

## **Department of the Air Force**

### Integrated Cultural Resources Management Plan

#### Homestead Air Reserve Base



January 2024

About This Plan .....	5
Document Control .....	5
ICRMP Approval (Signature Page) .....	6
1 Overview and Scope .....	6
1.1 Executive Summary.....	6
1.1.1 Summary of Major Points .....	7
1.1.2 Cultural Resources Management Goals and Objectives .....	8
1.1.3 Current and Priority CRM Requirements (5 Year Plan).....	8
1.2 General Information .....	9
1.2.1 Mission Statement.....	9
1.2.2 Historical Perspective.....	9
1.2.3 Legal Requirements.....	11
2 Installation Profile.....	11
3 Environmental Management System .....	14
4 General Roles and Responsibilities .....	14
5 Training.....	16
6 Recordkeeping and reporting .....	17
7 Standard Operating Procedures .....	17
7.1 Communication, Planning, and EIAP.....	17
7.2 36 CFR Part 800 Process (Implementing NHPA Section 106) .....	19
7.3 Regular Review of NHPA MOAs or PAs.....	20
7.4 Discoveries of Archaeological Resources and NAGPRA Cultural Items.....	20
7.5 Accidents and Emergencies Affecting Historic Properties .....	22

7.6 Suspected Vandalism.....	22
7.7 Curation of Collections and Records .....	23
7.8 Management and Coordination.....	24
7.9 Installation SOPs .....	25
8 Cultural Resources Inventory .....	25
8.1 Physical Setting .....	25
8.2 Prehistory and History .....	30
8.3 Ethnohistory and Native American Access.....	63
8.4 Resource Inventories .....	64
8.5 Installation Areas of Concern.....	65
8.6 Other Cultural Resources .....	66
9 Goals and Objectives .....	66
10 Programming and Planning .....	67
10.1USAF and Installation Actions .....	67
10.2Cultural Resources Project Programming and Execution .....	67
11 References.....	68
12 Acronyms.....	78
13 Definitions.....	80
14 Installation-Specific Content.....	81
A Archaeological Resources Inventory Tables.....	82
B Built Resources Inventory Tables.....	82
C Traditional Cultural Resources Inventory Tables .....	82
D NHPA Section 106 Memoranda of Agreement.....	82

<b>E</b>	<b>NHPA Section 106 Programmatic Agreements .....</b>	<b>82</b>
<b>F</b>	<b>Installation Tribal Relations Plan .....</b>	<b>82</b>
<b>G</b>	<b>Tribal Agreements.....</b>	<b>82</b>
<b>H</b>	<b>Wing Instructions or Policy Documents .....</b>	<b>82</b>
<b>I</b>	<b>Archaeological Survey and Site FOrms .....</b>	<b>82</b>
<b>J</b>	<b>Historic Property Survey and Site Forms.....</b>	<b>83</b>
<b>K</b>	<b>Historic Building Maintenance Plans .....</b>	<b>83</b>
<b>L</b>	<b>Project Programming and Execution Work Plan.....</b>	<b>83</b>

## **ABOUT THIS PLAN**

This installation-specific Environmental Management Plan (EMP) is based on the Department of the Air Force's (DAF's) standardized Integrated Cultural Resources Management Plan (ICRMP) template. This Plan is not an exhaustive inventory of all cultural resource requirements and practices. External resources, including Department of Defense Instructions (DoDI); Department of the Air Force Instructions (DAFIs); Department of the Air Force Manuals (DAFMANs); DAF Playbooks; and federal, state, local, and permit requirements are referenced, where applicable.

Certain sections of this ICRMP begin with standardized, DAF-wide "common text" language that addresses DAF and Department of Defense (DoD) policy and federal requirements. This common text language is restricted from editing to ensure that it remains standard throughout all plans. The designated Air Force Civil Engineer Center (AFCEC) Office of Primary Responsibility (OPR) maintains and updates common text language as appropriate.

Installation Supplement sections follow each of the DAF-wide common text sections. Installation Supplements sections contain installation-specific content to address state, local, and installation-specific requirements. Installation sections are unrestricted and are maintained and updated by AFCEC environmental Installation Support Sections and/or installation personnel. Updates should be made only when there are unique requirements at an installation. They should not be used to reiterate standard DAF requirements, such as those found in DAFIs, AFMANs, or DoDIs.

## **DOCUMENT CONTROL**

### **Installation Supplement**

**Record of Review** – The ICRMP is updated as changes to cultural resource management and protection practices occur, including those driven by changes in applicable regulations. In accordance with (IAW) AFI 32-7065, *Cultural Resources Management*, the ICRMP is required to be updated every five years. Annual reviews and updates will be performed by the base Cultural Resources Manager (CRM), or a Regional or Installation Support Office Cultural Resource Specialist. ICRMP updates should consider the effects of base missions on cultural resources, as well as the maintenance and upkeep of those resources and compliance with National Historic Preservation Act (NHPA) Sections 106 and 110.

### **ICRMP Annual Review and Coordination**

#### **Requirements**

- Update Data Tables (minimum will include: resources, evaluations, locations, reference), including DEPARC/EMR Questionnaire.
- Update Survey Locations Tables and Maps; ALWAYS include surveyed acreage.
- Add new MOAs, PAs, NAGPRA CAs and Plans of Action that drive work requirements; Summarize in Executive Summary and in Work Plan.
- Add outline of new planning data, to include mission changes; construction; destruction; development, etc. that will drive Section 106/EIAP.
- Add Installation Tribal Relations Plan Annual Report.

#### **Timing**

- Update Period is October of each year; DEPARC/EMR data should capture as much of the FY as possible each October.
- Installation ICRMP Dashboard goes from Green to Yellow 1 OCT and returns to Green when update is complete, NLT 31 OCT.
- ICRMP Dashboard goes Red 10 NOV each year until update completed.
- ICRMP may (and should) be updated continuously through the year.

#### **Validation**

- Validate Annual Update with Memo to BCE briefly outlining annual changes and additions
- Include BCE signed Memo in ICRMP.
- Update is complete when CR Media Manager/Specialist sends Memo to BCE (ICRMP can go Green at that time).

**Archive**

- Archive previous ICRMP resources data for reference (keep last 5 years' ICRMP resources data and other chapters [optional] in archive).

Review Date	Review Participants	Notes/Remarks	Result in Plan Update? (Yes or No)
	Josh Friers		

**ICRMP APPROVAL (SIGNATURE PAGE)**

[INSTALLATION SUPPLEMENT]

[SIGNATURE]

Col. Joshua Padgett, 482nd Fighter Wing Commander

Date

**1 OVERVIEW AND SCOPE**

This ICRMP was developed to provide for effective management and protection of cultural resources. It summarizes the history and prehistory of the installation and reviews past historical and archaeological survey efforts. It outlines and assigns responsibilities for the management of cultural resources, discusses related concerns, and provides standard operating procedures (SOPs) that will help to manage or preserve the cultural resources of the installation within the context of the mission. The ICRMP is intended for use by all personnel involved in installation planning. AFMAN 32-7003 acts as the main driver for the ICRMP. The Cultural Resources Management Playbook serves as supplemental guidance to this Plan.

***1.1 Executive Summary***

Section A2.2.5 of Air Force Instruction (AFI) 32-7065 recommends that installations with no known cultural resources prepare abbreviated, contingency ICRMPs. Because only one significant cultural resource has been identified at Homestead Air Reserve Base (ARB), this ICRMP does the following:

- Provides a general description of the Installation, including the mission goals and objectives.
- Outlines cultural resource responsibilities.
- Provides prehistoric and historic context overviews.
- Documents the Base's cultural resource status and need for additional work.
- Describes SOPs for avoiding adverse effects resulting from project activities.

Since Homestead ARB's construction by the Pan American Air Ferries, Inc. (PAAF), the airfield near the city of Homestead has been known by a number of names. Under PAAF, the airfield was known as South Dade County Airport. From September 1942 to December 1945, it was Homestead Army Airfield (AAF). In December 1945, the Base was closed and transferred to Dade County (became Miami-Dade County on November 13, 1997). In 1953, the U.S. Air Force (USAF) reactivated the airfield as Homestead Air Force Base (AFB) until March 1994. A portion

of the former air base was realigned to become the Homestead Air Reserve Station (ARS). Since the runways were reacquired in 2003, the Base has been known as Homestead ARB.

Homestead ARB presently has no recorded archaeological resources or traditional cultural properties and one historic property, K-9 Cemetery (Florida Master Site File No. DA12863).

In 1986, the National Park Service (NPS) completed an archaeological survey at Homestead AFB and concluded there were no archaeological sites eligible for the National Register of Historic Places (NRHP) and almost no potential of sites being discovered in the future due to significant disturbance caused by construction at the Base (Fernbacker 1997). In August 1994, Mariah and Associates, Inc., prepared the *Systematic Study of Air Command Cold War Material Culture, Vol II-I I: A Baseline Inventory of Cold War Material Culture at Homestead Air Force Base*, which reported that one building (located outside the current Homestead ARB boundary, but within the former Homestead AFB) was potentially eligible for the NRHP (Mariah Associates, Inc. 1994).

A Basewide Phase I archaeological and architectural survey was completed in August 1995, which reported that pedestrian archaeological and architectural surveys and inventories conducted in the Air Force Reserve Command (AFRC) cantonment area found no cultural resources eligible for the NRHP (NPS 1995). The Florida State Historic Preservation Office (SHPO) accepted and approved these findings in January 1998. In 2002, Southeastern Archaeological Research, Inc., conducted a Phase I cultural resources survey of approximately 10 acres on Base property (Stokes 2003). The survey identified three structures in the project area dating from 1985 and later. Much of the Base property had been covered in approximately 5 feet of fill to build the Base upon; therefore, the potential for intact archaeological deposits was low (Stokes 2003). No archaeological resources were found. The Florida SHPO concurred with the findings of the survey in January 2003.

Finally, LG2 Environmental Solutions, Inc., completed a Phase I survey of approximately 1.87 acres within the U.S. Customs and Border Protection, Miami Air and Marine Branch facility located on the Base (Healey 2012). No cultural resources were identified during the survey. In August 2012, the Florida SHPO concurred with the findings. Summaries of these surveys can be found in Section 8.4, Resource Inventories.

Although previous surveys did not locate any archaeological sites, archaeological resources may be contained in areas where the native limestone bedrock is exposed and local endemic pine rockland habitat persists along the western edge of the Installation.

A survey and evaluation of 32 primarily Cold War-era properties at Homestead ARB was completed in 2013 (Cleven 2013). In a July 23, 2013, letter, the Florida SHPO determined that the K-9 Cemetery met the criteria for listing in the NRHP. Jacobs conducted a historic building inventory on the Base to evaluate NRHP eligibility of 12 historic resources (Angel 2022). Eleven resources were recommended not eligible, and one resource, the K-9 Cemetery, had previously been determined eligible under Criteria A and C. The 2021 survey noted the K-9 Cemetery is eligible under Criterion A for military significance. It also meets Criteria Consideration D for cemeteries as a rare property type associated with K-9 veterans. The Florida SHPO concurred with this NRHP determination eligibility on April 5, 2022 (Angel 2022).

### 1.1.1 Summary of Major Points

Because there are no identified historic or prehistoric archaeological resources and only one historic property at Homestead ARB, this ICRMP primarily provides the following:

- Guidance for future updates
- Steps for following NHPA Section 106 procedures for an undertaking
- Production of a Programmatic Agreement to shorten Section 106 consultation requirements
- SOPs for dealing with unanticipated discoveries
- Personnel training in cultural resources

1.1.2 Cultural Resources Management Goals and Objectives

An Installation Development Program (IDP) was prepared in 2017 to assess existing conditions at the Installation and to guide future development. The IDP summarizes the management and recommendations of several Base plans, including composite natural resources, environmental quality protection, land use, airfield and air operations, noise contours, utility systems, transportation, site analysis/design framework, facilities development, contingency plan, cultural resources, and demolition planning.

**Cultural Resources Goals and Objectives**

NOTE: Refer to the [Cultural Resources Environmental Action Plan](#) (EAP) when setting goals. Where possible, integrate Installation objectives and supporting tasks into the EAP tool, rather than documenting in the ICRMP.

<b>Goal: Conduct ongoing identification and evaluation of historic properties.</b>
Objective: <ul style="list-style-type: none"><li>Conduct architectural surveys on a 5-year schedule to identify and evaluate historic properties.</li></ul>
<b>Goal: Ensure future Base development is planned to protect and preserve cultural resources.</b>
Objective: <ul style="list-style-type: none"><li>Implement SOPs to protect historic properties.</li></ul>
<b>Goal: Add signage for K-9 Cemetery</b>
Objectives: <ul style="list-style-type: none"><li>Nominate the K-9 Cemetery to the NRHP on a 10-year schedule.</li><li>Once listed on the NRHP, add signage explaining the history of the K-9 Cemetery to be placed near it. NPS UniGuide Sign Standards are recommended (NPS 2008).</li></ul>

1.1.3 Current and Priority CRM Requirements (5 Year Plan)

Every 5 years, a cultural resource survey will be completed to evaluate buildings 45 years and older.

**Programming and Planning Work Plan**

Fiscal Year	Project Title and Description	Timeline	Status
2024–2028	No current projects planned	Not Applicable (N/A)	N/A



## **1.2 General Information**

### *1.2.1 Mission Statement*

The mission of the 482nd Fighter Wing (FW) is to “provide decisive combat power and agile support by leveraging our unique team capabilities while developing airmen, supporting their families and participating in our community” (Homestead ARB 2017).

Homestead ARB currently supports the 482nd FW and hosts the following tenant units:

- Army and Air Force Exchange Service (AAFES)
- Defense Energy Support Center Americas East
- Florida Air National Guard (FANG), Det. 1, 125th FW
- Florida Army National Guard, 50th Regional Support Group
- Special Operations Command South (SOCSOUTH)
- U.S. Army Corps of Engineers (USACE)
- U.S. Coast Guard Maritime Safety and Security Team (MSST) Unit No. 91114
- U.S. Customs and Border Protection (USCBP).

