

01-355
09-71

NASA - Langley

November 25, 1958

MEMORANDUM for Engineering Service Division Files

Subject: Plum Tree Island

1. Colonel W. E. O'Neill, Executive Officer of Langley Air Force Base, Virginia, called the writer on November 24, 1958, stating that, with regard to NASA's use of Plum Tree Island at some date, this might be possible; however, the present plans for Plum Tree Island, after it has been phased out for bombing purposes, are to maintain this piece of property as a channel out for traffic off of runway 7-25. He could not find any indication that the Government intended to dispose of Plum Tree Island in the near future. He was confident of the fact that, should NASA have any desires to use the island, it would be a long time before it could be decontaminated to a point whereby it would be suitable for any purpose other than as a bombing range.

J. Cabell Messick
Chief, Engineering Service Division

March 2, 1959

MEMORANDUM for Associate Director

Attention: Mr. J. C. Messick

Subject: Use of Plum Tree Island bombing range as NASA drop and low speed flight test area

1. The disposition of the Plum Tree Island bombing range following the imminent deactivation of the 345th Bomb Group has recently been discussed with Base Operations personnel. Use of the bomb range will essentially be discontinued by this Group in April. The Air Force apparently has no present plans to continue use of the area as a bomb range, although it will continue as a restricted area for the time being, at least. The use of this area by NASA for helicopter and VTOL low speed test flying and for free-flight model drop tests would be very desirable, and has been proposed in the past. The full-scale flight tests we have in mind would not involve intentional landings. However, the free-flight models would have to be recovered, and may not always be retrievable by helicopter. Consequently, operations in this area may have to be conducted with cooperation of Air Force units.

2. It is felt that proper Air Force authorities should be informed of our desires at this time so that a working agreement with the Air Force can be worked out as soon as possible if the idea meets with their approval.

John P. Reeder
Head, Flight Operations Branch

JPR:gtb

March 9, 1959

MEMORANDUM for Associate Director

Subject: Use of Air Force restricted area near Plum Tree Island for outdoor testing of free-drop and radio-controlled models.

Reference: Memo. for Assoc. Dir., dtd March 2, 1959, JFR:gbr

1. The Outdoor Testing Unit of the Spin-Stall Branch is currently using the airport at West Point, Virginia, for testing free-drop and radio-controlled models to study the dynamic stability, control and spinning characteristics of airplanes and space vehicles. Because of the limited space, the presence of buildings and relatively dense trees and undergrowth, several restrictions have been imposed on the operation in this area. Although the airport has been very useful in developing the testing technique, the usefulness of the technique is now impaired by these operational limitations and the distant location of the airport.

2. In order to utilize this testing technique more fully and to obtain greater operational efficiency of the Testing Unit, a survey of suitable areas in this region has been made and the northern portion of the Plum Tree Island Bombing Range (designated Restricted Area R-49) appears to be the most suitable area. Comments regarding the use of this area are attached to this memorandum. An additional use for this area is discussed in the reference memorandum by Mr. John P. Reeder of the Flight Research Division.

3. On March 5, 1959, Messrs. D. E. Hewes and J. Worth of the Spin-Stall Branch accompanying Captain S. N. Castor, Langley Air Force officer in charge of the bombing range, made an inspection trip to the area using an Air Force helicopter and a particular study was made of this northern section which is well removed from the bomb impact area. It was found that a helicopter can land on almost any part of the area and that a good portion of the land area is capable of supporting heavy loads such as trucks and jeeps. There are very few trees and no other obstructions. The nearest habitation appears to be about three quarters of a mile from the area. The water area to the east is suitably protected from water traffic by Drum Island and Poquoson Flats which have very shallow water and cover several square miles. A portion of the shore line has a firm, sandy beach. There is a large adjacent land area (apparently private property) to the west of the so-called Restricted Area R-49 and to the north of the village of Messick. This land is very similar to that within the subject area and will serve as buffer zone to provide an additional safety factor which will decrease the limitations imposed by the danger of the models striking objects. Access by land to the subject area is by way of this private property.

4. Captain Castor stated that the bombing range will be closed to further bombing and strafing activity on April 1, 1959 and a demolition team will be sent to completely clear the whole area of any possible live ammunition. The Air Force is planning to retain the ground area as a possible emergency fuel-tank drop area and to retain a "climb-out" corridor through the air space for the coastal defense airplanes.

5. Captain Castor stated further that his group which provides helicopter support for Base Operations would be able to assist the Outdoor Testing Unit whenever necessary. It is noted here that this group has been most cooperative and helpful not only in providing the assistance mentioned above but also in providing support for a recent special parachute test conducted by the Outdoor Testing Unit at the bombing range.

6. Inasmuch as use of the Plum Tree Island Bombing Range will permit greater and more efficient utilization of the outdoor-testing techniques and the research personnel, it is requested that immediate steps be taken to secure authorization from the Air Force for use of the area by the NASA on a continuing basis. It is further requested that suitable arrangements be made with the owners of the private property discussed in this memorandum to permit government vehicles to trespass for purposes of access to the restricted area and recovery of models which may land outside of this area.

- (c) Appropriate assistance in case of emergency or accident.
- (d) Greater security for classified projects.

