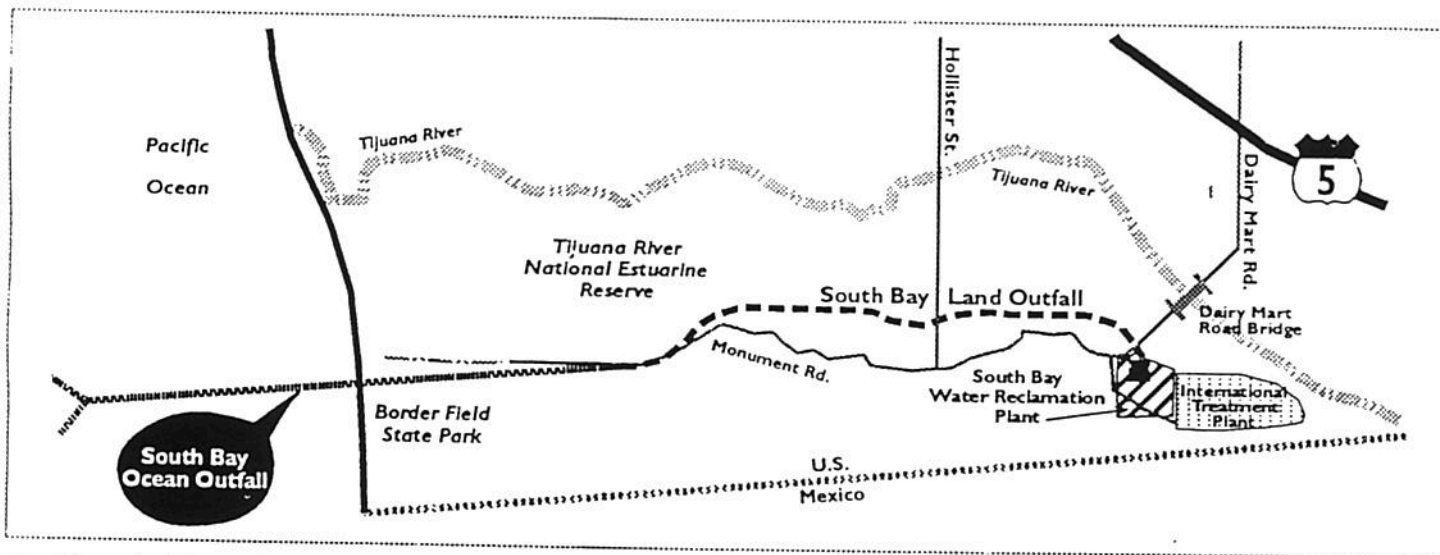
— American Forces Information Service



Paul Seligson '55

LA District to provide grant management

## South Bay Ocean Outfall construction scheduled



### South Bay Ocean Outfall

SAN DIEGO, Calif. -- The Los Angeles District will provide grant management on behalf of EPA during construction on the South Bay Ocean Outfall (SBOO) that will convey treated wastewater effluent from a treatment plant being built near the U.S./Mexico Border to the Pacific Ocean.

The outfall, a pivotal component of the United States Section of the International Boundary and Water Commission's International Wastewater Treatment Plant (IWTP), will extend approximately 3.5 miles into the ocean and will accommodate up to 258 million gallons per day (MGD), when completed in 1998.

The SBOO and the IWTP are being constructed to capture, treat and dispose of renegade raw sewage flows entering the United States and sewer infrastructure overflows coming from east Tijuana, Mexico. This untreated sewage has resulted in major health and environmental concerns, which have plagued the Tijuana River Valley since the 1930s.

The Outfall is designed to meet projected South Bay flow demands, up to 333 MGD, for the next 75 years from the International Wastewater Treatment Plant; the City of San Diego's South Bay Water Reclamation Plant; and any additional future wastewater treatment facilities. An additional pump station will be needed to increase the capacity beyond 258 MGD.

The San Diego's Metropolitan Waste-water Department will manage construction of the outfall and serve as the contracting agency during construction. The U. S. Army Corps of Engineers will provide grant management during construction in behalf of the Environmental Protection Agency. The City of San Diego will be funding 39.94 percent of the outfall and the balance will be funded by the EPA through the Federal Clean Water Act grant program.

The wastewater effluent from the two treatment plants will be conveyed to the ocean outfall via the South Bay Land Outfall (SBLO), a 144-inch internal-diameter reinforced concrete pipeline, completed in early 1994. The SBLO has two force mains, associated with it, to be used for the conveyance of renegade sewage from Smuggler's Gulch and Goat Canyon to the International Wastewater Treatment Plant.

The outfall design incorporates measures to mitigate for potential hazards, including storms and earthquakes. Several potentially active faults were identified in the geotechnical studies; a special liner has been incorporated into the tunnel design in the areas where the alignment crosses the faults. This will allow translation or deflection of the tunnel in case of a seismic event. The outfall is also designed to withstand the waves produced by a 100-year interval frequency storm.