### *1.2.2 Historical Perspective*

Since Homestead ARB’s construction by PAAF, the airfield near the city of Homestead has been known by a number of names. Under PAAF, the airfield was known as South Dade County Airport. From September 1942 to December 1945, it was Homestead AAF. In December 1945, the Base was closed and transferred to Dade County (became Miami-Dade County on November 13, 1997). In 1953, USAF reactivated the airfield as Homestead AFB until March 1994. A portion of the former air base was realigned to become the Homestead ARS. Since the runways were reacquired in 2003, the Base has been known as Homestead ARB.

#### South Dade County Airport (1941 to September 1942)

In 1941, PAAF was organized to operate an aircraft ferrying service from Miami, Florida to Khartoum, Sudan. PAAF purchased 600 acres, and Dade County added approximately 60 acres for the establishment of an airfield, named the South Dade County Airport. The entire area rests on an oolitic limestone formation with some Perrine marl and pockets of red marl soil. A thin layer of soil supported the native pine tree, palmettos, and scattered myrtle and marsh grass. Construction crews cleared the pines, palmettos, and scrub vegetation and built three hard-surface runways in a star pattern to take advantage of optimum winds.

The new airfield was damaged by a hurricane on October 6, 1941. Luckily, only minor damage was sustained to lighting systems, communication lines, and homes in the area. It took several months for PAAF to complete the facilities necessary to operate the new ferry route. Meanwhile, PAAF began recruiting and training ground personnel in aircraft maintenance and pilots, navigators, and flight engineers in transoceanic flight. Upon graduation, the students became members of the Pan American Airways organization and were soon flying planes across the South Atlantic. Many of these specialists were trained at PAAF schools located at the South Dade County Airport and at Miami International Master Field.

Most of the aircraft ferried out by PAAF flight crews during winter 1941/1942 were two-engine transports destined for the British airfields or for Pan American Airways-Africa until the first B-25s arrived, destined for Russia. Aircraft landed at South Dade County Airport for final flight checks and organization into flight echelons before takeoff. For several months, nearly all of the B-25s were flown to Africa and thence to British airfields near Basra, Iraq, where they were carefully inspected, flight tested, and prepared for transfer to Soviet representatives. Aircraft were later sent directly to Tehran, Iran, where they were taken over by Russian pilots.

Shortly after the Japanese attack on Pearl Harbor, U.S. Army Air Corps officials decided the South Dade County Airport would better serve the country's defense needs as a maintenance stopover point for aircraft being ferried to the Caribbean and North Africa. The airfield was deeded to the U.S. Government in 1942, and a U.S. Army (Army) airfield was authorized near the Homestead, Florida, on May 15, 1942.

#### Homestead AAF (September 1942 to December 1945)

Construction began to expand the former South Dade County Airport into an operational military base. Construction included extending runways and building taxiways; additional aprons; three base engineering, maintenance, and inspections buildings; a hospital; and a cantonment area to accommodate the officers and enlisted men. By March 1943, the number of personnel at the Base had grown to 2,100—a level that was sustained through the war. All construction was completed between June 18, 1942, and April 1, 1943, except for the drainage system and concealment measures.

During its first 6 months, Homestead AAF served as a scheduled stop on a well-traveled air route from the northeastern United States to the Caribbean and Africa. Homestead AAF's primary role was as a service base for the South Atlantic wing of the Army Air Transport Command (ATC).

On January 30, 1943, the Base assumed a more vital role with the activation of the 2nd Operational Training Unit (OTU) to provide advanced training for aircrew members who would one day pilot C-54s, C-87s, and C-46s along the 188,000 miles of ATC's globe-spanning routes. As the need for trained transport pilots grew during 1943, officials in Washington, D.C., decided to enlarge the training program at Homestead AAF, focusing especially on C-54 aircrews that would fly the famed Hump from Burma into China. By 1945, Homestead AAF was the largest four-engine transport training operation in the entire ATC and was called the West Point of ATC.

On September 15, 1945, a massive hurricane roared ashore that resulted in \$400,000 worth of damage to Homestead AAF. Homestead AAF was shut down due to the high cost of rebuilding and formally closed on December 14, 1945.

#### Inactive (December 1945 to 1953)

The property was transferred back to Dade County, which retained possession for the next 8 years. Crop dusters used the runways, and the Base buildings housed a few small industrial and commercial operations. In 1953, the Federal Government again acquired the Installation and some surrounding property and rebuilt it as a Strategic Air Command (SAC) Base.

#### Homestead AFB (1953 to March 1994)

The first operational squadron arrived at Homestead AFB in February 1955, and the Base was formally reactivated in November 1955. The first operational unit, the 379th Bomb Wing (BW), was equipped with B-47 Stratojets. The Base was struck by Hurricane Donna on September 9 and 10, 1960. The high winds and more than 10 inches of rain caused \$500,000 of damage to Homestead AFB. In June 1961, the Base was closed for modifications to accommodate B-52s. On June 1, 1962, the 31st Tactical Fighter Wing (TFW) arrived at Homestead AFB. The 31st TFW played a key role in the Cuban Missile Crisis in October 1962. Throughout the crisis, the 31st TFW maintained constant air defense alert.

In July 1968, the command of Homestead AFB changed from SAC to the Tactical Air Command (TAC) (Office of Information HQS 1966). The 4531st TFW became the new host unit. When the 31<sup>st</sup> TFW returned from southeast Asia in October 1970, it became the host unit for Homestead AFB, flying F-4 D and E aircraft. In 1981, the 31st TFW was redesignated as the 31st Tactical Training Wing (TTW). In October 1984, the Base host unit was converted to the 31 TFW and was home to F-16 aircraft. The Base was transferred to Headquarters Air Combat Command (ACC) on June 1, 1992. On August 24, 1992, Hurricane Andrew struck south Florida causing extensive damage and leaving approximately 97 percent of Base facilities dysfunctional, and the Base was unable to support its mission. Rebuilding after Hurricane Andrew took 2 years and more than \$100 million.

Homestead ARS (March 1994 to 2003)

A portion of Homestead AFB was realigned to AFRC as Homestead ARS in 1994.

Homestead ARS (2003 through Present)

In 2003, Homestead ARS received additional property, including the runway and taxiway, and was renamed Homestead ARB. The 482nd FW is the host unit of Homestead ARB, responsible for maintaining and operating the Base. The 482nd FW is a combat-ready unit of AFRC, capable of deploying F-16C aircraft, pilots, and support personnel for short-notice worldwide deployment.

1.2.3 Legal Requirements

Cultural resource management must be performed IAW federal laws and regulations and DoD and USAF policies and requirements. Specific legal requirements are identified in applicable sections of this Plan, the [Cultural Resources Management Playbook](#), the [eDASH Cultural Resources Home Page](#), the [eDASH Air Force Legal Operations Agency \(AFLOA\) Legal and Other Requirements List](#), and in referenced documents.

Florida State Laws and Regulations

The 2016 Florida Statutes, Title XVIII, Public Lands and Property, Chapter 267, Historical Resources, established a state policy for the conservation of historic properties (The Florida Legislature 2023). The Florida Division of Historical Resources is responsible for preserving and promoting Florida’s historical, archaeological and folk culture resources and carrying out the programs of the NHPA of 1966 on behalf of the state. The responsibilities of the Florida Division of Historical Resources include the following: developing a comprehensive statewide historic preservation plan; cooperating with federal and state agencies, local government, and private organizations and individuals to conduct survey of historic resources and to ensure that historic resources are taken into consideration at all levels of planning; identifying and nominating eligible properties to the NRHP; and assisting and advising, as appropriate, federal and state agencies and local governments in carrying out their historic preservation responsibilities and programs.

Chapter 1A-46 of the Florida Administrative Code established guidelines and report standards for archaeological and historical surveys (State of Florida, Department of State 2010). This rule specifies criteria by which the Florida Division of Historical Resources will review reports of cultural resource activities on federally assisted, licensed or permitted projects; on projects on state-owned or -controlled property or state-assisted, -licensed, or -permitted projects; and on local projects for which the Florida Division of Historical Resources has review authority.

2 INSTALLATION PROFILE  
Installation Supplement

Scope of Plan	Homestead ARB
OPR	Mr. Lawrence Ventura, Jr. (482 MSG/CEV) has overall responsibility for implementing the Cultural Resources Management Program and is the lead organization for monitoring compliance with applicable federal, state and local regulations.
Cultural Resources Manager	Name: Josh Friers Phone: 786-415-7344 Email: <a href="mailto:joshua.friers.2@us.af.mil">joshua.friers.2@us.af.mil</a>

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Routinely consulted parties

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Name: Alissa Slade Lotane  
Florida Division of Historical Resources  
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500 South Bronough Street Tallahassee, FL 32399-0250 Phone: 850-245-6300	
<b>Office of the Secretary of Defense most current "Base Structure Report" notion of the "total acres" managed by the Installation including GSUs:</b> 1,493 acres	
<b>Installation surveyable acres (i.e., undisturbed, accessible acres):</b> 145 acres are unimproved and undisturbed or have had limited disturbance and are areas recommended for potential further archaeological investigation.	
<b>Total acres ever surveyed:</b> 1,493 acres have been surveyed.	
<b>Acres surveyed in FY23:</b> 0	
<b>Cultural Resources outreach program (e.g., website, welcome package, or brochures)?</b> None	
<b>Total archaeology sites recorded:</b> 0	
<b>Archaeology sites recorded in FY23:</b> 0	
<b>Cumulative number of archaeology sites recorded through FY23:</b> 0	
<b>Number of eligible or listed sites:</b> 0	
<b>Number of non-eligible sites:</b> 0	
<b>Number of unevaluated sites:</b> 0	
<b>Number of archaeology sites evaluated in FY23:</b> 0	
<b>Total number real property facilities as reported in Appendix B:</b> 33	
<b>Number of eligible or listed real property facilities as reported in Appendix B:</b> 1	
<b>Number of non-eligible real property facilities as reported in Appendix B:</b> 32	
<b>Number of unevaluated real property facilities as reported in Appendix B:</b> 0	
<b>Number of real property facilities evaluated in FY23 as reported in Appendix B:</b> 0	
<b>Have Historic Status Codes been updated in the Accountable Property System of Record in FY23?</b> Yes	
<b>Number of archaeology sites mapped into GIS:</b> 0	
<b>Number of surveyed acres mapped into GIS:</b> 0	
<b>Are historic real property assets (buildings/structures) mapped into GIS?</b> Yes	
<b>Cumulative volume in cubic feet of archaeology collections:</b> 0	

Cumulative volume in linear feet of associated records: 0	
Cumulative volume of archaeology collections complying with 36 CFR Part 79: 0	
Volume of archaeology collections acquired in FY23: 0	
Volume of associated recorded acquired in FY23: 0	
Archaeological collections repositories: N/A	

### 3 ENVIRONMENTAL MANAGEMENT SYSTEM

The DAF environmental program adheres to the Environmental Management System (EMS) framework and its "Plan, Do, Check, Act" cycle for ensuring mission success. Executive Order (EO) 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*; DoDI 4715.17, *Environmental Management Systems*; DAFI 32-7001, *Environmental Management*; and International Organization for Standardization (ISO) 14001 standard, *Environmental Management Systems – Requirements with guidance for use*, provide guidance on how environmental programs should be established, implemented, and maintained to operate under the EMS framework.

The Cultural Resources Management Program employs EMS-based processes to achieve compliance with all legal obligations and current policy drivers, effectively manage associated risks, and to instill a culture of continual improvement. The ICRMP serves as an "administrative operational control" that defines compliance-related activities and processes.

### 4 GENERAL ROLES AND RESPONSIBILITIES

#### Installation Supplements

The major roles/organizations involved in supporting the Cultural Resources Management Program include:

- ◆ Wing/Installation Commander
- ◆ CRM
- ◆ Installation Tribal Liaison Officer (ITLO)
- ◆ AFCEC Branch and Section specialists
- ◆ AFCEC Cultural Resources Subject Matter Expert (SME); see AF 32-7003 for role description
- ◆ Legal/Judge Advocate (JA)
- ◆ Unit Environmental Coordinators (UECs); see AFI 32-7001 for role description
- ◆ State Historic Preservation Office (SHPO)
- ◆ Tribal Historic Preservation Officer (THPO)
- ◆ Tribal government leaders
- ◆ Local government
- ◆ Interested public parties/stakeholders

The Installation Commander and the Base Civil Engineer (BCE) have the overall responsibility for implementation of the ICRMP. The Installation Commander provides funding and staffing, controls access, and is ultimately responsible for activities associated with the Base’s cultural resources. The Installation Commander also is responsible for monitoring development and implementation of the ICRMP, as well as cultural resource agreements and activities, and is the principal source of communication between the Base and Native American tribes regarding cultural resource issues.

The BCE supervises programs to ensure compliance with cultural resource regulations. This branch also coordinates policies with local, regional, state, and other federal agencies; negotiates cooperative agreements; sets access policy; and ensures the inclusion of cultural resource issues in the overall planning process.

The Base CRM has the day-to-day responsibility for implementation of the ICRMP. The CRM also has the following responsibilities:

- Is the principal source of communication between the Base and the Florida SHPO on cultural resource issues.
- Implements the policies and procedures in the ICRMP and coordinates efforts of other Base organizations affected by the policies.
- Works with the Installation staff JA, and participates in Section 106 consultation meetings with the Florida SHPO, Native American tribes, and others, as appropriate.
- Reviews BCE Work Request Air Force (AF) Form 332s and Military Construction Project Data (Continuation) DD Form 1391c's on a routine basis for cultural resource impacts.
- Tracks cultural resources mitigation commitments made in agreements with other agencies or tribes.
- Identifies funding requirements for the cultural resources program and provides this information to the Civil Engineering (CE) Commander for inclusion in the Automated Civil Engineering System-Project Management.
- Oversees contracts for the inventory, evaluation, and protection of Base cultural resources.
- Maintains a database of the Base's cultural resources.
- Ensures cultural resources are considered in the EIAP by the Base EIAP Manager, in the Integrated Natural Resources Management Plan (INRMP) by the Base Natural Resources Manager, and in the IDP and its Composite Constraints and Opportunities section by the Base Planner, to minimize adverse effects on historic properties.
- Participates in civil engineer planning meetings, identifies actions that have the potential to affect historic properties, and determines when NHPA Section 106 consultation is needed for those undertakings.
- In coordination with AFCEC, assists the ITLO with the identification of affiliated tribes, tribal consultation, and other interactions. Maintains records of tribal contacts showing compliance with EO 13175, NHPA Section 106, the *National Environmental Policy Act* (NEPA), and the *Native American Graves Protection and Repatriation Act* (NAGPRA).