7. Flexibility of Fixed-Base Operations:

- (a) Tests depend only on immediate availability of models.
- (b) Approximately 3 times as many models as currently available.
- (c) Maintains equipment left at site.
- (d) Only tracking and radio control equipment needed at site, can be sent permanent.

D. E. Hewes
Aeronautical Research Engineer

Enc:
(Comments regarding Plum Tree Island)

DEH:sgt

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- (e) Shop facilities available for model repairs.
- (f) Test facilities and area available for other special types of tests.
- (g) TD can monitor radio transmission to check proper operation of radio equipment and assist in on-the-spot trouble shooting through the communications system and also possibly record some data.
- (h) Minimize use of auxiliary transportation.
- (i) More emphasis applied directly to research operation rather

MODEL FLIGHT TEST OPERATION AT PLUM TREE ISLAND

A. - Advantages:

1. Adequate Space:

- (a) Land area - approximately 3 square miles, outside of bomb impact area.
- (b) Water area - approximately 6 square miles of shallow water at least 1 mile from boat channels or populated area.
- (c) No significant obstructions in area. West Point has less than 1 square mile and much of this is wooded or paved.

2. Accessibility to Laboratory:

- (a) The largest and closest area available.
- (b) Tracking site 3 miles from Spin-Stall building.
- (c) Travel time about 5 minutes by helicopter.
- (d) Crews can operate directly from Spin-Stall building.
- (e) Within radio-communication range of Flight Operations, Meteorology, IRD and Langley Control Tower.
- (f) Immediate assistance in case of emergency or accident.
- (g) Greater security for classified projects.

3. Flexibility of Fixed-Base Operations:

- (a) Tests depend only on immediate weather.
- (b) Approximately 3 times as many days available for testing.
- (c) Maintenance equipment left at Spin-Stall Shop.
- (d) Only tracking and radio control equipment needed at site, can be semi-permanent.
- (e) Shops immediately available for model repairs.
- (f) Test facilities and area available for other special types of tests.
- (g) IRD can monitor radio transmission to check proper operation of radio equipment and assist in on-the-spot trouble shooting through the communications system and also possibly record some data.
- (h) Minimizes use of auxiliary transportation.
- (i) More manhours applied directly to research operation rather than supporting operations.

4. Less damage to model likely in either normal or emergency landings.

5. Greater safety for helicopter in case of emergency landing.

B. - Disadvantages:

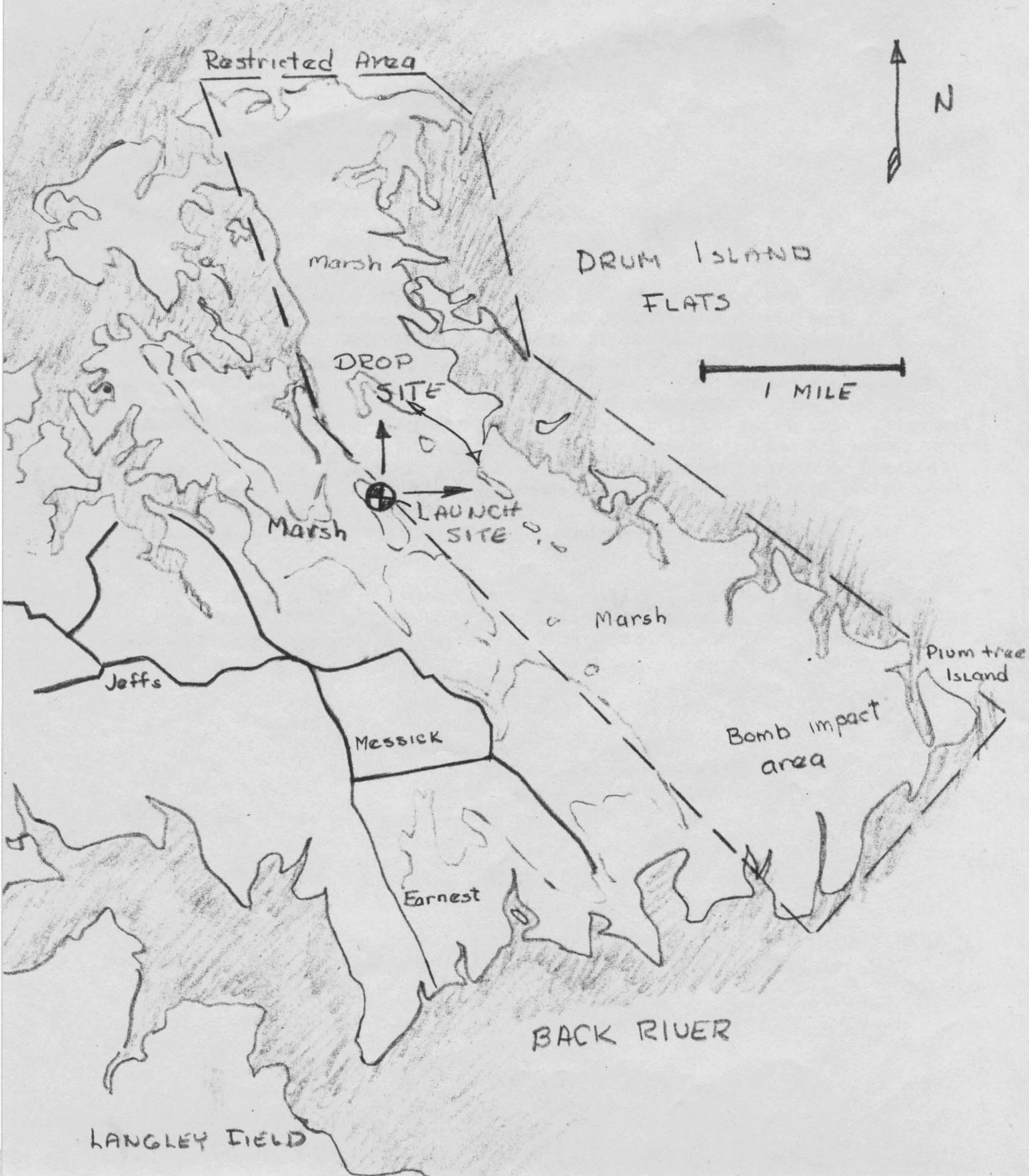
1. Some waterproofing required for model equipment.
2. All radio control and tracking equipment susceptible to

