



Uploaded to the VFC Website

▶▶ July 2014 ◀◀

This Document has been provided to you courtesy of Veterans-For-Change!

Feel free to pass to any veteran who might be able to use this information!

For thousands more files like this and hundreds of links to useful information, and hundreds of "Frequently Asked Questions, please go to:

[Veterans-For-Change](#)

If Veterans don't help Veterans, who will?

Note:

VFC is not liable for source information in this document, it is merely provided as a courtesy to our members & subscribers.



DISPOSAL OPTIONS FOR 18 UC-123K AIRCRAFT STORED AT AMARG

505ACSS and 75 CEG have explored the following two options for disposal of 18 UC-123K aircraft in quarantined storage at AMARG.

1. DRMS DISPOSAL OPTION. This is the normal aircraft disposal method used by the Air Force at AMARG/Davis-Monthan AFB. Once an aircraft has been directed for disposal by AF/A8PL via AF Form 913, the aircraft is prepared at AMARG. The aircraft will have all liquids drained, if they have not been drained before. When DRMS takes ownership from the Air Force, the aircraft go through several processes before getting chopped up and shredded at one of the local metal recycle contractors near AMARG. If the aircraft is a fighter aircraft, it will go straight to the metal recycle contractor after all military sensitive equipment is removed. Engines are also usually removed. If the aircraft is not a fighter aircraft, it is made available for commercial sale and commercial parts harvesting through GSA and Government Liquidators. This process of making the aircraft and/or parts available to the public usually takes weeks or months. GSA and Government Liquidators also make the sale public through the internet. After a certain amount of time available to the public, the aircraft will eventually be identified for recycle and disposal. DRMS will contract with one of the local metal recycle contractors, who will bring a flatbed trailer and machinery to the aircraft. The wings will be cut off, the aircraft will be loaded, and taken to the recycle facility. It will be cut up, chopped up and shredded into cell-phone size pieces. The metal is then sold to any vendor looking for recycled metal. DRMS sells the aircraft to the recycle contractor for so many cents per pound. Once the contractor shreds the aircraft, they sell to a buyer and make their profit. The money the contractor paid to DRMS goes directly into the US Treasury. Due to the sensitive nature of these aircraft, we cannot follow normal DRMS procedures outlined above. USAF and DRMS would need to coordinate unique disposal (smelting) requirements with the selected recycle contractor incurring additional time and cost associated with administration, contracting and transportation. These additional efforts could also generate the increase of potential public/media exposure.

2. US NAVY DISPOSAL OPTION. The US Navy has an aircraft disposal office in California. Each year the Navy contracts with a recycle contractor named Huron Valley Fritz-West (HVF-West) who operates a recycle facility next door to AMARG in Tuscon, AZ. The Navy contracts with HVF-West to dispose of aircraft. The Navy contacted Dr. Wayne Downs earlier this year and offered an alternative disposal option for disposing of our 18 UC-123K "Agent Orange" aircraft stored at AMARG. Their process is to charge the Air Force \$1000.00 per aircraft. The money is for TDY travel and related expenses for their personnel to be on-site to personally watch the aircraft be trucked into the recycle facility and be chopped up and shredded into cell

phone-size pieces. They officially “certify” and “verify” that the aircraft were destroyed and shredded. The Navy is willing to allow the Air Force to use the Navy contract with HVF-West to have the aircraft destroyed and disposed of. This option can be done discretely. This option avoids all contact with or exposure to the public and the aircraft are not made available for commercial parts harvesting or commercial sale. This option can happen quickly. The Navy can send a team to supervise the disposal event at AMARG and HVF-West. This option also allows the Air Force to maintain complete custody of the aircraft all the way to destruction. This option allows the Navy to modify their existing contract to have the UC-123K aircraft smelted. Smelting is not part of the normal DRMS disposal process. These 18 UC-123K “Agent Orange” aircraft need to be smelted after they are shredded into cell phone-size pieces. Smelting is necessary for these 18 aircraft so the Air Force will no longer be liable for “presumptive compensation” claims to anyone who ever works around this “Agent Orange” metal. The smelting process effectively destroys all remaining low levels and trace levels of Agent Orange herbicides, dioxins and furans in the 18 UC-123K aircraft. If the Air Force wants quick and quiet disposal, the Navy option is preferable. The DRMS option will likely generate publicity and media exposure.

RECOMMENDATION:

505ACSS System Program Office recommends option 2 for the following reasons:

1. Uses standing Navy contract.
2. Single party custody throughout disposal process.
3. Navy provides official “verification” and “certification” of complete destruction IAW contract.
4. Minimizes publicity and media exposure.
5. Streamline/quick disposal.

ISSUES:

Selection of option 2 will require funding of Navy contract at approximately \$20-25K vice potential lower cost of option 1. All costs associated with option 1 have not yet been determined due to the unique disposal and custody requirements outside the normal DRMS disposal processes. It is highly feasible that the additional cost associated with administration, contracting and transportation of option 1 will exceed option 2 costs. The System Program Office will require funding for the Navy contract.