External organizations have the following responsibilities:

- The Florida SHPO coordinates the state's participation in historic preservation under the NHPA. The Florida SHPO assists Base officials in identifying and evaluating historic properties and provides other assistance and participation in reaching compliance with NHPA Section 106.
- The Advisory Council on Historic Preservation is the federal agency responsible for overseeing of the NHPA Section 106 program and commenting on undertakings affecting historic properties that cannot be resolved at the state level.
- The Keeper of NRHP in NPS accepts or rejects nominations for listing on the NRHP, based on the criteria listed in 36 *Code of Federal Regulations* (CFR) 60.4, NRHP Criteria for Evaluation.
- Federally recognized American Indian (or Native American) tribes have special regulatory roles in the NHPA Section 106 process and other cultural resources programs if actions may affect resources of traditional or religious importance to them.
- Local governments and the public participate in the NHPA Section 106 process and in the identification of historic properties by giving comments on proposed Base actions.

Cultural Resources Contractors, meeting Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61), are retained by Homestead ARB to prepare historic contexts, conduct surveys to identify and/or evaluate cultural resources, prepare NRHP nominations, advise Homestead ARB on actions that may impact NRHP eligible properties, and undertake actions to mitigate adverse effects to historic properties.

Failure to comply with federal historic preservation statutes and DoD regulations regarding the protection of cultural resources could result in the unintentional destruction of significant cultural resources. Furthermore, Installation Commanders are required to report any such activity to appropriate authorities and Major Command (MAJCOM) under AFI 32-7065. The *Archaeological Resources Protection Act of 1979* (ARPA) also establishes penalties for disturbance or destruction of archaeological resources.

5 TRAINING

Installation Supplement

Training Plan

Category	Training Course	Installation Plan
Archaeological	Archaeological Resources Protection	No archaeological sites have been identified to date.
Buildings	Historic Facility Management	N/A
Buildings	Historic Structure Reports	N/A
General Cultural Resources	Introduction to Cultural Resources Management – Laws and Regulations	None to date.  Will coordinate future trainings with DoD and non-profit organizations (that is, Shipley Group, National Preservation Institute [NPI], or other organizations).
General Cultural Resources	Advanced Section 106/Agreement Documents	None to date.  Will coordinate future trainings with DoD and non-profit organizations (that is, Shipley Group, NPI, or other organizations).
Tribal	American Indian (or Alaskan) Cultural Communication Course	Completed Tribal Liaison Officer training in August 2022.  No Cultural Communication Course to date. Will coordinate future trainings with DoD and non-profit organizations (that is, Shipley Group, NPI, or other organizations).
Tribal	American Indian Cultural Awareness	None to date.  Will coordinate future trainings with DoD and non-profit organizations (that is, Shipley Group, NPI, or other organizations).



	Course	
Tribal	Native American Graves Protection and Repatriation Act	None to date.
NEPA/EIAP	Understanding and Preparing Preliminary EIAP Documents: USAF Specific	None to date.
NEPA/EIAP	EIAP Course (Air Force Institute of Technology [AFIT])	None to date.
NEPA/EIAP	Applying the National Environmental Policy Act (NEPA)/EIAP Process: USAF Specific	Last course taken was on January 25 through 28, 2005 (Shipley Group course).  No other courses scheduled for next 5 years.

## 6 RECORDKEEPING AND REPORTING

### Recordkeeping

The installation maintains required records in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposes of records in accordance with the AFRIMS Records Disposition Schedule (RDS). Numerous types of records must be maintained to support implementation of the Cultural Resources Management Program. Specific records are identified in applicable sections of this Plan, in the [Cultural Resources Management Playbook](#), and in referenced documents.

### Reporting

The installation CRM is responsible for responding to cultural resources-related data calls and reporting requirements. The CRM and supporting AFCEC Branch and Section specialists should refer to the [Environmental Management System Playbook](#) for guidance on execution of data gathering, quality control/quality assurance, and report development.

Reports and surveys are stored on Homestead ARB computer servers. A link to access these documents on the server is not provided. Information is sensitive and protected by federal law.

## 7 STANDARD OPERATING PROCEDURES

This section contains SOPs for managing and protecting cultural resources. The CRM ensures that appropriate procedures are properly communicated and followed by necessary personnel.

### 7.1 Communication, Planning, and EIAP Installation Supplement

#### Applicability Statement:

This SOP applies to all USAF installations.

#### Background/Overview:

The EIAP is the USAF procedure for performing environmental project review, in compliance with the requirements of the NEPA. The proponent of an action is responsible for initiating the EIAP early in the planning stages of a proposed action. The EIAP process is

documented on Air Force (AF) Form 813, *Request for Environmental Impact Analysis*. The CRM must be familiar with NEPA and the EIAP process.

*Procedure:*

The CRM should:

- ◆ Work in close coordination with the EIAP manager during all NEPA reviews
- ◆ Assist the EIAP manager to determine whether existing and planned formal agreements under NHPA or other cultural resources authorities may be associated with the NEPA planning effort
- ◆ Confirm that NHPA Section 106 review is required and identify other considerable cultural resources laws
- ◆ Identify and consult with SHPO or THPO, federally-recognized Native American Tribal governments, local governments, and other parties
- ◆ Plan for public participation, as necessary

**Coordination of NEPA and NHPA Section 106**

NHPA Section 106 Step	NEPA Step	Homestead ARB Action	Florida SHPO Action
Prior to Step 1	Prepare Description of Proposed Action and Alternatives.	Determine undertaking, determine Area of Potential Effects (APE), identify interested parties, notify Florida SHPO of Proposed Action.	Review and comment on APE.
Step 1. Assess information needs, identify resources, evaluate NRHP eligibility of resources	Determine Categorical Exclusion (CATEX), if applicable, or determine need for Environmental Assessment or Environmental Impact Statement (EIS).	Determine need for inventory, conduct cultural resource inventory (if necessary), identify properties potentially affected, consult with Florida SHPO.	Review NRHP evaluations, comment on potential for effects. Approve application of CATEX or make stipulations.
Step 2. Assess effects on cultural resources	Prepare Draft Environmental Assessment or Draft EIS.	Determine effects on historic properties from the undertaking.	Review Determination of Effects.
Step 3. Consult with Florida SHPO, and interested parties, THPOs		Consult with Florida SHPO, consulting parties, and THPOs.	Comment on Draft EIS. Discuss potential mitigation measures to address adverse effects.

<b>NHPA Section 106 Step</b>	<b>NEPA Step</b>	<b>Homestead ARB Action</b>	<b>Florida SHPO Action</b>
Step 4. Advisory Council on Historic Preservation (ACHP) comment	Review and capture Draft EIS comments.  Prepare Draft Final EIS.   Prepare Final EIS.   Prepare Record of Decision or Finding of No Significant Impact.	    Develop Memorandum of Agreement (MOA) to resolve any adverse effects.   Execute MOA.	Consult with Homestead ARB and ACHP to resolve any adverse effects.   Review and execute MOA.
Step 5. Proceed with undertaking		Implement MOA. Proceed with undertaking.	

## 7.2 36 CFR Part 800 Process (Implementing NHPA Section 106) Installation Supplement

### Applicability Statement:

This SOP applies to all USAF installations

### Background/Overview:

36 Code of Federal Regulation (CFR) Part 800 implements Section 106 of the NHPA. It is a federal review process designed to ensure that historic properties are considered during the planning and execution of federal undertakings. Activities, programs, or projects that have the potential to involve or affect historic properties and could trigger a 36 CFR Part 800 review include, but are not limited to:

- ◆ Rehabilitation, renovation, or addition to buildings, structures, and/or utilities
- ◆ Replacement or maintenance of infrastructure
- ◆ Demolition of buildings and structure
- ◆ Proposed beddowns
- ◆ Environmental Restoration Program (ERP) investigations and clean-up
- ◆ Real property actions such as land transfers, privatization, out-leasing, etc.

The 36 CFR Part 800 review process should be initiated early in the planning stages of a project.

### Procedure:

Project Proponents should:

- ◆ During initial project planning (e.g., completion of AF Form 813; AF Form 332, *Base Civil Engineer Work Request*; DD Form 1391, *Military Construction Project Data*, AF Information Management Tool (IMT) 103, *Base Civil Engineering Work Clearance Request* ["Dig Permit"]), provide adequate information necessary to determine whether historic properties are present and to assess impact of the proposed project on historic properties
- ◆ If a proposed project could involve preparation of an environmental assessment or environmental impact statement, contact the installation CRM as early as possible to ensure that any required public participation, analysis, and review can be planned to meet the requirements of both NEPA and NHPA Section 106 in a timely and efficient manner

- ◆ Implement mitigation or management conditions stipulated by the CRM resulting from the Section 106 consultation/coordination process

The CRM should:

- ◆ Determine whether the proposed action is an undertaking IAW 36 CFR Part 800. If the action is an undertaking, define the Area of Potential Effect (APE) and determine if any historic properties are present within the APE. Assess impact of proposed project on historic properties. Results of this review could include:
  - **No Historic Properties Affected:** This determination is made when the project will have no foreseeable effects on historic properties. The installation should seek concurrence from the SHPO and other consulting parties (i.e., tribal stakeholders)
  - **No Adverse Effect:** This determination is made when there might be an effect, but the effect will not be harmful to those characteristics that qualify the property for inclusion in the National Register of Historic Places (NRHP). The installation must seek concurrence from the SHPO and other consulting parties that no adverse effect is likely
  - **Adverse Effect:** This determination is made when the effect of an undertaking could diminish the integrity of the characteristics that qualify the property for the NRHP. The installation will continue consultations with the SHPO and other interested parties whenever an "adverse effect" is likely, expected, or unavoidable
- ◆ Coordinate execution of 36 CFR Part 800 process to support desired project schedules. Refer to the [Cultural Resources Management Playbook](#) for detailed descriptions of the Section 106 review process

### **7.3 Regular Review of NHPA MOAs or PAs**

#### **Installation Supplement**

*Applicability Statement:*

This SOP applies to all USAF installation that have NHPA MOAs and/or PAs in place. This installation **DOES NOT** have any NHPA agreements in place and **IS NOT** required to implement this SOP.

*Background/Overview:*

IAW 36 CFR § 800.6(c)(4), NHPA agreement documents should include a requirement to monitor and report on the implementation of the agreement. In the case of many housing privatization programmatic agreements, there are annual or semi-annual review and reporting requirements. The regular review of agreements is critical to ensure that historic properties are not adversely impacted through use and maintenance, contrary to NRHP regulation and the executed agreement.

*Procedure:*

The CRM should:

- ◆ At minimum, annually review all MOA/PAs in place to ensure that compliance measures are on schedule and resources are in place to meet stipulations. Agreement reviews can be accomplished at the same time as ICRMP annual reviews.
- ◆ Per MOA/PA stipulations, consult with agreement concurring parties to ensure MOA/PA stipulations are being met and determine if adverse impacts to historic properties, including privatized housing or other privatized assets, have occurred.
- ◆ Work with the installation Housing and Real Properties managers to review all agreements for privatized housing and determine if properties have been evaluated for NRHP eligibility.
- ◆ Work with AFCEC CRMM, proponent, and agreement signatories, as appropriate, to correct any deficiencies identified in meeting stipulations of executed MOAs or PAs.

### **7.4 Discoveries of Archaeological Resources and NAGPRA Cultural Items**

#### **Installation Supplement**

*Applicability Statement:*

This SOP applies to USAF installations that contain or potentially contain archaeological resources and/or NAGPRA cultural items. Installations that have agreements with tribes concerning the treatment of these two types of resources in discovery situations should

include those procedures, in addition to the SOP described below. Cite the title and date of the agreement(s) when summarizing the procedures and ensure a copy of the agreement(s) is appended to the ICRMP. Homestead ARB does not have any agreement(s).

*Background/Overview:*

Accidental or unanticipated discoveries of archaeological resources may occur on USAF controlled lands. When discoveries occur, the proper actions must be taken to minimize damage to these resources and to ensure that legal requirements are met. The relevant statute is Archaeological Resources Protection Act (ARPA) and the regulation is 32 CFR Part 229, Protection of Archaeological Resources.

There is also an important legal subset of archaeological resources, which includes NAGPRA cultural items (i.e., Native American human remains, associated or unassociated burial artifacts, and objects of cultural patrimony). The relevant regulation is 43 CFR Part 10, Native American Graves Protection and Repatriation Regulations. See the Cultural Resources Management Playbook for detailed guidance on the requirements of NAGPRA and this regulation.

It is a federal offense, under the provisions of ARPA and 32 CFR Part 229, to excavate, remove, damage, or otherwise deface any archaeological resources located on federal lands, without authorization. The provisions of ARPA apply to archaeological material greater than 100 years in age, regardless of the NRHP status of the site where they are found. Any person wishing to excavate or remove archaeological resources from an USAF installation must apply for an ARPA permit. USAF-contracted work is exempted from the permitting provision of ARPA. In the event of a permit request, the installation CRM should notify the AFCEC Section CRMM. Detailed information to assist in facilitating ARPA permitting is available in the Cultural Resources Management Playbook.

