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where soil has been excavated to remove contamination by lead and by benzo[a]pyrene, a legacy from the use of creosote-coated timbers in the backstop at the firing range. At present, the Base is awaiting results of "confirmation sampling," sampling undertaken to verify that all necessary materials have been excavated. This area was selected as a high priority for initial restoration efforts to expedite its return to active use as a horse pasture.



RAB members Dr. Joseph Swartwout and Mr. James Harden observe the Horse Pasture site with protective caution tape outlining boundaries of an excavation area in the background

The technology proposed for this area is solidification with a vendor-provided agent. Attendees viewed a test pile of excavated materials being prepared for evaluation of solidifying agents.

Mr. MacEwan described the processes used for treatment of soils to render them non-hazardous. Following successful treatment, confirmatory sampling and analysis is completed prior to disposal.

At present, all remediation activities are proceeding according to plan. The Base and contractors performing the site remedial activities anticipate continuing progress toward the goal of

achieving "No Further Action" status at the conclusion of the five-year effort.

**Glossary**

AF	Air Force
AFB	Air Force Base
EM	Environmental Management Directorate
ERP	Environmental Restoration Program
GA EPD	Georgia Environmental Protection Division
HAP	Hazardous Air Pollutant
NFA	No Further Action
RAB	Restoration Advisory Board
SWMU	Solid Waste Management Unit
VOC	Volatile Organic Compound

For more information regarding the RAB, contact **Ms. Charline Logue, Robins AFB RAB Manager** (478) 926-1197, ext. 143

**Restoration Advisory Board Members**

Mr. Steven Coyle, Robins AFB Installation Co-Chair	Dr. Dan Callahan, Warner Robins Community Member	Mr. Mike Maffeo, Macon Community Member
Mr. James Harden, Warner Robins Community Co-Chair	Ms. Marianne Golmitz, Warner Robins Community Member	Dr. M.B. Neace, Macon Community Member
Dr. Dann Spariosu U.S. EPA Region 4 Federal Facility, Hazardous Waste Div.	Mr. John Harley, Centerville Community Member	Dr. Brian E. Rood, Macon Community Member
Ms. Mary Brown GA EPD Hazardous Waste Management	Dr. Joyce Jenkins, Fort Valley Community Member	Dr. Joseph Swartwout, Fort Valley Community Member
Mr. Fred Hursey, Robins AFB Chief, Restoration and Resources Div.	Mr. Steve Johnson, Macon Community Member	Mr. Don Thompson, Macon Community Member
	Mr. Broderick Lowe, Warner Robins Community Member	



# Robins Air Force Base Restoration Advisory Board (RAB) Fact Sheet



A publication of Robins AFB

Volume 7, Issue 1, March 2004

## The Robins AFB RAB

Recognizing the importance of public involvement in environmental restoration, Robins Air Force Base has established the Restoration Advisory Board. The mission of the RAB is to encourage community participation in the Air Force Environmental Restoration Program (ERP) cleanup process and allow community members and other stakeholders to have meaningful dialog with Base officials. The RAB includes members from the community, regulatory agencies, and the Base, and holds four public forums per year. The RAB serves to advise Robins AFB management and disseminate information to the public.

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## March 2004 RAB Meeting

The spring meeting of the RAB was held on March 11, 2004, at Robins AFB, Georgia. The theme of the meeting was "Spring 2004 Base Tour." The tour included visits to the Horse Pasture remediation site, the Flashjet depainting system, and the Powder Coat paint system. Upon completion of the tour, the RAB members reassembled at the EM conference room, Building 376, for the meeting portion of the program.

This RAB *Fact Sheet* provides a summary of the information and topics discussed in the meeting. **The next meeting will be held on June 10, 2004.**

## Horse Pasture Site Remediation Progress Described During Tour

Mr. Fred Otto, Remedial Program Manager in the Restoration and Resources Division, provided a summary overview of progress on the ongoing restoration activities at the Horse Pasture site. He introduced Mr. Mark MacEwan of Tetra Tech, who briefed the RAB on the details of the remediation activities that are underway.



As RAB members look on during the March sites tour, Mr. Mark MacEwan describes the ongoing remedial activities occurring at selected areas of the Horse Pasture site

Mr. MacEwan oriented attendees to the site and summarized the overall program. The Horse Pasture consists of several SWMUs that are being remediated under a Performance Based Contract with remediation scheduled to be completed within five years.

Two excavation areas in SWMU 49 were observed during the tour. SWMU 49 was a former firing range,

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## Flashjet Depainting System Saves Money, Time, and the Environment

**Mr. Mario Largaespada**, Flashjet program supervisor in the Commodities and Industrial Division, briefed the RAB on the operation and benefits of the innovative technology and demonstrated the system.