- corrosion due to salt water and atmosphere.
3. Retrieving in marsh and very shallow water.
 4. Poor accessibility by land or water.
 5. Poor protection of heavy equipment from very bad weather.
 6. Possible flooding of sites in high tides.
 7. Equipment may have to be moved in case of bad weather.
 8. Mosquitoes and snakes.
 9. Parachutes require laundering and drying, more chutes required.
 10. Operation near crowded air space.

C. - Recommendations:

1. Secure authorization from Air Force for continuing use of the bombing range.
2. Secure permission from owners of adjacent property to trespass for purposes of access to restricted area and recovery of models which may land outside of test area.
3. Locate launching and tracking sites on edge of Air Force restricted area approximately 1 mile north of Messick.
4. Locate drop area to the north and east of launching site.
5. Semi-permanently install the tracking units on raised platform with suitable weather and theft protection.
6. Secure "swamp-buggy" type vehicle (perhaps a "Weasle") from the Army to provide ground support in retrieving models and also moving ground equipment. (Note: This could be easily included in the arrangements being made to secure Army helicopter support).
7. Provide suitable water and corrosion protection for models and equipment.
8. Secure Air Force assistance in spraying area for mosquitoes.

POQUOSON FLATS



March 26, 1959

Colonel Gene H. Tibbets
Commander
Langley Air Force Base, Virginia

Dear Colonel Tibbets:

This Center has two long-range programs concerning, first, drop tests of free-flight models from helicopters and second, low-speed, low-altitude flight tests of VTOL airplanes. The first program has been carried out so far at the West Point, Virginia, airport under circumstances which have made it very difficult to obtain desired results. The second program has to be planned so that it can be accomplished over cleared, uninhabited land which is somewhat difficult to find in this area.

It has come to my attention that your command is planning to return the Plum Tree Island bombing range over to the Tactical Air Command for their disposition. There is an area on Plum Tree Island which would be desirable for the operations of the two programs mentioned above and other programs of a similar nature.

In view of our needs for a parcel of land near this Center, it is requested that, if possible, permission be granted whereby we can use the north end of the island as early as possible and that in submitting your request to TAC regarding release of the island, mention be made as to the desire of this Center to have the island transferred to NASA, if the Air Force has no further need for this property. If it is found that TAC has further requirements for the use of the island, then it would be desirable for this Center to obtain an extended lease of the north end until it is apparent that our operations would interfere with the operations of the Air Force.

I understand that the island has not been decontaminated for some time; however, this would not hamper the operations we have in mind at present. If it is possible to arrange a transfer of the island to NASA, then it would be appreciated if a demolition team could be sent in to clear as much of the area as possible.

The north end of the island has been examined by members of this Center, accompanied by personnel of your command and it has been found to be satisfactory for our requirements.

Any action you take in helping this Center regarding the above matter would be most appreciated.

Yours very truly,

F. L. Thompson
Acting Director

JCM.occ

RJC

cc: Central Files

Engineering Service Division Files

Head, Flight Operations Branch (John P. Reeder)

APR 13 1959

NASA

IE, Hq 836 AD, Langley AFB, Va, 30 Mar 59, Subj: Declaration of Excess - Plum Tree Island

TMIE-PR

1st Ind

Hq TAC, Langley AFB, Va 1 Apr 1959

TO: Hq USAF (AFOIE) Wash 25, D. C.

1. Since the 3,275.60 acres comprising the Plum Tree Island Air to Ground Range is less than 10 percent of the area required for an all purpose air to ground range, it is suggested that screening of the range with the other commands be waived.

2. It is suggested that the Director of Supply and Services, Headquarters USAF, be requested to effect decontamination of subject range at the earliest possible date. Working conditions for members of the decontamination team will become worse as the season advances due to the influx of mosquitoes.

3. National Aeronautics and Space Administration, Langley Research Center, Langley Field, Virginia, has indicated an immediate, as well as a continuing use, for Plum Tree Island (Inclosure 1). It is recommended that action be taken to effect the transfer of Plum Tree Island to that administration at the earliest practicable date. In the event decontamination and or transfer cannot be effected within a short period of time, a permit to utilize the north end of the range will be given to the NASA to preclude delay in its program.

