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▶▶ July 2014 ◀◀

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Talking Paper
on
Dioxin Contaminated C-123 Aircraft

- The aircraft have been in storage at AMARC since 1980 and were identified in 1984 as parts donors for the Department of State.

- GSA sold them at public auction in Apr 96 and the aircraft have subsequently been resold to other parties

- In Apr 96, GSA advised AMARC that the Air Force had transferred these aircraft to them and sold them. Jointly, GSA and AMARC Disposition Office (LG-3) worked on their release

- During the aircraft sales period, AMARC employees detected and reported the presence of strong chemical vapors inside the cargo compartment. All work was stopped by the Bio-environmental and the Safety Office until verification of health hazards could be cleared. Subject aircraft at one time had aerial spray systems; used to spray a variety of insecticides and defoliants

- In Aug 96, AMARC provided funding to have swipe test samples taken from all C-123. These were taken by D.O. Consulting Ltd and ALTA Corp on 17 aircraft. All samples tested positive for traces of dioxins

- The Davis-Monthan AFB Bio-environmental office requested support from Armstrong Laboratory Toxicology Department at Brooks AFB in Sep 96 to evaluate the test results and provide AMARC with recommendations on clean up procedures, health risk evaluation and exposure limitations. They have stated they are unable to provide the requested information because detailed laboratory analysis studies have not been accomplished on dioxins 2, 4-D and 2, 4, 5-T. The only information currently available is that the aircraft have detectable levels of contamination

- The aircraft are still physically located at AMARC. They have been undergoing safety inspection and are not releasable due to the reported safety health hazards