*Procedure:*

USAF or contractor personnel that make or become aware of a potential archaeological discovery on installation lands should:

- ◆ Immediately notify the CRM of the nature and location of the discovery
- ◆ Immediately cease potentially damaging activities and take efforts to ensure protection of resources until arrival of the CRM or designee

The CRM should:

- ◆ Notify Security Forces of the discovery
- ◆ Ensure that all archaeological items are left in place and that no further disturbance is permitted to occur
- ◆ Sufficiently identify the location of the discovery to provide efficient relocation, yet take efforts to minimize the types of signs that could attract personnel and place the discovery in danger
- ◆ Direct installation personnel and contractors to take efforts to resume mission-associated activities in a reasonable and timely manner

Security Forces should:

- ◆ Notify the Wing Commander regarding the location, nature, and circumstances of the discovery
- ◆ Provide security/protection for the site to prevent unauthorized disturbance, looting, or vandalism

If human remains are discovered or if there is sufficient reason to suspect that human remains are present (such as the observation of an oval-shaped rock or earthen mound), the CRM should:

- ◆ Determine (with the aid of a coroner or forensic anthropologist) if the remains are human, and whether or not they are associated with an archaeological deposit
- ◆ If the remains are not human, and not associated with an archaeological deposit, work may continue
- ◆ If the remains are human, Security Forces should notify local law enforcement agency and a coroner, who will determine if the remains are recent, or ancient (with the aid of a forensic anthropologist). If the human remains are modern, the matter may become the responsibility of law enforcement officials who will determine when project activities may resume
- ◆ Invite consultation with Native American tribes, as appropriate. If a qualified professional finds the human remains to be Native American, the provisions of NAGPRA apply. Follow the procedures outlined in 43 CFR Part 10 or in existing installation NAGPRA agreements with tribes

## **7.5 Accidents and Emergencies Affecting Historic Properties**

### **Installation Supplement**

#### *Applicability Statement:*

This SOP applies to all USAF installations.

#### *Background/Overview:*

Federal laws and regulations provide exceptions to the standard NHPA Sections 106 and 110 reviews that may be used in times of emergency. Immediate rescue and salvage operations conducted to preserve life or property are exempt from the provisions of Sections 106 and 110 and the procedures outlined in 36 CFR § 800.12. Per 36 CFR Part 78, the Secretary of the Air Force may waive all or part of the USAF's Section 106 responsibility on a specific undertaking if the Secretary determines the existence of an imminent major natural disaster or a threat to national security. Such waivers will not exceed the period of the emergency, and generally do not extend to reconstruction or other activities beyond those immediately required to prevent endangerment of human life or property.

#### *Procedure:*

The following actions may be performed when responding to an accident or emergency situation (e.g., hazardous material spill, aircraft or vehicular accidents, fires/explosions, natural disasters) where cultural resources may be affected:

USAF Personnel, Construction Crews, Utility Workers, Contractors, and Rescue Workers should:

- ◆ Notify the CRM as soon as possible upon realizing potential for impact to cultural resources associated with an emergency situation
- ◆ Take reasonable steps to avoid or minimize disturbance of significant cultural resources during emergency operations, as appropriate to concerns for human life or property

The CRM should:

- ◆ Identify cultural resources that might be affected by emergency response and provide guidance and advice to emergency operations workers on methods to avoid or minimize negative effects to cultural resources
- ◆ As soon as possible, notify the Installation Commander and AFCEC of the emergency or disaster, including descriptions of historic properties potentially affected
- ◆ As soon as practicable and within 14 days of the conclusion of the emergency situation, notify the SHPO/THPO of any adverse effects to historic properties that resulted from the emergency and emergency response
- ◆ Consult with the SHPO/THPO about steps necessary to reduce or mitigate adverse effects to historic properties when additional actions are necessary to stabilize, repair, or demolish historic properties damaged in the emergency or emergency response (e.g., demolition of historic properties that cannot be repaired, or have become unsafe)
- ◆ If a waiver is requested, provide information to installation personnel regarding the status of the waiver request (granted or denied) and direction regarding follow-on notification of parties
  - If a waiver is granted, provide information regarding the scope and limitations of the waiver to appropriate installation personnel and initiate required notifications to SHPO
  - If a waiver is not granted, provide direction to installation personnel regarding resumption of work and implement the Section 106 consultation process

## **7.6 Suspected Vandalism**

### **Installation Supplement**

#### *Applicability Statement:*

This SOP applies to all USAF installations.

#### *Background/Overview:*

The installation has established procedures to deter vandalism and to investigate suspected acts of vandalism when a cultural resource protected under NHPA, ARPA, or NAGPRA is damaged as a result of unauthorized activity.

#### *Procedure:*

In the event of a discovery of damaged archaeological site or other historic property, the following actions should be performed:

Discoverer of potential looting or vandalism should:

- ◆ Immediately notify the CRM (at 786-415-7344 or Defense Switched Network [DSN] 535-7344) and Security Forces (at 786-415-7777).
- ◆ Take all necessary precautions to protect the resource from further damage, loss, or destruction
- ◆ Wait for further instructions from the CRM or other authority.

Security Forces should:

- ◆ Notify the Installation Commander immediately regarding the location, nature, and circumstances of the looting or vandalism
- ◆ Provide security/protection to prevent further unauthorized disturbance, looting, or vandalism

The CRM should:

- ◆ Inspect the site to assess damage
- ◆ Notify the Installation Commander of damage within 48 hours of discovery. Include the following information in the damage report: Circumstances of site damage, assessment of the nature and extent of damage, recommendations for treatment procedures (coordinate with SHPO and tribal authorities, as appropriate), and suggestions for future protection measures
- ◆ Notify Native American organizations and individuals if traditional cultural resources or sacred sites were damaged

Legal Department personnel should:

- ◆ Assess whether or not accused violators can be prosecuted
- ◆ Determine whether a civil penalty or other prosecution can be applied

## **7.7 Curation of Collections and Records**

### **Installation Supplement**

#### *Applicability Statement:*

This SOP applies to USAF installations that maintain archaeological collections that require curation. This installation **DOES NOT** maintain archaeological collections that require curation and **IS NOT** required to implement this SOP.

#### *Background/Overview:*

Federal regulations require curation of archaeological collections and their associated records owned by federal agencies in perpetuity (36 CFR Part 79, *Curation of Federally Owned and Administered Archeological Collections*). Curation of artifacts collected from USAF property shall be consistent with procedures in the [Guidelines for the Field Collection of Archaeological Materials and Standard Operating Procedures for Curating Department of Defense Archaeological Collections](#) (1999, Legacy Project No. 98-1714). Specific recommendations and procedures for curation are described in this ICRMP, where applicable, and in the [Cultural Resources Management Playbook](#). Records related to historic properties or historic preservation should be evaluated for their usefulness in documenting the history of the installation's cultural resources and should be maintained or disposed of as appropriate.

#### *Procedure:*

The CRM and Base Historian should:

- ◆ Ensure that installation personnel are aware of the historic value of old records, collections, etc.
- ◆ Identify federally owned and administered archaeological collections and associated records required to be curated

- ◆ Identify an appropriate curation facility (or facilities). Location(s) where archaeological collections and their associated records are currently maintained include:
  - **Not Applicable** to Homestead ARB
- ◆ Prepare collections for moving to the identified curation facility
- ◆ Make a duplicate copy of all documentation on either acid-free paper or in digital format and store in a separate, secure, fire- safe location
- ◆ Transfer collections to the appropriate facility
- ◆ Conduct an annual inventory and inspect curated collections for compliance with applicable requirements Maintain records/documents regarding transferred collections

## **7.8 Management and Coordination**

### **Installation Supplement**

#### *Applicability Statement:*

This SOP applies to all USAF installations.

#### *Background/Overview:*

The following procedure outlines and describes cultural resources-related communication, review, and coordination processes and workflows.

#### *Procedure:*

### **Internal Reviews**

- ◆ Internal review procedures will be initiated as early in project planning as possible, so that personnel are allowed sufficient time to implement appropriate cultural resource activities, as required. Specific documents and processes that typically require internal review include:
- ◆ Completion of AF Form 332 for proposed work to Civil Engineering to determine whether the proposed work will affect any natural or cultural resources
- ◆ Completion of AF IMT 103 generally for work involving digging to CE to determine whether the proposed work will affect any natural or cultural resources
- ◆ NEPA project review including the EIAP and completion of AF Form 813

### **Notification and Consultation**

- ◆ Consultation can occur at any time with Native American tribal groups or other stakeholders at the discretion of the CRM and the ITLO
- ◆ Notification and consultation with tribal groups must occur immediately if any human remains are encountered

### **Stakeholder Reviews**

- ◆ Installation stakeholders can include, but are not limited to: the SHPO, the THPO, local surrounding communities, and the NPS
- ◆ The Public Affairs Office manages the official website for the installation and uploads cleared, sanctioned information for public access
- ◆ The installation CRM and the ITLO are responsible for contacting NPS, SHPO, and any tribal groups for any reviews of cultural resource documents

### **Agreement Documents**

- ◆ Agreement documents, such as MOAs, PAs, CAs, Plans of Action, etc. will be drafted and coordinated by the CRM and approved by the Installation Commander
- ◆ Agreement documents are referenced in the Appendix section of this ICRMP.
- ◆ Homestead ARB has no active agreement documents.



## GIS Management

- ◆ The installation maintains maps showing locations of certain significant cultural resources.
  - These maps are maintained: 482 MSG/BCE
- ◆ According to 32 CFR Part 229, information divulging the location and character of archaeological sites should be limited to parties involved in management and/or planning and shall not be divulged to the general public. Such confidentiality prevents damage to sites. In the spirit of ARPA, all maps of archaeological sites have restricted access. Access will be granted by the CRM IAW user need and 32 CFR Part 229

### 7.9 Installation SOPs

[INSTALLATION SUPPLEMENT]

## Management and Care of the K-9 Cemetery

### *Applicability Statement:*

This SOP applies to Homestead ARB.

### *Background/Overview:*

The K-9 Cemetery (Florida Master Site File No. DA12863) is a cemetery for Cold War-era service dogs. The site consists of a flat, grassy field with a circular mound in the middle. The mound is covered with grass and contains stone blocks that mark out “K 9” on the northeastern side. The stones that mark out the “9” are overgrown with grass and are not readily visible, although still extant. A wooden retaining wall is built into the southwestern side of the mound.

Although no markers are present, graves were previously marked with a simple white cross. At one time, there were more than 25 graves. These graves do not appear to have been within the mound, but in the flat grassy area next to the mound. The site was previously surrounded by hedges that have since been removed. Palm trees were planted in a semi-circle around the edge of the site circa (ca.) 1995 (Cleven 2013).

The following procedure outlines and describes routine maintenance of the K-9 Cemetery.

### *Procedure:*

- Maintenance should include routine mowing of the grass within the cemetery. The gentlest means possible should be used to clean the stone markers. The grass should be periodically hand trimmed away from the stones. A weed whacker should not be used to clear grass.
- Prolonged, timed water soaking with low-pressure water from an oscillating sprinkler should be used to dissolve and remove the pollutant crust. Although soaking is very slow and may take several days, it is the gentlest and most appropriate cleaning method to use on historic masonry.
- Washing with low-pressure or medium-pressure water is probably one of the most commonly used methods for removing dirt or other pollutant soiling from historic masonry. It is recommended to begin with a very low pressure (100 pounds per square inch or less), even using a garden hose, and progressing as needed to slightly higher pressure (generally no higher than 300 to 400 pounds per square inch). Scrubbing with natural bristle or synthetic bristle brushes—never metal, which can abrade the surface and leave metal particles that can stain masonry—can help in cleaning areas of the masonry that are especially dirty (Mack and Grimmer n.d.).
- Once the K-9 Cemetery is listed on the NRHP, signage explaining the history of the K-9 Cemetery will be placed near it. NPS UniGuide Sign Standards are recommended for planning the signage (NPS 2008).

## 8 CULTURAL RESOURCES INVENTORY

### 8.1 Physical Setting

[INSTALLATION SUPPLEMENT]