FOR THE COMMANDER:

3 Incls (no encls)
w/d 1 cy ea

MARVIN L. McNICKLE
Brigadier General, USAF
Deputy for Materiel

Copy Furnished:
9 AF w/o Incls
836 AD w/o Incls

APR 5 1959

Mr. H. J. E. Reid

May 6, 1959

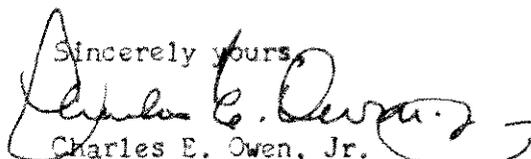
-2-

As to the ownership of the underlying fee I cannot advise you. I do not know the extent of your purchase of the adjoining lands and so do not know whether you have any claims to this underlying fee. In 1929 the fee underlying parcel one was owned by the heirs at law of F. A. Schmeiz. It may still belong to these people or to their successors unless it has been included in a conveyance to you or to some other party. The northerly portion of parcel two was also owned by the same people, but the southerly portion thereof belonged to E. R. Shields on the west side of the old location and to the Normal School on the east side thereof.

I have been unable to locate in our files any evidence that the portion of old Route 13 $\frac{1}{2}$ and lying south of the NACA Gate to Langley Field has been legally abandoned. It is, however, within the City of Hampton, and presumably the City has taken such action without advising us. The Commonwealth holds or held valid title to the 50-foot right of way of this old location and unless you have taken steps to condemn the Commonwealth's title, same still remains in our hands. If condemnation by the United States has taken place, I can find no record of notice being given the Commonwealth, and no conveyances have been made by the Commonwealth to the United States of its title.

I am not certain of the data you wish in connection with the second paragraph of your letter. I will gladly send you prints of the aforementioned sheets if these will help you, but call your attention to the fact that the survey was made in 1929 and most of the topography and control points have by this time been obliterated. We also have a more recent survey under Project 2427-72, which is the relocation of Route 13 $\frac{1}{2}$ to the west occasioned by the extension of one of your runways. These plans too can be furnished you upon request, and you will find them somewhat easier to retrace. They do not, however, tie in to the earlier plans and surveys.

Sincerely yours,



Charles E. Owen, Jr.
Assistant State Right of Way Engineer

CEOjr/pla

44-111-1
69-3

May 13, 1959

Colonel Gene H. Hibberts
Commander
Langley Air Force Base, Virginia

Dear Colonel Hibberts:

With reference to our letter dated March 26, 1959, it is necessary to obtain a right-of-entry or lease on certain privately owned parcels of land in the town of Popponess adjacent to Plum Tree Island.

This Center is at present trying to determine the rightful owners and establish the necessary legal documents to process the above. It is understood that your Lieutenant Calvin Dennis, of the Legal Office, has had experience in making such determinations.

If it is possible to obtain his services for this purpose, it would be greatly appreciated.

Yours very truly,

H. J. E. Reid
Director

JGM:ccc

RJC

cc: Central Files
Engineering Service Division Files
Head, General Engineering Branch
Structural Engineering Section
Flight Operations Branch (J. P. Reeder)
Spin Stall Branch (B. E. Haves)

01-35-
09-1

May 13, 1959

Colonel Gene H. Tibbets
Commander
Langley Air Force Base, Virginia

Dear Colonel Tibbets:

A discussion held at the Langley Research Center on May 13, 1959, revealed that, in order to partially decontaminate Elm Tree Island, it would require the services of a large team of men working for a five-month period to remove all bombs one foot below the surface and scrape up and dispose all scrap metal on the surface. Because of the limited number of men available for this type of work, the overall time required to clear the area would be excessive.

Therefore, this Center requests that the desecration team provide "surface explosive hazard clearance" at this time. If, at a later date, it becomes necessary to penetrate the surface, then another request will be made for further decontamination of the island. The presently planned operations on the island will not require any surface penetration.

Your help in this matter is greatly appreciated.

Yours very truly,

E. J. E. Reid
Director

4 5-10-59
JCM.occ

PJC

cc: Central Files
/ Engineering Service Division Files
/ Head, General Engineering Branch
Structural Engineering Section
Flight Operations Branch (J. P. Reeder)
Spin Stall Branch (D. E. Hewes)

A184-2

RECEIVED
NASA LANGLEY

HEADQUARTERS
Langley Air Force Base, Virginia

1959 MAY 25 PM 2:06

OFFICE OF THE COMMANDER

A184-2
E19-2

21 May 1959

Dr. H. J. E. Reid
Director, Langley Research Center
National Aeronautics and Space Administration
Langley Air Force Base, Virginia

Dear Dr. Reid:

I have temporarily succeeded Colonel Gene H. Tibbets as Commander of Langley Air Force Base.

With reference to your letter of 13 May 1959 addressed to Colonel Tibbets, I am anxious to assist your Center in its undertaking. First Lieutenant Calvin C. Tennis of the Office of the Judge Advocate is experienced in the field of your requirement and will be available at your call. You, or your designee, are authorized to call on him directly for such assistance as you deem necessary. Lt Tennis may be contacted on Extension 5105.