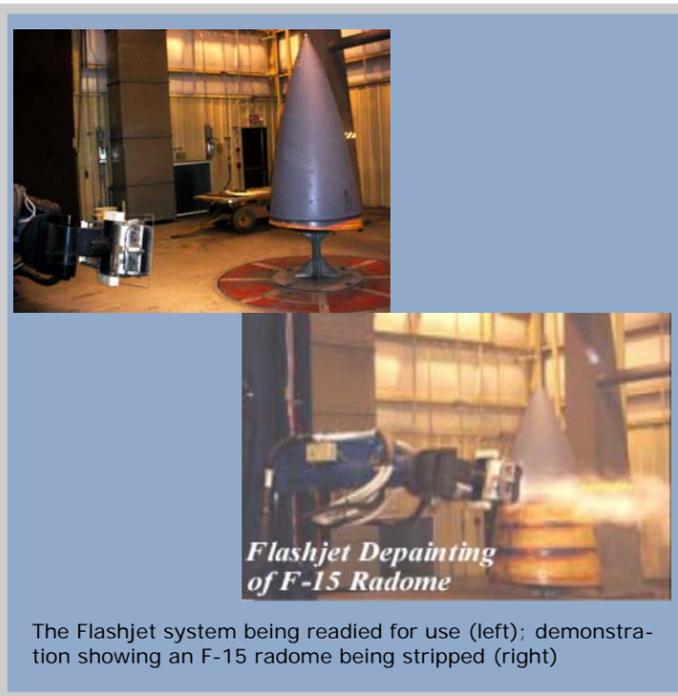
RAB members view the demonstration of the Flashjet depaint system on a closed-circuit television monitor while, through the glass windows to the right, the demonstration is underway

The Flashjet depaint system uses pulsed high-intensity light energy from a special xenon flash lamp to essentially char the surface coating on specialized aircraft nose cones. The system also incorporates solid carbon dioxide pellets which remove the charred paint and cool the substrate. An integral vacuum system sweeps the carbon dioxide and charred paint into a series of filters where the solid particles are captured for disposal.

Prior to implementation of Flashjet technology, nose cones and similar parts were stripped by hand-sanding and/or application of hazardous chemical agents including methylene chloride and methyl ethyl ketone. These chemicals are considered by regulatory agencies to be VOCs and HAPs, and their use is more regulated with each passing year. These chemicals also required special consideration during purchase, storage, use, and

waste disposal according to strict hazardous waste regulations. In addition, human health concerns existed related to use of these materials. Flashjet, on the other hand, uses almost no chemicals, with carbon dioxide being the only chemical applied.

Another benefit of the Flashjet system is the reduction in labor costs due to the automated nature of the process, freeing up manpower for other mission-critical assignments. In addition, this system that uses none of the hazardous chemicals usually associated with aggressive paint removal produces a reduced impact and chance of damage to the substrate material being stripped.



The Flashjet system being readied for use (left); demonstration showing an F-15 radome being stripped (right)

Each year an average of 250 radomes and 1,000 other parts are processed through the Robins Flashjet facility. Key parts that are approved for depaint using Flashjet include the F-15 radome, F-15 speed brakes, C-130 Combat Talon II radomes, and C-130 nose cones.

Based on the success seen with this system, the technology has been approved for Air Force-wide application.

## Powder Coating Paint System Eliminates Volatile Organic Compounds

A state-of-the-art paint system that essentially eliminates the environmental impacts of older solvent-based systems was a part of the Spring 2004 RAB tour. As described by **Mr. Osbin Clark**, Supervisor of the Hydrostat Shop, the Powder Coat paint system employs a dry application of the powdered paint to the item being painted. The dry paint is attracted to the item by applying an electrical charge to the part. The paint is then



Attendees view before-and-after demonstrations of pieces coated using the innovative powder coat process

“cured” by heating in an oven in the paint shop; heating causes the paint to adhere strongly to the item.

Mr. Clark described the benefits of this new painting system over the formerly used solvent-borne paints. These benefits include major reduction in the emission of VOCs, increased durability of the coated parts (causing increased customer demand for items to be painted using the process), and reduced process times. Overall, the new process eliminates all VOC emissions and approximately 94 percent of HAPs and hazardous wastes when compared to the former process.

At present, the process is approved for use on pressurized cylinders such as oxygen cylinders and fire-extinguishing vessels that are used both on the ground

and in aircraft. Mr. Clark presented a display of before-and-after pieces that are processed through the Hydrostat Shop.

Following the walk-through, Mr. Clark demonstrated the dry paint application technique by coating a cylinder



Mr. Osbin Clark (center) describes the quality of products coated using the powder coat process

der with bright yellow paint. Attendees also viewed the large curing oven used in the powder coat paint system.

The system has proven highly successful, with enhanced customer satisfaction across the board. This success is a major factor in the shop’s current efforts to prototype the process on other parts suggested by customers across the Base.



Attendees were provided a real-time demonstration of powder coat paint application