The first 19,000 feet of the outfall will be tunneled under the Tijuana River National Estuarine Research Reserve in order to minimize potential adverse impacts to the sensitive environment. The last portion of the outfall is a marine pipeline constructed on the seafloor. During the design phase, it was determined that a partial tunnel/riser/partial seafloor pipeline was prudent since the geotechnical borings indicated that as the tunnel proceeded further west, the desirable San Diego Geological Formation was further from the surface. In order to design a full-length tunnel within the San Diego Geological Formation, it would be necessary to push the pressure envelope of modern tunnel technology. The decision was not to do this; thus a partial tunnel/riser/partial seafloor pipeline has been designed.

The South Bay Ocean Outfall will serve the San Diego-Tijuana international region's wastewater infrastructure needs well into the 21st century.

## Golf News

The Sacramento District will host the 40th Annual Division-wide Golf Tournament at the Fort Ord Golf Courses, Monterey, California. Tourney dates are October 19-20, with an awards banquet being held the evening of the 20th at the Clubhouse Restaurant.

The tournament is open to all Corps members and their families, retirees, and associate members of respective Corps golf clubs. Membership in a respective Corps golf club is not a prerequisite for participating; however, participants without a verifiable handicap or index, will be handicapped using the Calloway System.

Contact Jim Crum (213) 894-5320 for further information.



## Mobile District establishes Campground Reservations Hotline for 1996 Olympics

MOBILE, Ala. — The Mobile District has established a hotline for its 1996 Campground Reservation Information Hotline to respond to requests for information on reserving camping space at Corps of Engineers' lakes during the Olympic period — July 18 - August 18, 1996. Seven (7) Corps' lakes are located within a three hour drive of Atlanta. The number is 800-513-0833. Callers will be sent information on campground reservations, camp-ground policy, and costs. The operators will also be able to provide callers with the telephone numbers of one or all of the lakes.

When calling the Hotline number, the public can request reservation forms which will be mailed to

them immediately. Those forms will include important information about camping fees, hours of operation and rules and regulations of the campgrounds.

Reservations for the Olympic period (July 8 - August 18, 1996) will be accepted from October 15, 1995 to June 15, 1996. Any reservation forms received before October 15 for the Olympic period will not be processed. The seven Corps' lakes are: Carters Lake in Oakman, GA; Lake Sidney Lanier in Buford, GA; West Point Lake in West Point, GA; Walter F. George in Fort Gaines, GA; Allatoona Lake in Cartersville, GA; Hartwell Lake in Hartwell, GA; and J. Strom Thurmond Lake in Clarks Hill, S.C.

### UPCOMING SPORTS EVENTS\*

FEE	EVENT	LOCATION	DATE	
	3 & 5K walk/run	Westwood	19 Aug	\$18
	2.8 & 4.8 mile run	Hunington Beach	31 Aug	\$16
	5 & 10K walk/run	Dodger Stadium	3 Sept	\$18
	5K & half marathon	San Pedro	9 Sept	\$18
	Swim, bike & run	Torrance Beach	10 Sept	\$40
	5 & 10K run/walk	Tustin	10 Sept	\$18
	5 & 10K run/walk	Pasadena	17 Sept	\$15
	Swim, bike & run	Malibu	17 Sept	?
	5 & 10K run/walk	Griffith Park	23 Sept	?
	5 & 10K cross country	Rolling Hills	30 Sept	\$13
	100 Mile endurance run	Wrightwood	30 Sept	\$135
	1 & 5K run/walk	Yorba Linda	7 Oct	?
	5K run	6 Flags	8 Oct	?
	5 & 10 run/walk	San Dimas	14 Oct	?
	15 & 32 mile bike	Moreno Valley	15 Oct	?
	1 & 5K run/walk	South Coast Plaza	29 Oct	?
	3, 5 & 10K run/walk	Marina Del Rey	29 Oct	?

\* For more information on the above events, and many others not listed, call Cross-Trainers Librarian, David Compas

# Happenings

## AROUND THE CORNER

by Jessica E. Jacobs

It was a tiring trip to the California State National Association of Retired Federal Employees Convention. Cold, rain and fog and a return trip in the rain and fog. Didn't bump into any LA Retirees, so no pictures. Here's hoping we have better luck at the picnic. (No we didn't).



Received a letter from James W. Dunham with some news. He and his wife joined James W. Davidson and his wife and they celebrated "Fathers Day", at a luncheon hosted by Bills daughter-in-law, Sharon in Laguna Beach. Since James and Bill worked together in the Glendale Field Office they've become good friends, since the late 30s as they both had the same interests. They were both on active duty together in WWII and they joined LADO. The fire of 1993 leveled Bills Laguna Hills home and he now lives in Laguna Beach. Bill is in fair health, but can't drive a car and has to stay close to home. He would like to hear from his LADO friends.