Sincerely,

Donald J. M. Blakeslee
DONALD J. M. BLAKESLEE
Lt Col., USAF
Commander

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cc: E.S.D. Files
Struct. Engr. Section
Flight Operations Br. (Reeder)
Spin Stall Branch (Hewes)

(6)

A184-2

1959 JUN 23 AM 9:27

09-1

01-25

June 19, 1959

A184-2
E19-2

LANGLEY

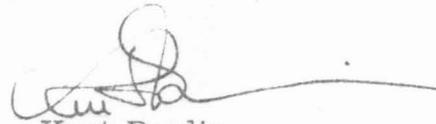
From NASA Headquarters
To Langley

Attention: J. Cabell Messick

Reference: Langley Letter to Air Force, dated March 26, 1959,
JCM, PJC, Sgd. F. L. Thompson

Subject: Plum Tree Island

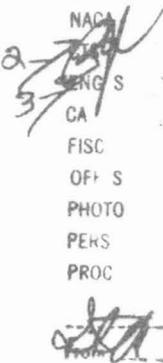
We have been advised that on June 2, 1959, the Department of Defense declared Plum Tree Island ~~as~~ excess to its needs. Steps are being taken to obtain a license for use of Plum Tree Island by NASA until such time as a transfer can be effectuated. We have been further advised that decontamination has been completed.



Kurt Berlin
Office of General Counsel

DIRECTOR
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ADDRESS REPLY TO:

DISTRICT ENGINEER
NORFOLK DISTRICT
CORPS OF ENGINEERS
P. O. BOX 119
NORFOLK 1, VA.

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
NORFOLK DISTRICT
FOOT OF FRONT STREET
NORFOLK 1, VIRGINIA

REFER TO FILE NO. NAORM
(Plum Is-Natl Aero & Space-4771)
U&M

15 July 1959

SUBJECT: Transmittal of Papers
TO: SEE DISTRIBUTION BELOW

The attached papers are inclosed for your information and records.

FOR THE DISTRICT ENGINEER:

ROBERT N. MCGUIRT
Chief, Management & Disposal Branch
Real Estate Division

Incl
Permit - Natl Aero & Space
Admin - Cont #DA-4771

D I S T R I B U T I O N

- Original: ~~Grantee~~ General Accounting Office (Outgrant #1036 & Appraisal)
- Executed: Grantee Director, NASA, Langley Research Center, LAFB, Va
Real Estate Files
~~Office of Chief of Engineers (Outgrant #1036)~~
- Conformed: ~~Finance & Accounting Branch~~
Inspection File
Chief of Staff, USAF, Wash, DC ATTN: AFOCE-RD
CO, Tactical Air Command, LAFB, Va
CO, 836th Air Base Group, LAFB, Va

cc: E.S.D. Files
Struct. Engr. Sec.
Flight Operations Br. (Reeder)
Spin Stall Br. (Hewes)

DIRECTOR
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(6)

DEPARTMENT OF THE AIR FORCE
PERMIT TO OTHER FEDERAL GOVERNMENT DEPARTMENT OR AGENCY
TO USE PROPERTY ON

PLUM TREE ISLAND AIR FORCE RANGE, VIRGINIA

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

is hereby granted a permit for a term of

Two (2) Years

beginning 16 July, 1959, and ending 15 July, 1961,

but revocable at will by the Secretary of the Air Force, to enter upon, use and occupy that certain military reservation known and identified as Plum Tree Island Air Force Range, York County, Virginia, containing approximately 3,276 acres

as shown substantially ~~shown~~ on Exhibit A, attached hereto and made a part hereof, ~~and described~~
~~xxxxxxx~~

THIS PERMIT is granted subject to the following conditions:

1. That the use and occupation of the said premises shall be without cost or expense to the Department of the Air Force, under the general supervision and subject to the approval of the officer having immediate jurisdiction over the premises, and subject also to such rules and regulations as he may from time to time prescribe.
2. That the permittee shall, at its own expense and without cost or expense to the Department of the Air Force, maintain and keep in good repair and condition the premises herein authorized to be used.
3. That any interference with or damage to property under control of the Department of the Air Force incident to the exercise of the privileges herein granted shall be promptly corrected by the permittee to the satisfaction of the said officer.
4. That the permittee shall pay the cost, as determined by the said officer, of producing and/or supplying any utilities and other services furnished by the Department of the Air Force or through Department of the Air Force facilities for the use of the permittee.

5. That no additions to or alterations of the premises shall be made without the prior consent of the said officer.

6. That if for any reason it should be deemed necessary or expedient for the Department of the Air Force to perform functions and/or render services which are the responsibility of the permittee, the said officer may, in lieu of reimbursement, require the permittee to furnish the personnel and/or materials required for the performance of said functions and/or for the rendering of said services. In addition to furnishing personnel and/or materials, the permittee shall reimburse the Department of the Air Force for any costs incurred by the Department of the Air Force in connection with said functions and/or services, such as for supervision and/or equipment furnished. Selection of such personnel will be subject to the approval of the said officer.

7. That on or before the date of expiration of this permit or its relinquishment by the permittee, the permittee shall vacate the said premises, remove its property therefrom, and restore the premises to a condition satisfactory to the said officer, ordinary wear and tear and damage beyond the control of the permittee excepted. If, however, this permit is revoked, the permittee shall vacate the premises, remove its property therefrom, and restore the premises as aforesaid within such time as the Secretary of the Air Force may designate.