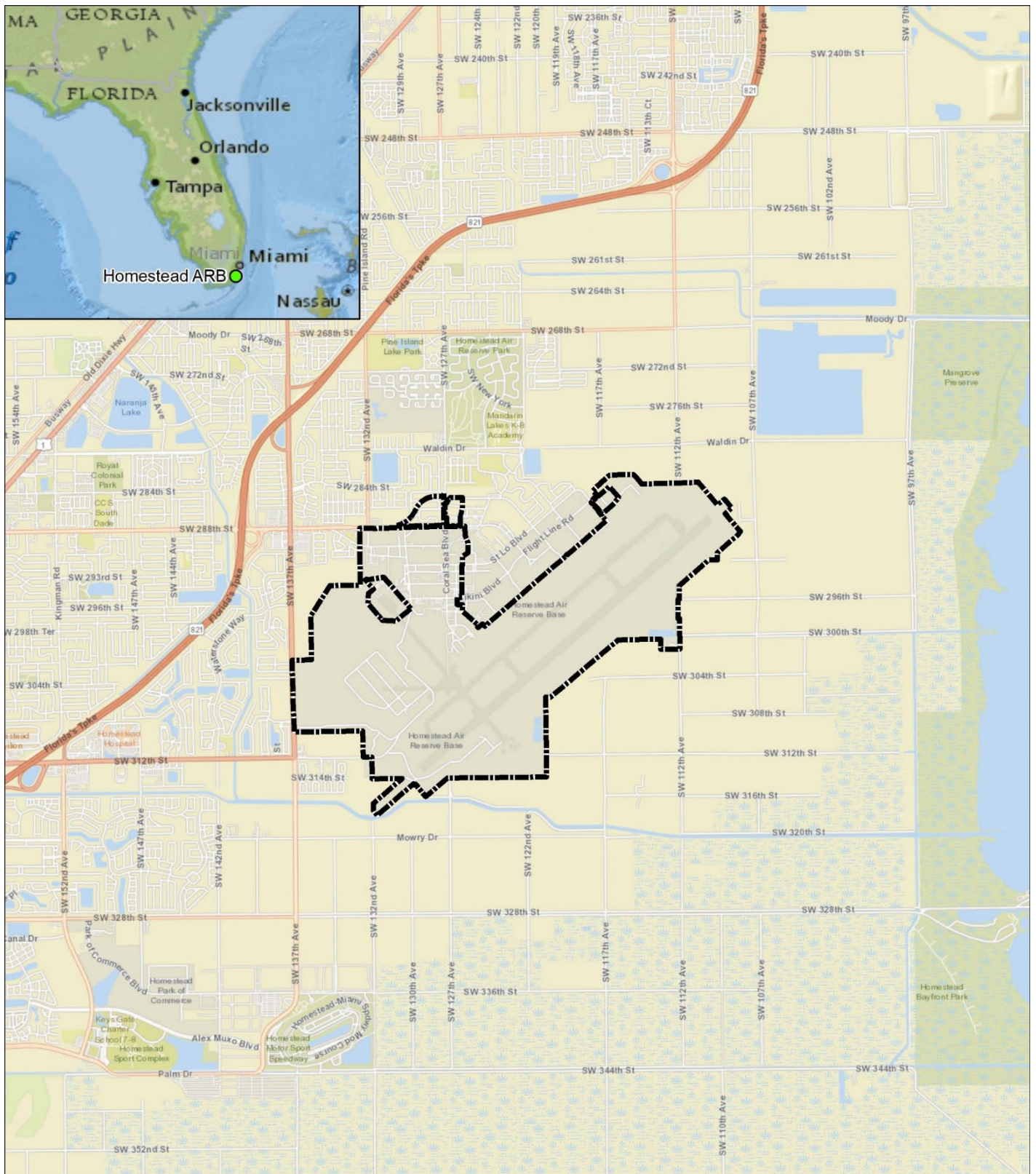
### *Location and Description*

Homestead ARB is located approximately 25 miles southwest of Miami and 7 miles northeast of the city of Homestead in Miami-Dade County, Florida (Figures 1 and 2). The property covers approximately 1,943 acres of the original 2,938 acres that made up the former Homestead AFB. The surrounding vicinity to the north and west of the Base is dominated by 21st-century residential and commercial development while areas to the east and south consist of agricultural fields. The Base has one main runway oriented northeast to southwest. An extensive network of canals has been constructed throughout and around Homestead ARB to help with drainage. These canals drain to the Boundary Canal, which surrounds most of the Base, then into a stormwater reservoir, and finally into the Outfall Canal. The Outfall Canal flows east 2 miles from the edge of the Base property and empties into the Biscayne Bay (USAF 2018).

The Base is situated within the Southern Atlantic Coastal Strip sub-province of the Atlantic Coastal Plain physiographic province. Topography of this region is characterized as relatively flat with poor surface drainage. Elevations range from approximately 5 to 10 feet above mean sea level. The geology of the region consists of carbonate rocks (limestone and dolostone) overlain by a thin veneer of wind or waterborne sands. Homestead ARB is situated on a geological formation called Miami Limestone, a marine-derived limestone of Pleistocene age. Miami Limestone is porous, and outcrops generally display irregular karst topography (Hilsenbeck 1993). Miami Limestone covers much of the area to the east of Everglades National Park and most of Florida Bay (Noble et al. 1996).

This region is also noted for the numerous “tree islands” that populate the area. These tree islands are limestone-based, elliptical knolls of slightly higher elevation that were particularly attractive to prehistoric populations. The islands generally contain hardwood hammocks and thick layers of soil rich in organic material and formed during periods of multi-decadal droughts (Willard et al. 2006).

Soils identified within Homestead ARB shows the heavy influence of recent human-made disturbances to the area. The majority of Homestead ARB land has been subjected to some degree to disturbance, including grading, filling, and planting, or installing paved runways, roads, facilities, or structures. Other disturbances in the general vicinity of the Base include drainage of the Everglades and nearby urban development. Much of the mapped soils show evidence of fill material or are categorized as Urban land. The dominant natural soil consists of drained Biscayne marl, which is considered shallow and poorly drained silt loam found on low coastal flats and in transverse glades (Noble et al. 1996). Approximately 145 acres of native flora along the western edges of the Installation are currently unimproved and undisturbed or have had limited disturbance and are areas recommended for potential further archaeological investigation (USAF 2018) (Figure 3).



 Homestead ARB Installation Boundary

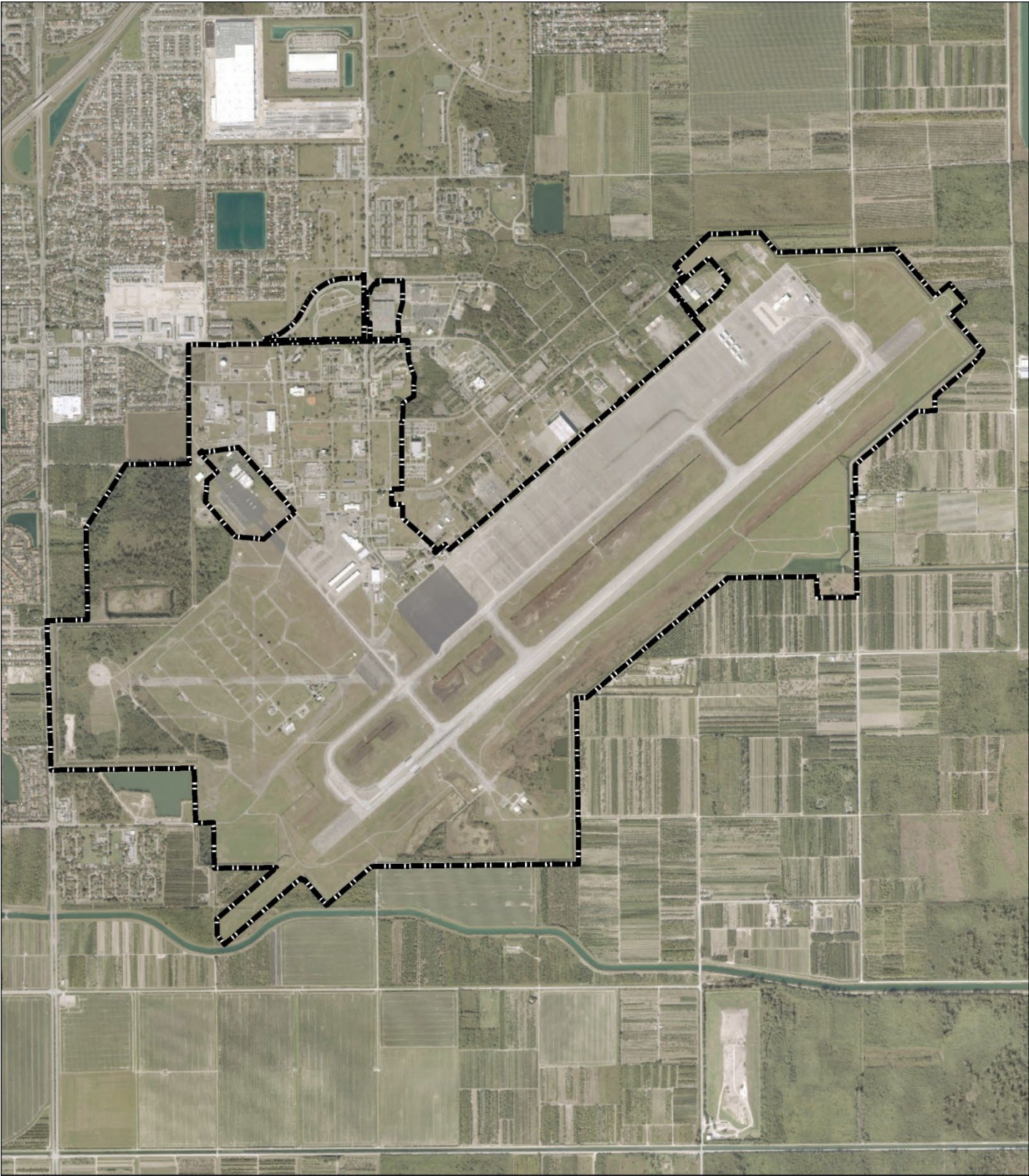
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Service Layer Credits: ESRI World Imagery

**Figure 1**  
**Homestead ARB Overview**  
Homestead Air Reserve Base





 Homestead ARB Installation Boundary

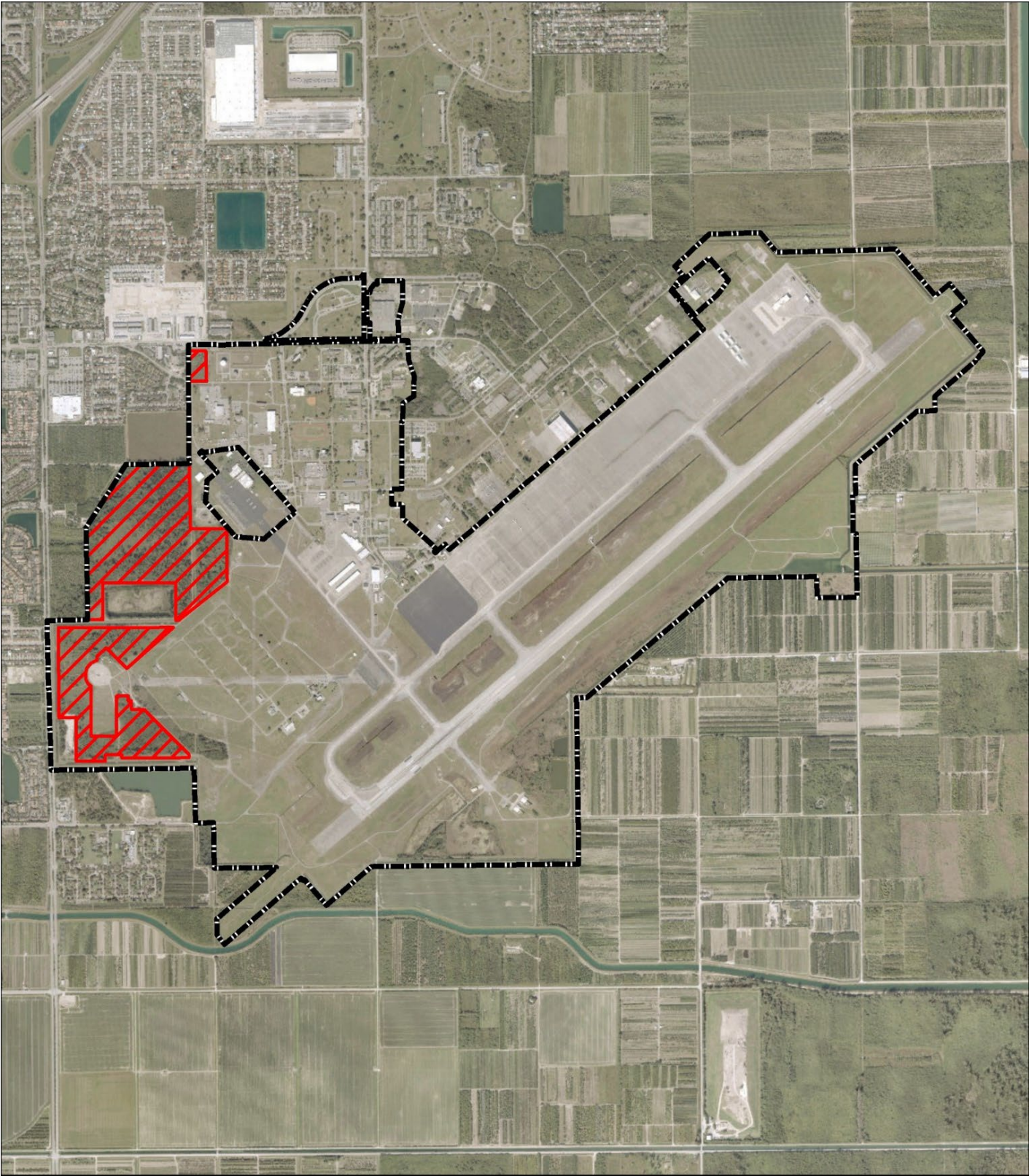
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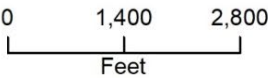
**Figure 2**  
**Homestead ARB Aerial**  
Homestead Air Reserve Base





Homestead ARB Installation Boundary

Archaeological Survey Area



**Figure 3**  
**Homestead ARB Recommended**  
**Areas for Archaeological Survey**  
Homestead Air Reserve Base

Service Layer Credits: ESRI World Imagery

## **8.2 Prehistory and History**

[INSTALLATION SUPPLEMENT]

### *Archaeological and Traditional Cultural Resources*

#### **Prehistoric Framework**

##### Summary

South Florida prehistory is generally divided into three broad periods: Paleoindian (12,000 to 7,900 Before Common Era [B.C.E.]), Archaic (7,900 to 500 B.C.E.), and Glades (500 B.C.E. to Common Era [C.E.] 1500). The culture periods cover the time from the earliest occupation of the region by humans until contact with people from Europe at the beginning of the 16th century. Each general period typically is further subdivided and characterized by changes in material culture, environmental adaptation, subsistence strategies, settlement patterns, technology, and sociopolitical configurations. The Paleoindian period encompasses the cultural remains of the earliest recorded occupations in the region, beginning after about 12,000 B.C.E. Archaeologists describe the Archaic period as a time when more seasonal settlement and subsistence patterns replaced the broad seasonal migration pattern of the Paleoindian period. Broad exchange patterns, innovation of ceramic technology, and an increasing shift toward sedentism generally identify the Glades period. This section will outline each of these time periods, including smaller divisions within each.

##### Paleoindian

The earliest human occupation in Florida dates to the Paleoindian period. Individuals from this period were the descendants of populations that had previously crossed the Bering Strait from Asia into the New World during the Late Pleistocene. Although the timing of this migration is subject to considerable debate, by ca. 12,000 B.C.E., these early colonists had spread across most of North and South America (Adovasio and Pedler 2005; Milanich 1994; Carr 2012). Paleoecological data suggest Florida was cooler and drier during the Paleoindian period compared with modern conditions (Borremans 1992). Paleoindian sites are located near freshwater sources and are interpreted as seasonally reoccupied base camps; small lithic scatters are interpreted as short-term camps that represent brief stays for resource procurement (Milanich 1994).