James Dunham hopes to attend the next Retiree Luncheon. Thanks James for your letter. Keep up the news. I will have Bill's address changed in the 1996 Directory.

Charles Truesdell and his wife Genevive will be celebrating their 50th Wedding Anniversary on November 1. They say they are hoping that their ten grand children will be able to make the celebration.

Just came back from the Engineers Day Picnic. What a crowd! On of the biggest in recent memory...but not many retirees. A few I recognized, others I didn't. They took plenty of pictures and some appeared in the July edition of the Newcastle. Shame on you retirees. They even had a bus to take you to Griffith Park. This year, they had a large raffle...hundreds of prizes. My daughter, Sandra won two prizes, and I won one also...An Xtra Large T-Shirt...(Ha/Ha).

I plan on attending the Retiree Luncheon at the Luminaria's Restaurant in Monterey Park on October 11. Call the Public Affairs Office for a ride from the Federal Center to Luminaria's (213) 894-5320. See you then.

We want to hear from you, so do write and give me the news about what is happening in your lives.

## NEW ARRIVALS

Aminah T. Baker	Gina Trujillo
Leatrice Barnes	Mariscela Jaramillo
Carl K. Doerfler	Amer Espili
Lucy Estrada	Cassandra Huynh
Peter J. Evans	Lynette Lagrange
Thad T. Fukushige	Alisa M. Bertrand
Irma E. Guerra	Shih Huang Chieh
Lac Tieu	Jennifer D. Cowles
Kris W. Lum	Raasheeba M. Davis
Thomas D. McKercher	Eric G. Holland
Rex E. Pickett	William D. Leach
Sonia N. Stuckey	John C. Onderdonk
Catherine J. Tsue	Daniel M. Ortiz
Mary Jane B. Willis	Corine Ung
Angelo Kravolos	Cynthia T. Walley

## AWARDS

Olivia Mangini.....Performance  
Juan A. Dominguez...Performance  
Gregory Jagosz.....Performance  
Irene Leyva Tracy...Performance  
Sanny V. Nguyen.....Quality Step Increase

## PROFESSIONAL ENGINEER

Doland Cheung

## CERTIFIED GOVERNMENT FINANCIAL MANAGER

Marty Dense

## APPROVED SUGGESTIONS

Fred-Otto Egeler

## IN MEMORIAM

The entire members of the Los Angeles District Engineer family are saddened by the passing of old friends and colleagues. We wish to send condolences and best wishes to their survivors.

Raymond E. Magness, April 17, 1995

Our thoughts are with Rudy Yardinel, Construction-Operations, who lost his wife Sylvia in an automobile accident.

Mrs. Earl Borkovetz, wrote that Earl had a heart attack, after battling with prostate cancer for many years.

## Extended Engineer Family News

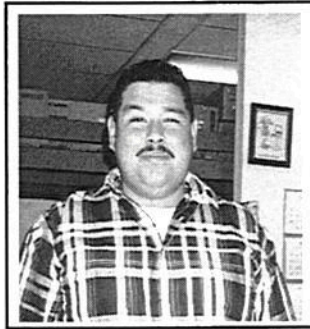
# Annual Retiree's Luncheon

Luminaria's Restaurant, Monterey Park, October 11

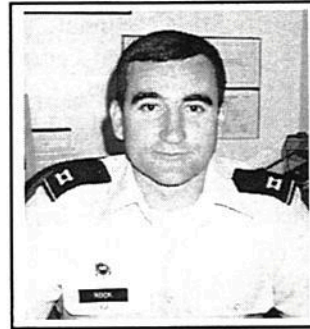
**WE ASKED OUR READERS.... HOW DO YOU VIEW SUCCESS?  
AND THEIR ANSWERS WERE.....**



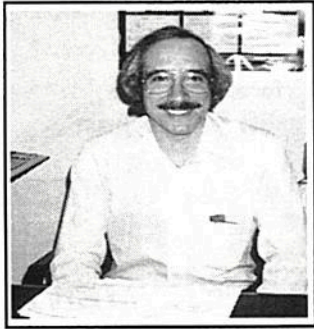
*Stuart Brehm, Civil Projects Branch  
"Success is being happy at what you do."*



*Gustavo Ruiz, Supply Management Br.  
"Success is setting a goal and achieving it."*



*Capt. Tim Rock, Military Support for  
Others Branch "Success is a journey, not  
a destination."*



*Bob Gallo, Federal Credit Union,  
"Success is reaching all my goals and  
seeing some of my dreams come true."*



*Irma Vandenstein, Construction  
Management Section, "I view success by  
the accomplishments you've made  
throughout life."*



*Hank Watson, "Success is when a person  
reaches their potential, and the goals they  
set forth in life are achieved and their  
efforts result in success."*

**DEPARTMENT OF THE ARMY  
Los Angeles District  
Corps of Engineers  
P.O. Box 2711  
Los Angeles, California 90053-2325**

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*Can you find 5 mistakes?*