8. That, by reason of the fact that the premises covered by this permit have been approved for transfer from the Department of the Air Force to the permittee and this permit is granted so as to permit interim occupancy pending consummation of the official transfer, this permit shall automatically terminate on the effective date of said transfer.

IN WITNESS WHEREOF I have hereunto set my hand by authority of the Secretary of the

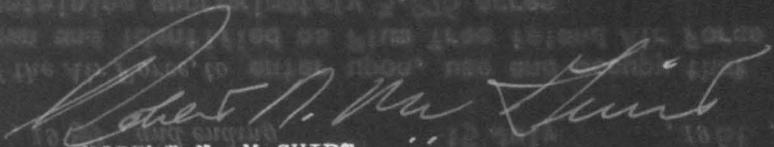
Air Force this

16th

day of

July

, 1959.



ROBERT N. MCGUIRT
Contracting Officer
U. S. Army Engineer District
Norfolk

TO USE PROBERTLY ON

PERMIT TO OTHER FEDERAL GOVERNMENT DEPARTMENT OR AGENCY
DEPARTMENT OF THE AIR FORCE



CHESAPEAKE

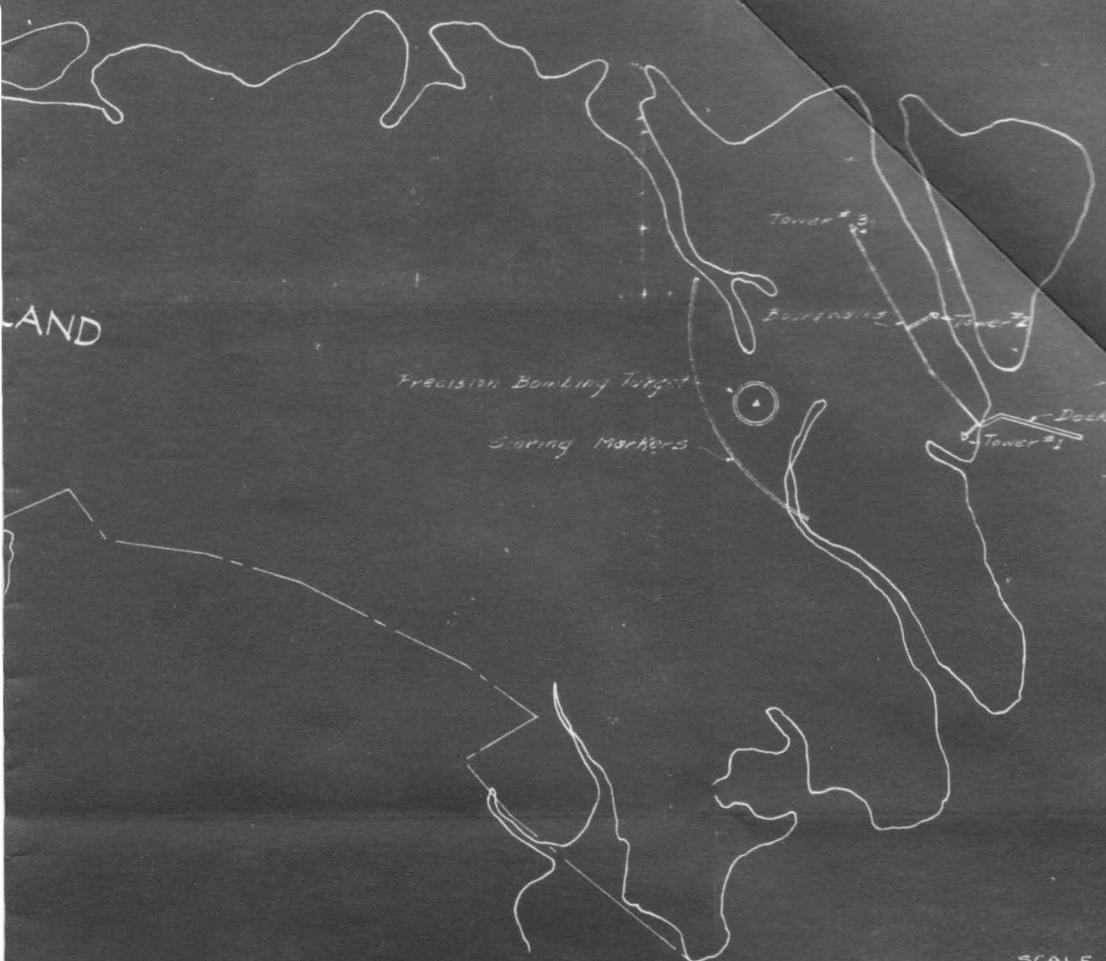
PLUM TREE IS

U.S. BOUNDARY



BAY

LAND



SCALE 1" = 1000'

AIR INSTALLATION OFFICE
LANGLEY AIR FORCE BASE
VIRGINIA

PLUM TREE ISLAND BOMBING & M.G. RANGE

DRAWN <i>Downey</i>	SUBMITTED BY <i>William E. Stephenson, Capt. USAF</i>	DATE 27 MAR 51
CHECKED <i>Downey</i>	ROBERT J. DOWNEY, MAJ., U.S.A.F. AIR INSTALLATION OFFICER	FILE NO. A-587

DT-35
09-1
192

July 27, 1959

From Langley
To NASA Headquarters (Code AG) Attention: Mr. Kurt Berlin

Subject: Transfer of title to Plum Tree Island

Reference: Telephone conversation between Messrs. Kurt Berlin
and J. Cabell Messick on July 22, 1959

1. It has been determined that the Spin-Stall Branch of the Stability Research Division will require continuous use of Plum Tree Island for a period in excess of two years for making studies in spinning and stalling characteristics on all types of aircraft, including space vehicles. The need for continued investigation in this field is apparent.

