



United States Air Force  
15th Air Base Wing  
Environmental Restoration Program

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# HISTORICAL REVIEW

## EE/CA for OU1

### Bellows Air Force Station Oahu, Hawaii



## Appendix B

### Interview Summaries

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**INTERVIEW: KEENAN POWELL, ENGINEER, EA SCIENCE & TECHNOLOGY**  
**BELLOWS AFS OU1 EE/CA**

Marshall Ness and Pam Asbery-Smith interviewed Keenan Powell of EA Science & Technology on May 5, 1998. Powell managed the removal of abandoned drums from several sites at Bellows AFS, including DP17, SD22, and DP06. Powell indicated that his work at LF01 was only at DP17. During the interview, the participants referred to the “General Plan Combined Utilities Map” dated 1945, and to EA’s *Final Letter Report, Bellows Air Force Station, Hawaii* (Delivery Order 19 for Multiple Drum Removal).

**Site DP17**

Powell stated that EA removed 47 drums from DP17. All of the drums were on the surface. EA didn’t investigate for subsurface drums or debris; Powell stated that they did perform a magnetometric sweep of one area and excavated but didn’t find any buried drums. The drums were located at the base of the borrow pit along the north side of the east-west road that extends from the end of runway 36, between revetments 30 and 29, and branches to the north at the entrance of the landfill. The drums were located along this road down to an area where old transformer cooling fins were present. The general location is near Harding Lawson monitoring well 3. Powell observed drums to a distance of approximately 20 feet out from the cliff face.

Powell speculates that the drums were transported to the top of the steep berm and simply pushed over the edge, rather than driven down into the landfill. Many of the drums exhibited burn marks. (In a separate interview, former Bellows AFS employee Jane Kubota reported that the Fire Department conducted controlled burns at the landfill once a week.) Powell stated that EA’s records search did not turn up information on when the dumping occurred, but that this may be in the PA/SI Report.

Powell observed no drums on the south side of the road. The rectangular area shown on Figure 2-1 of EA’s *Final Letter Report, Bellows Air Force Station, Hawaii* (delivery order 19 for Multiple Drum Removal) encompasses drums on the north side of the road and surficial, non-hazardous debris (including scrap metal) on the south side, down into revetment 25.

**Site SD22**

EA removed 37 drums from SD22, located between revetments 36 and 35. Marshall Ness observed that the area between these revetments had a vertical relief of at least 20 feet in old aerial photos, but is now 10 to 15 feet below grade. Powell stated that the drums were not scorched and many of them had “No Parking” written on them, and some contained old AAA foam historically used for fighting aircraft fires. The drums appeared to have been rolled down the hillside from the top of the revetment area or the plane parking area.

Powell stated that EA set up a sampling grid at the base of the drum removal area and collected random samples (Figure 3-4 in the EA Letter Report). Analytical results indicated arsenic at 54

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mg/kg (estimated), above the DOH-set background level of 24 mg/kg, and beryllium at 78 mg/kg. Powell speculated that these results may be due to a drum of waste oil, or may just represent a naturally occurrence of elevated arsenic and beryllium. Marshall speculated that someone may have done an oil change nearby and disposed of the oil into the drum area.

### **Site DP06**

Powell was uncertain of the actual location and boundaries of DP06. EA removed two drums from an area just west of Site SS21, at the bottom of the revetment or hill; this location apparently corresponds to the area between the bases of revetments 18 and 19 on the 1945 Combined Utilities Map. The drums contained concrete fragments, and had no lids. Powell stated that the Air Force said these two drums were from DP06, and was unaware of the assumed location of DP06 further north at the crossing of Tinker Road and Waimanalo Stream. Powell thought that DP06 might be an area further south, near Site EA05. Powell also speculated that the two drums may simply have been assigned to DP06 in order to avoid creating another, separate investigation area. Powell stated that there were no drums in the actual DP06 area as delineated in the PA/SI report (EA, 1996).

## **INTERVIEW: JANE KUBOTA, CIVILIAN EMPLOYEE, BELLOWS AIR FORCE STATION**

### **BELLOWS AFS OU1 EE/CA**

Marshall Ness and Pam Asbery-Smith interviewed Jane Kubota at Bellows Air Force Station on April 28, 1998. During the interview Kubota referred to a 1945 map of Bellows Field. This map had been updated, but the date was not recorded on the original map.

Kubota started work at Bellows in June 1945 as a clerk/typist. Kubota rode to work on a bus from Bellows that picked up employees. Upon termination of the bus service in 1946, Kubota obtained her driver's license and provided her own transportation to work. Kubota initially worked in the Operations Building, shown as Building 332 on the 1945 map. In 1946, the offices were moved into the Officers' Club, Building 115, near the base housing area. Kubota became the Commander's secretary. Her exposure to memorandums regarding the base was limited because most of the memos were routed through the First Sergeant.

Kubota pointed out the enlisted men's and the officers' cottages, noting that they were constructed in the 1950s, after the last indicated update on the map. She said that Hale Makai had burned, then was rebuilt in the 1950s by Joe Olegaria, who is now deceased.

Kubota does not recall a gas station near Underwood Drive, as indicated on the map, but does remember the one shown on the map near the motor pool. She also remembers another gas station shown on the map at Sullivan Road near the base civil engineer's yard.

Kubota also recalls that Bellows was used primarily for R&R during the Korean War.

The old chapel was moved to a new location and is now the Headquarters Building. Kubota said that when the old buildings were dismantled, the materials were used for new construction.

Although she had never been to the cemetery, Kubota said that Mr. Kunishi, now deceased, regularly maintained the cemetery. The National Guard now maintains the cemetery. Mr. Kunishi's son, Banzai, is still alive, and can be contacted through Kuni's Chevron Station in Waimanalo.

Kubota indicated there were several tent camp areas on post. The one with the flagpole was located on Underwood Drive.

Kubota also said the Fire Department used to do controlled burns at the dump once a week. She thought it likely that some of the retirees who participated in the burns are still alive. The Fire Department building has been demolished. It is possible the Fire Department had their own source of fuel, and could have had an underground storage tank.

The NCOIC in the 1960s was Lawrence Gyotoku, who became the Recreation Manager in 1969 and

retired in January 1997. Kubota said she had worked for him and he was extremely knowledgeable about base facilities.