The Cutler Fossil site, located approximately 10 miles northeast of Homestead ARB, is an archaeological site situated within a solution hole, a 10-meter diameter natural void in the oolitic limestone bedrock (Carr 2012). Artifacts and human remains recovered from the site indicate people occupied the land approximately 12,000 years ago. Although many fossils of extinct megafauna were collected, the fragments of burned bone, likely the result of cooking, were from extant animals such as deer, rabbit, and possibly dog. Several marine shell specimens, such as whelk and conch, indicate human transport. A total of 192 lithic artifacts were recovered from the site, including tools made from local limestone and non-local chert. Projectile points, identified as Bolen Beveled, Dalton, and Greenbriar, are dated from about 8,000 to 10,000 B.C.E., and represent the oldest artifacts found in southern Florida. The fossil and archaeological records from the Cutler Fossil site provide a view of environmental change and human adaptation 12,000 years ago in Miami-Dade County (Carr 2012).

##### Archaic

The Archaic period is typically divided into three subperiods based predominantly on the changes in projectile point/knife morphology through time: Early Archaic (8,000 to 5,000 B.C.E.), Middle Archaic (5,000 to 3,000 B.C.E.), and Late Archaic (3,000 to 500 B.C.E.). The general trend was toward increased sedentism throughout the period, culminating in the appearance of the first, fully sedentary villages during the Late Archaic period. Ceramic technology appeared during the Late Archaic.

Early Archaic settlement and subsistence patterns appear to be similar to the preceding Paleoindian period. Types of Early Archaic sites include base camps, short-term camps, and quarry sites similar to those dated to the Paleoindian period (Russo 1992). The continuity in both site location and site type suggests Paleoindian lifeways generally continued into the Early Archaic period. Although terrestrial animal and plant food resources continued to be exploited, the proliferation of shell middens in both riverine and coastal settings during the Middle through Late Archaic periods demonstrate the importance of both freshwater and saltwater species of shellfish to these populations. At sites along the Gulf Coast and Atlantic coast, marine shellfish such as quahogs, whelks, conchs, oysters, and scallops were common food items. At

riverine sites, mystery and apple snails as well as freshwater mussels were harvested (Milanich 1994; Russo 1992). The focus on riverine and coastal resources helped to establish a more sedentary seasonal round, with increasing population sizes at base camps (Milanich 1994; Russo 1992).

One of the most significant technological developments of the Late Archaic period was the appearance of ceramic technology. The earliest ceramic ware found in Florida is fiber-tempered orange ware ceramics, which appeared along the northeastern coast of Florida ca. 2,000 B.C.E. (Milanich 1994). Shortly after the appearance of ceramic technology in northeastern Florida, fiber-tempered ceramics appeared at sites in the southern portion of the state, as well as along the Gulf Coast and Florida Panhandle.

Late Archaic sites appear to have been surrounded by a network of small, short-term resource procurement sites, similar to those encountered during earlier periods. Russo (1992) has interpreted the relationship between large shell midden sites and these smaller, short-term camps as reflecting an integrated settlement system of large, centralized villages articulated with outlying habitation areas and resource processing stations.

### Glades

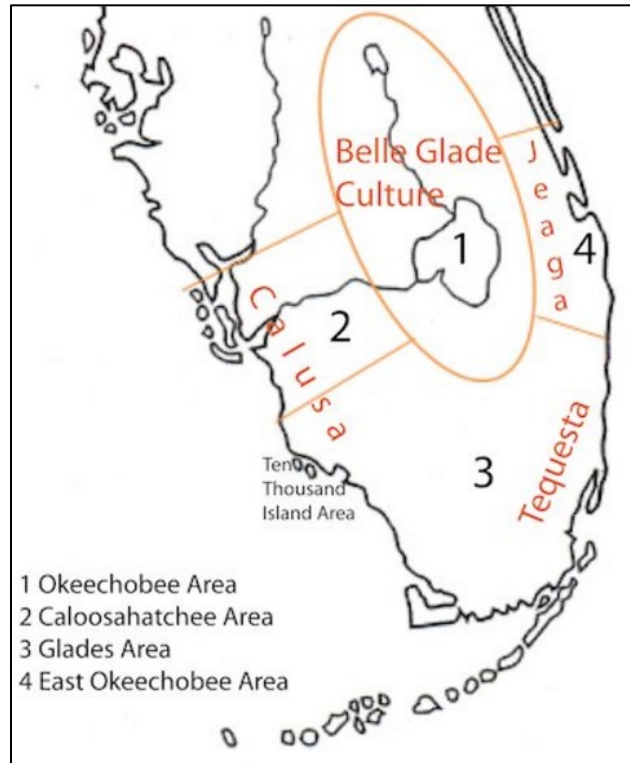
The Glades period in southeastern Florida is typically divided into seven subperiods of the Glades Tradition defined by changes in the ceramic sequence (Callsen 2008). Glades period populations lived in small, scattered settlements in a variety of wetland environments, including the Everglades, Big Cypress Swamp, and saltwater marshes and mangrove forests along the coast. Sites were located on estuaries along the coast and along the higher inland ridge that parallels the coast or on small patches of high ground in the wetlands (Milanich 1994). Subsistence strategies focused on hunting, fishing, and gathering marine and freshwater species in the tropical coastal waters, as well as game and wild plants. This subsistence strategy, established in the Late Archaic period, likely continued without significant variation throughout the period (Carr 2012; Callsen 2008).

Pottery of the period can be used to indicate different chronological periods because pottery styles change over time; in addition, the relative frequency of certain styles can change over time and across geographic regions (Carr 2012). The ceramic sequence in south Florida provides the best way to differentiate precise periods of site occupation (Callsen 2008). The ceramic vessels are often shallow, open bowls made of sand and grit tempered clays (Wheeler 2004). Variations in decoration (for example, plain, incised, punctated), rim treatments, and other features are used to identify the different wares that are associated with Glades Tradition periods. For example, Glades I (500 B.C.E. to C.E. 750) is recognized by Glades Plain, Sanibel Incised, and Fort Drum Punctated (among other varieties); Glades II (C.E. 750 to 1200) by Key Largo Incised and Plantation Pinched; and Glades III (C.E. 1200 to 1763) by Surfside Incised and Glades Tooled (Wheeler 2004).

The Key Marco site, in southwestern Florida, is notable for its exceptional preservation of organic materials. Numerous wooden bowls, mortars and pestles, boxes, trays, and handles, as well as decorative objects, toys, and carved masks, were recovered. The wet deposits preserved a collection of wooden and fiber artifacts that provide a glimpse into everyday objects and activities in pre-Columbian Florida (Carr 2012).

When Juan Ponce de Leon landed in Florida in 1513, the Tequesta Tribe was living in southeastern Florida (Figure 4). Their main village was at the mouth of the Miami River, and their settlements spread from interior sites in the Everglades to coastal sites from Biscayne Bay to the Florida Keys. Within 200 years, the Tequesta and all of southern Florida's indigenous people were effectively gone due to warfare and disease (Carr 2012).





**Figure 4. Native American Culture Areas in South Florida at the Time of European Contact**

#### *Historic Resources*

#### **Historic Overview**

The section provides an overview of the European-American history of the region, including the development of the Homestead ARB.

#### Early Settlement

In May 1513, the Spanish explorer and conquistador, Juan Ponce de Leon, made the first visit to the south Florida coast. He anchored in Biscayne Bay and explored a Tequesta Miami mound town at the mouth of the Miami River. In 1567, a Spanish mission was established on the north bank of the Miami River, only 2 years after the founding of St. Augustine. Hostile Native Americans and mosquitoes caused the Spanish to abandon the mission shortly thereafter. Diseases introduced by the Spanish ravaged the local Tequesta Tribe population (Weisman 1999).

During the 18th century, various Native American groups migrated into Florida to fill the vacuum left by local tribes, notably Creek people from Alabama and Georgia (Weisman 1999). Spanish St. Augustine recruited Lower Creeks to repopulate the missions in north and central Florida, which had been hard hit by epidemics and frequent raids by Carolinian militia and Native Americans. Lower Creeks, seeking independence from Upper Creeks following an intertribal civil war, settled in the fertile agricultural lands of central Florida to raise crops and livestock (Milanich 2006).

In the early 1800s, a few Bahamian families accepted Spain's offer of land and began to settle and farmland along the Miami River (Miami-Dade County 2015). The United States acquired Florida from Spain in 1821 for \$5 million. At the time, the major industry was "wrecking" or salvaging shipwrecks that foundered on the coral reefs. Early settlements were located near the Miami River and Biscayne Bay. In 1825, a lighthouse was built on Key Biscayne to warn passing ships of the dangerous reefs (Miami-Dade County 2015). The U.S. acquisition of Florida



led to an influx of European-American settlers to the area. These settlers quickly set up homesteads and built plantations. As the population increased, conflicts between settlers and natives over control of the best agricultural land became inevitable (Missall and Missall 2015). The Treaty of Moultrie Creek, signed in 1823, after the First Seminole War, required the Seminole people to withdraw to a reservation in central Florida. The Seminole found it difficult to support themselves and continued to resist (Missall and Missall 2015).

In 1830, Congress passed the *Indian Removal Act* which was intended to relocate Native Americans living east of the Mississippi to new lands in the west (Missall and Missall 2015). The Seminole were pressured into signing the Treaty of Payne's Landing in 1832, which required that they leave Florida for Oklahoma within 3 years. During the Second Seminole War (1835 to 1842), a combination of Army troops and Navy sailors built Fort Dallas on the north bank of the mouth of the Miami River. By the end of the Second Seminole War, the U.S. military had killed or captured the majority of the Seminole and their leaders and had pushed the remaining population south into the Everglades. These continuing wars kept settlement in south Florida to a minimum. In 1844, Miami became the Dade County seat. The 1850 U.S. Census reported 96 residents (Miami-Dade County 2015).

The Third Seminole War began in 1855 as the U.S. Government moved to pressure the remaining Seminole to relocate to Oklahoma. At the end of the war, only a few hundred Seminole remained in south Florida (Missall and Missall 2015). The villages and farmsteads of the Seminole had been reduced to small camps hidden in the most remote areas of the south Florida wetlands (Weisman 1999).

Following the Civil War and the passing of the *Federal Homestead Act of 1862*, determined homesteaders slowly began staking claims and farming the land (Miami-Dade County 2015). The law provided 160 acres of federally owned land if residents cleared 5 acres for farming and built a permanent home on the property. These earlier homesteaders chose the elevated land to avoid flooding (Nebhrajani 2016). At that time, many of the tropical fruits grown in south Florida today were introduced. Several pineapple plantings were attempted in what is now Miami Beach, Elliot Key, and Key Largo. An 1871 *Harper's Ferry* story featured Plantation Key (Wilkinson 2023). Even with the influx of homesteaders, fewer than 1,000 people lived in Dade County into the late 1890s (Miami-Dade County 2015).

In 1896, the arrival of the Henry Flagler's Florida East Coast Railway to Miami and construction of his elegant Royal Palm Hotel signaled a new era as "The City of Miami was incorporated later that year with 344 voters" (Miami-Dade County 2015). When the United States announced plans to build the Panama Canal, Flagler began to extend his railroad through the city of Homestead to Key West, the United States' closest deepwater port to the Panama Canal. The first train reached Key West in 1912 (Flagler Museum 2023; Nebhrajani 2016).

Beginning in the early 20th century, construction was initiated on a series of interconnecting canals in the coastal southeast Florida for the purposes of drainage, flood protection, and water storage, opening new lands for agriculture and settlers. The canals around the site of Homestead ARB were mostly "box-cut into a coral substrate, more than 10 feet deep in the littoral zone, and have much subsurface water flowing through them" (Florida Fish and Wildlife Conservation Commission 2023). In the 1920s, real estate boomed around Miami in the form of new subdivisions and tourist resorts. The city of Miami grew so quickly that visitors remarked that it had "grown like magic," and Miami came to be known as the "Magic City" (Miami-Dade County 2015). Meanwhile in south Dade County, agriculture would lead the way. The land around the site of Homestead ARB was drained, resulting in the vegetable and fruit farms and field nurseries producing palms, trees, and large shrubs that are seen in the area today. The city of Homestead would grow to more than 1,000 people. The 1920s real estate boom was halted by a combination of the 1926 Great Miami Hurricane, 1929 stock market crash, and Great Depression of the 1930s (Miami-Dade County 2015).

## **Homestead ARB**

The *History of Homestead Air Reserve Base*, written by TSgt Robert Clark, 482nd FW Historian, was used as a baseline for this section (Clark 2008).

## South Dade County Airport

### *Establishment of the Airfield (1940 to 1941)*

With Europe on the brink of war, the British Purchasing Mission in 1938 ordered a great number of American aircraft for the Royal Air Force, with most aircraft shipped over the North Atlantic to England. Meanwhile, the U.S. Army Air Corps Ferrying Command (ACFC) began ferrying planes across the South Atlantic from Natal, Brazil to Africa. Stretched to the breaking point in operating a North Atlantic route, the ACFC leaders proposed using civilian contractors to fly the South Atlantic ferrying missions (Jensen 2012c; Ledbetter 1995).

As early as November 1940, Pan American Airways became the U.S. Government's agent to carry out the Airport Development Program for the construction and improvement of airports on foreign territory throughout the Caribbean area, Central America, and Brazil, as well as in Liberia. Ferrying operations over the South Atlantic route began in June 1941 when Atlantic Airways, Ltd., a Pan American Airways subsidiary corporation organized especially for the job, undertook to deliver 20 transport-type aircraft to the British in western Africa (Craven and Cate 1983).

On June 26, 1941, the U.S. and British Governments established a permanent contract ferrying service with Pan American Airways to the Middle East. It was expected that 400 Glenn Martin medium bombers, purchased by the British before the passage of the *Lend-Lease Act*, would be ready to start moving from the factory to the Middle East front. A steadily increasing flow of lend-lease aircraft would follow. At the meeting, it was agreed that Pan American Airways would establish both a ferrying service and an air transport service to the west coast of Africa. Pan American Airways also took over the British ferrying and transport operations across central Africa from Takoradi to Khartoum (*St. Petersburg Times* 1942; *The Palm Beach Post* 1943; Craven and Cate 1983; DC-3/Dakota Historical Society, Inc. n.d.).