2. Also, Plum Tree Island affords the Flight Research Division the long, unobstructed corridor needed for investigation of vertical take-off and landing problems. This investigation would extend over many years.

3. In view of the foregoing, it is recommended that title to Plum Tree Island be transferred permanently to the NASA.

H. J. E. Reid
Director

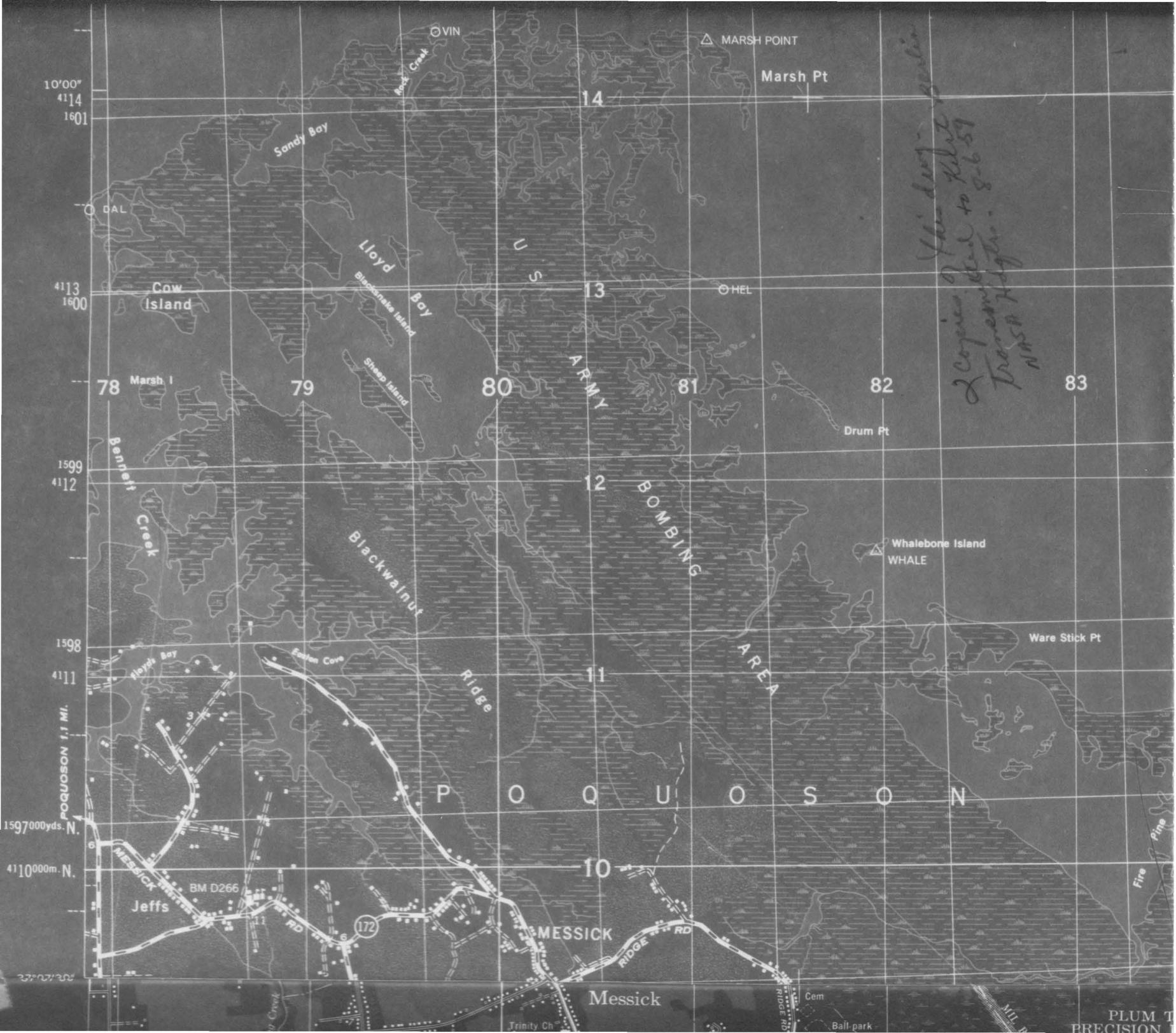
HC.occ

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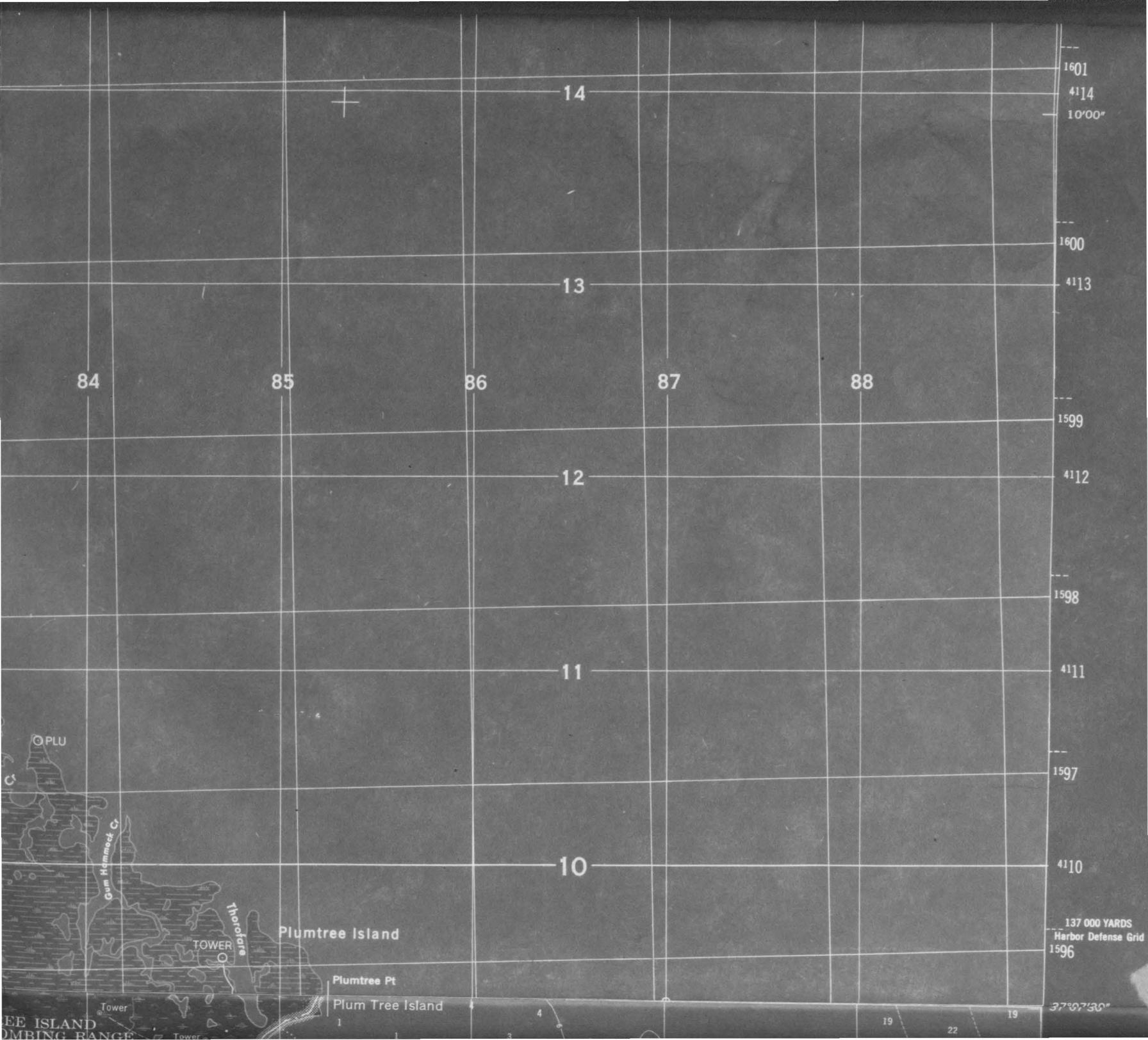
JCM

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cc: Central Files
Engineering Service Division Files
Structural Engineering Section
Flight Operations Branch (J. P. Reeder)
Spin-Stall Branch (D. E. Hewes)







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10'00"

1600

4113

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137 000 YARDS
Harbor Defense Grid
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37°07'30"

EE ISLAND
DMBING RANGE

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YORK COUNTY
CITY OF HAMPTON



09-1
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RECEIVED
WASHINGTON FIELD OFFICE
DISTRICT ENGINEER
NEWPORT NEWS, VIRGINIA

NAORM 1959 AUG 13 AM 11:51

12 August 1959

Subject: *Report of termination of instrument.*

~~XXXXXXXX~~

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOCE-RD

You are hereby notified of the termination of the following-described instrument in accordance with the terms thereof:

- (a) Symbol number: DA-44-110-ENG-4771
- (b) Name and address of grantee: National Aeronautics & Space Administration
1520 H Street, N. W.
Washington 25, D. C.
- (c) Kind of instrument: Permit
- (d) Location: Plum Tree Island Air Force Range
Virginia
- (e) Effective date of termination: 7 August 1959
- (f) How terminated: Relinquished by grantee
- (g) Compliance with conditions of instrument as to vacation, removal of property, and restoration of premises: **No restoration required**

ESD

FOR THE DISTRICT ENGINEER:

Inclosure:

NOTICE TO GRANTEE
WASHINGTON FIELD OFFICE
DISTRICT ENGINEER

MS

Distribution: (as checked)

- General Accounting Office, Audit Division
- Judge Advocate General, Records Branch
- Chief of Engineers, Real Estate
- Division Engineer, Real Estate
- OTHER:

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CO, Tactical Air Command, LAFB, Va
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cc: E.S.D. Files
Struc. Engr. Sec.
Flight. Opera. Br. (Reeder)
Spin-Stall Br. (Hewes)