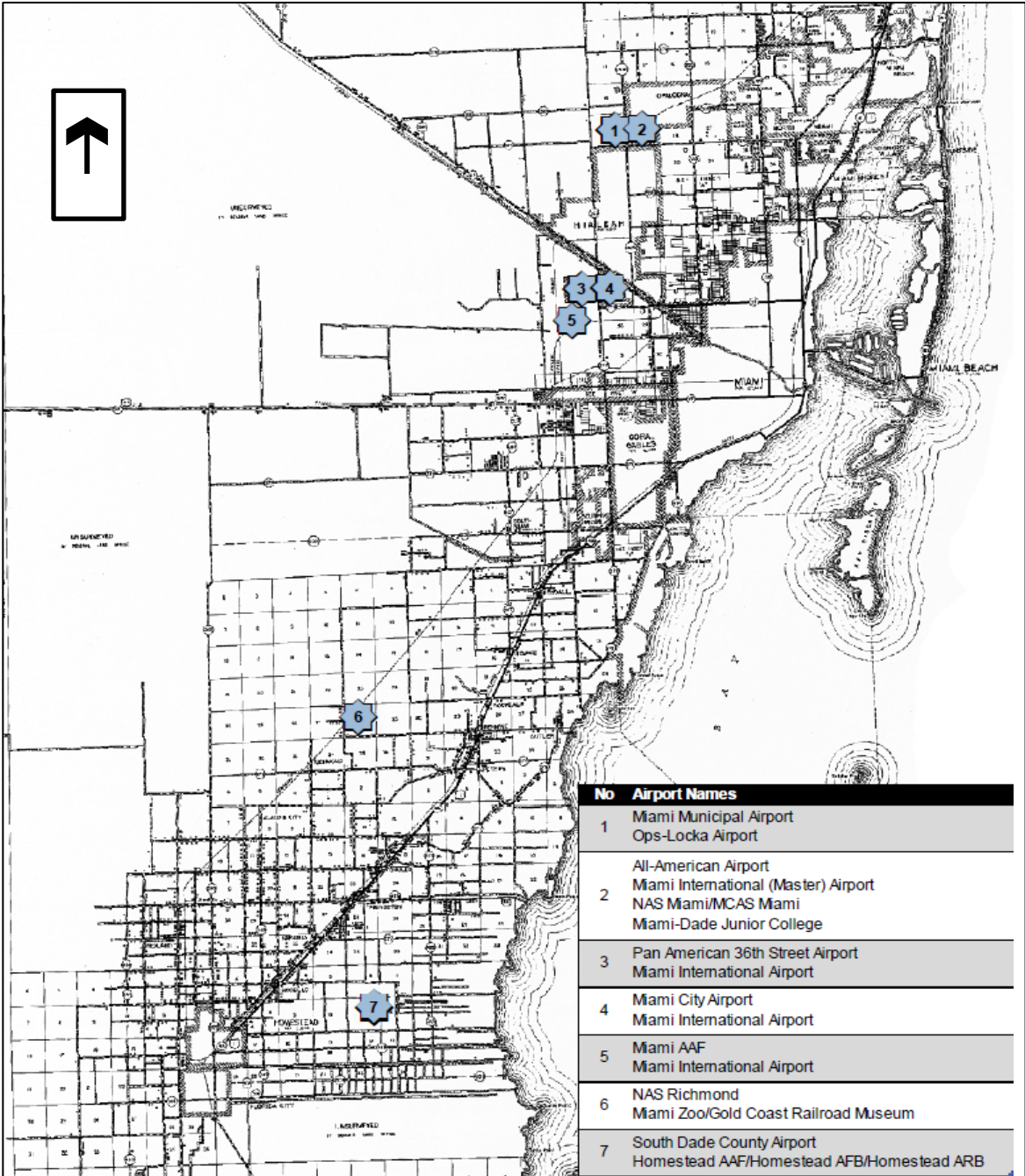
Pan American Airways organized three subsidiary corporations to carry out the operations. PAAF operated the ferrying service from Miami to Khartoum, Sudan. Pan American Airways Co. was a flying boat transport service from the United States to West Africa. Pan American Airways-Africa took over the existing British trans-African transport service (Craven and Cate 1983).

By early August 1941, PAAF established itself in Coconut Grove, Florida, to deliver aircraft to British forces in Africa. Before PAAF could begin operations on an extensive scale, a greatly enlarged organization was developed from the limited personnel and meager facilities inherited from Atlantic Airways, Ltd. For 4 or 5 months, the company established a training program in Miami. Although some former commercial and airline pilots were recruited, most trainees were recent graduates of the civilian pilot training program who, at best, had several hundred hours of flying time. Because of the shortage or nonexistence of airplane mechanics in the labor market, the company set up organized courses of instruction in all types of airplane maintenance and mechanical work (*St. Petersburg Times* 1942; Craven and Cate 1983; DC-3/Dakota Historical Society, Inc. n.d.).

Pan American Airways purchased 600 acres, and Dade County added approximately 606 acres for an airfield, named the South Dade County Airport. Using funds from the Airport Development Program administered by the Civil Aeronautics Administration, Pan American Airways constructed an airfield on the eastern half of Section 11 and the western half of Section 12, Township 57 South, Range 39 East, in Dade County, Florida (Graham et al. 1955; NARA 1943).

The undeveloped land was approximately 5 miles northeast of the city of Homestead and 3 miles west from the shore of Biscayne Bay. The area was flat terrain 4 to 7 feet above sea level. The entire area rests on an oolitic limestone formation with some Perrine marl and pockets of red marl soil. A thin layer of soil supported the native pine tree, palmettos, and scattered myrtle and marsh grass. Construction crews cleared the vegetation and built three hard-surface runways constructed of a 9-inch limerock base compacted to 6 inches and covered with 1.5 inches of asphalt. The runways were built in a star pattern to take advantage of optimum winds. Each runway was 150 feet wide with a 425-foot-wide stabilized area on each side. The east-west runway was 3,972.3 feet long, and the northeast-southwest and northwest-southeast runways were 5,000 feet in length. A few buildings were constructed along the eastern edge of the airfield (Jensen 2012c; NARA 1943).

On June 6, 1941, McAllister Volunteers, Inc., began providing security at the airfield with nine men for Atlantic Airways, Ltd., the predecessor of PAAF. Membership quickly grew as the company took over responsibility for the safety of the South Dade County Airport, the 36th Street Airport, and other military installations in the area until the Army and Navy could assume security. McAllister Volunteers, Inc., turned over the South Dade County and 36th Street Airports to the Army and the Miami International Master Field and Miami Municipal Airports in Opa-Locka to the Navy in October 1942 (*The Miami News* 1945) (Figure 5). Miami acquired All-American Airport ca. 1938 and built the first Miami International Airport. Miami International Master Field became part of Naval Air Station Miami in 1942 and then Marine Corps Air Station Miami ca. 1955. The air station was closed in 1959. The property was transferred to Dade County, and Dade County Junior College opened on the site in 1961. Miami Municipal Airport became Opa-Locka Airport in 1962. The 36th Street Airport opened as Pan American Field in 1928. It combined with Miami AAF in 1949 and later became the current Miami International Airport.



Prepared by AECOM.  
Original Source: Florida State Road Department 1936 (Scale 1:260,000).  
Additional Source: USAF 2018.

**Figure 5. Locations of Early Miami-Dade County Airports**

On October 6, 1941, a hurricane damaged the new airfield. The highest winds recorded were at Carysfort Reef Lighthouse, located east of the northern end of Key Largo. The storm crossed the coastline at 5:45 a.m. near Gould, Florida. Luckily, only minor damage was sustained to lighting systems, communication lines, and homes in the area. Pan American Airways suspended its flights out of Miami and sent the planes to Havana, Cuba (United Press 1941b, 1941c).

On October 17, 1941, Pan American Airways' System Director of Public Relations, William Van Dusen, announced that the Middle East lifeline would be ready in November 1941, only 90 days after President Franklin D. Roosevelt's announcement. He noted that Pan American Airways employed the largest group of non-military pilots in the world. By the time the Japanese attacked Pearl Harbor, PAAF had delivered 12 aircraft, all transports for use in North Africa. Deliveries steadily increased every month thereafter (Ledbetter 1995; United Press 1941a; *The Montreal Gazette* 1941).

In preparation for when factories could produce large quantities of aircraft, throughout the fall and winter, PAAF recruited and trained ground personnel in aircraft maintenance and pilots, navigators, and flight engineers in transoceanic flying flight. The fliers were instructed in navigation and meteorology, and given the transition from light to heavy ships in an intensive 12-week course. Upon graduation, they became members of the Pan American Airways organizations and were soon flying planes across the South Atlantic. Many of these specialists were trained at PAAF schools located at the South Dade County Airport and at Miami International Airport (*St. Petersburg Times* 1942; Craven and Cate 1983; Matthews 1942; Thomas 1984).

#### *World War II (1941 to 1945)*

As in the case of pre-Pearl Harbor deliveries, most of the aircraft ferried out by Pan American Airways crews during winter 1941-1942 were two-engine transports destined for the British or for Pan American Airways-Africa. After the United States entered the war, deliveries by PAAF pilots increased month by month, with deliveries first exceeding 10 per month in February 1942. March 1942 saw the arrival at the Florida staging point of the first of 72 lend-lease B-25s to the Russians. Considerable work was required at Morrison Field in West Palm Beach to prepare these two-engine bombers for overseas flight. PAAF crews then flew them to the Pan American Airways base at South Dade County Airport for final flight checks and organization into flight echelons before takeoff. For several months, nearly all of the B-25s were flown to Africa and thence to British airfields near Basra, Iraq, where they were carefully inspected, flight tested, and prepared for transfer to Soviet representatives. In June 1942, because of the crowded condition of the air bases near the Persian Gulf, the majority of the planes were routed through Habbaniya directly to Tehran, Iran, where they were then taken over by Russian pilots. Between March and December 1942, a total of 102 B-25s were flight-delivered to the Russians over the southeastern route (*The Palm Beach Post* 1943; Craven and Cate 1983).

Twin-engine transport planes were the only aircraft to be ferried to British forces in Africa during the first 6 months of 1942. In June 1942, when German Field Marshal Rommel's tank offensive reached its most threatening stage, the first tactical aircraft began to arrive. They were not of a sufficient number to be of much help in stopping Rommel at El Alamein, Egypt, but during late summer and fall 1942, an increasing flow of twin-engine Lockheed and Martin medium bombers departed from Florida to become a part of the great movement of supplies into Africa in preparation for Field Marshal Montgomery's offensive in October 1942 (Craven and Cate 1983).

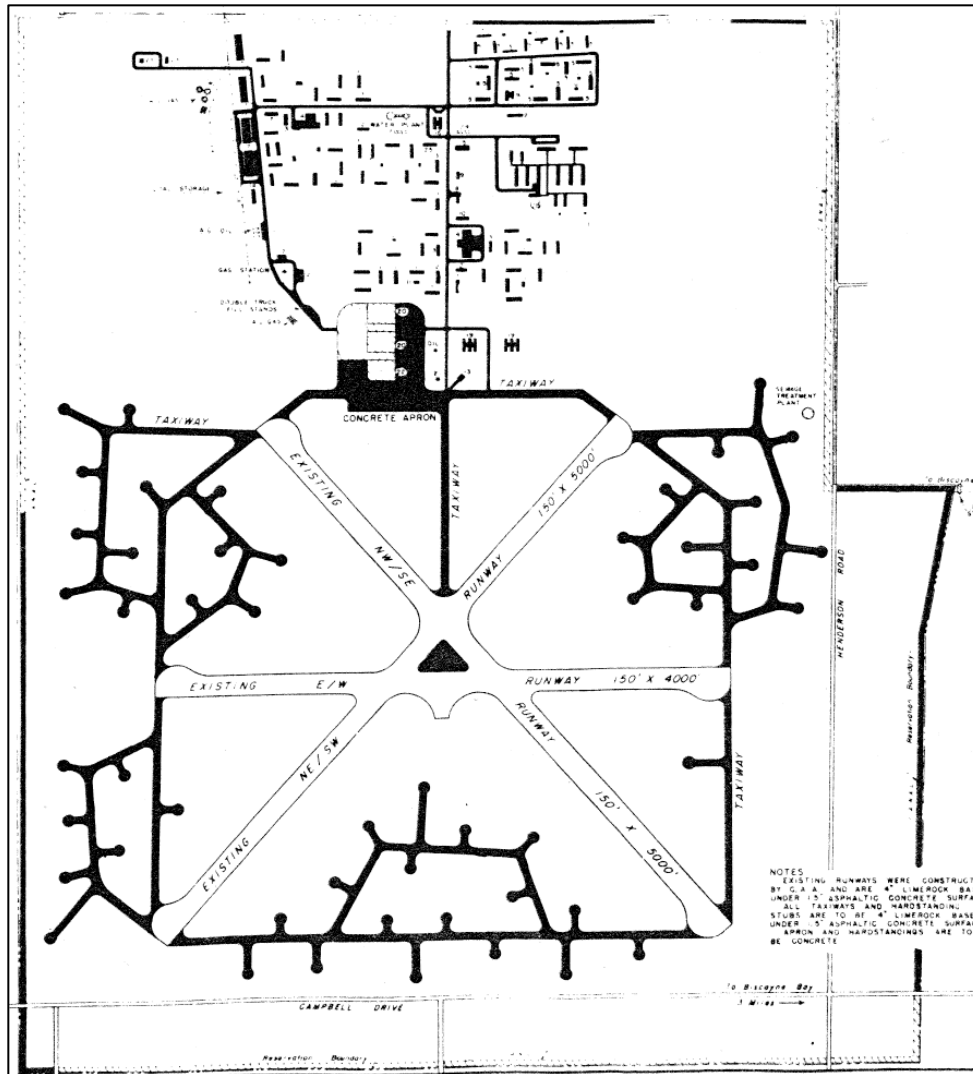
The South Atlantic air route from Miami, Florida to the Middle East used fields in the Caribbean, Brazil, and Africa to Cairo, Egypt, and covered roughly 10,000 miles. Although the route was far longer than the 2,700-mile North Atlantic route from Maine to Scotland, the better weather on the southern route and its easier access to the busy theaters of operations in the Mediterranean, eastern Europe, and Asia meant the longer southern route carried more air traffic in the early years of the war (Hendricks 1992).

Shortly after the Japanese attack on Pearl Harbor, U.S. Army Air Corps officials decided the South Dade County Airport would better serve the country's defense needs as a maintenance stopover point for aircraft being ferried to the Caribbean and North Africa, and the airfield was deeded to the U.S. Government in 1942 (Clark 2008; Jensen 2012c).

#### Homestead AAF (September 1942 to December 1945)

The Army was authorized on May 15, 1942, to expand the former South Dade County Airport into a fully operational military base (Figure 6). Additional lands were acquired, including 123 acres for an extension to the east-west runway, 57.79 acres for aerial navigation rights for the northeast runway, and 14.7 acres for aerial navigation rights for the northwest runway. The reservation, after the additional land purchases, consisted of 1,122 acres located in Sections 1, 2, 11, 12, 13, and 14, Township 57 South, Range 39 East (NARA 1943).

The east-west runway was extended 2,028 feet to the west for a total length of 6,000 feet (Figures 7 and 8). The northeast-southwest and the northwest-southeast runways were extended 1,000 feet to the northeast and northwest, respectively, increasing each runway's length to 6,000 feet. The triangular area at the intersections of runways was paved with 9 inches of limerock base compacted to 6 inches and covered with 1.5 inches of bituminous material. At the end of construction, 11 taxiways, 50 feet wide, with 10-foot stabilized shoulders on each side, connected the runways and 50 hardstands, each 75 feet in diameter. In addition, a 100-foot by 650-foot service apron and three aprons for parking planes were built adjacent to the engineering, maintenance, and inspection buildings (NARA 1943).



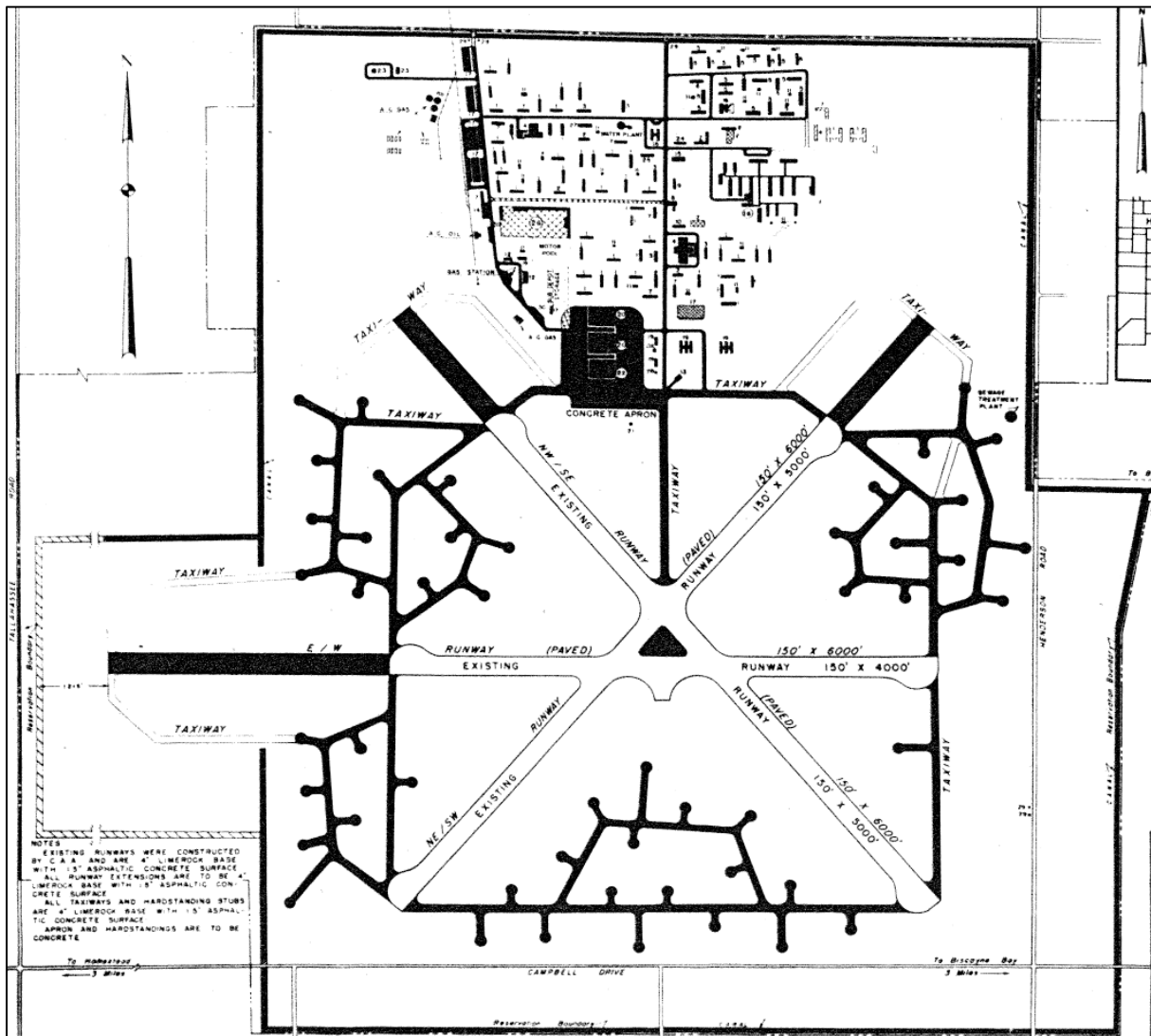
Source: Courtesy of Homestead ARB (1942).

**Figure 6. Homestead AAF, November 1942**



Source: State Archives of Florida n.d.b.

**Figure 7. Men Laying Limerock for Runway Extension, 1942**

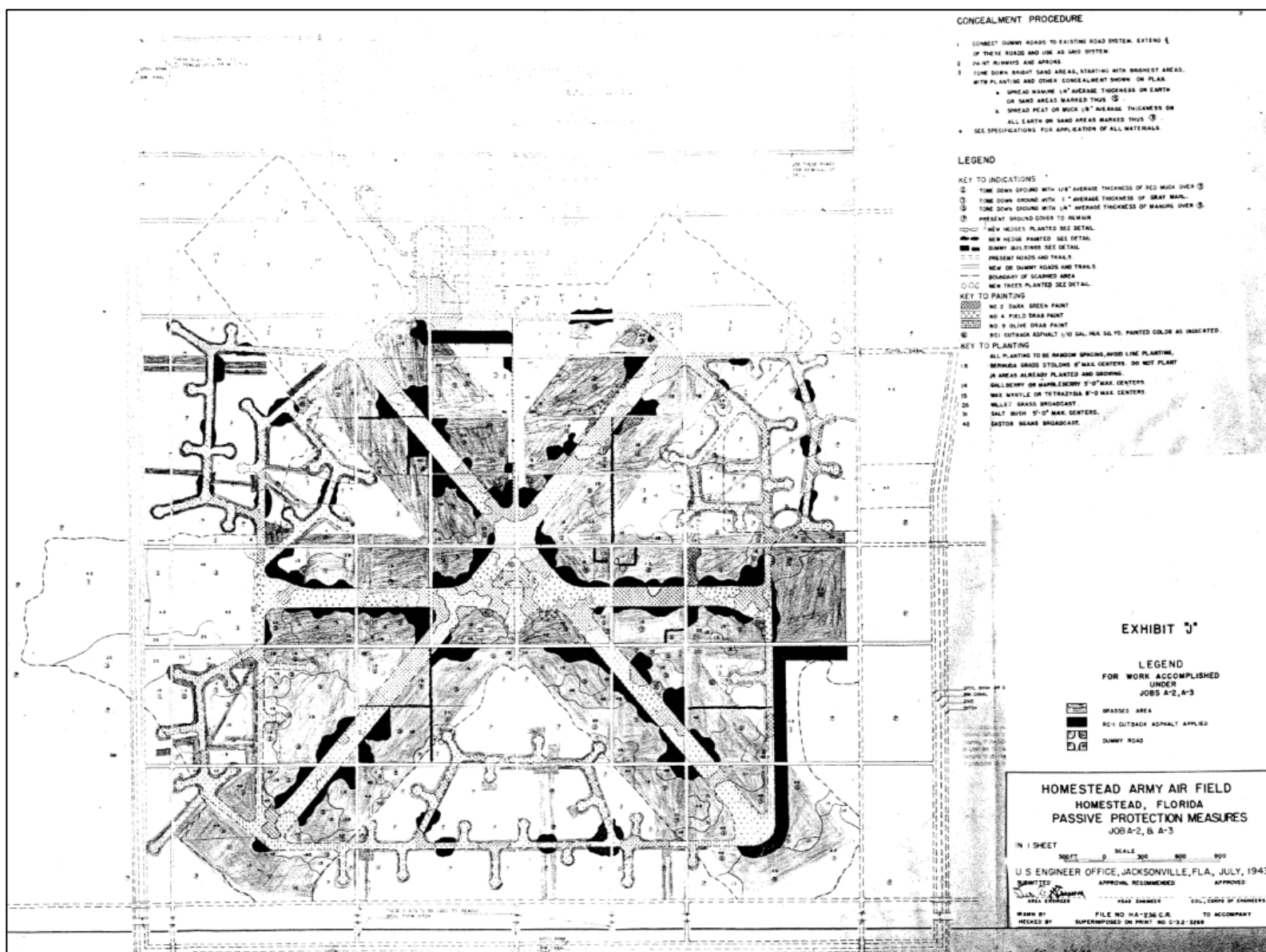


Source: Courtesy of Homestead ARB (1943).

**Figure 8. Homestead AAF, April 1943**

Construction began on a cantonment area to accommodate 352 officers and 1,632 enlisted men with necessary housing and messing facilities; 51,905 square feet of storage space; and related road, water, sewage, and electrical systems. The hospital consisted of 16 buildings containing 85 beds for patients in 3 wards. Three Base engineering, maintenance, and inspection buildings were each capable of serving 50 planes every 24 hours. In total, 159 buildings and structures were constructed, all with concrete block exterior walls except for the pump houses, control tower, hangars, and Base engineering, maintenance, and inspection buildings. The buildings had double-hung windows and were painted with camouflage paint. All were classified as Theater of Operations or Theater of Operations, Modified, types. Construction was completed between June 18, 1942, and April 1, 1943, except for the drainage system and concealment measures (Figure 9). Bail, Norton & Associates was the architect/engineer firm that oversaw the construction.





Source: Courtesy of Homestead ARB (1943).

**Figure 9. Concealment Measures for Homestead AAF**

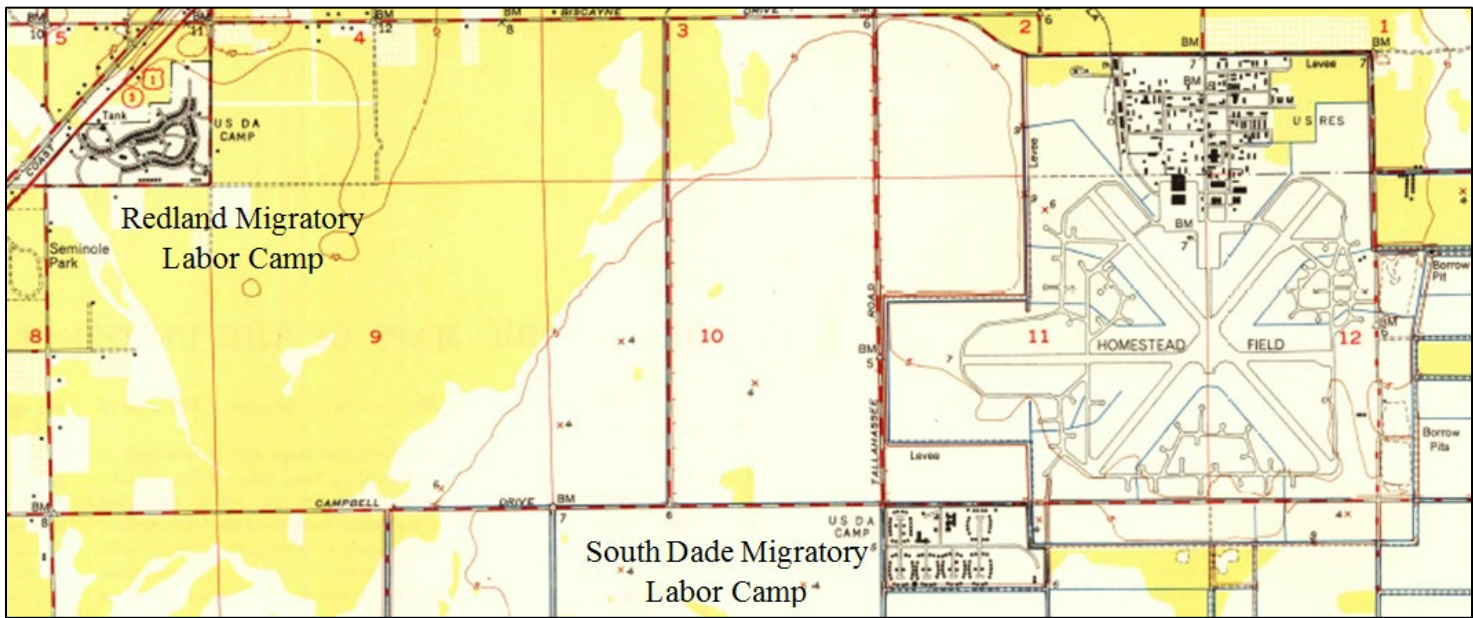
When the Army revised the ferry organization and the South Atlantic wing of ATC was created in June 1942, Pan American Airways was, in a sense, incorporated into an Army operation. Although many of the airline's 2,600 pilots were Army reservists, the Army could not call them up for active duty without disrupting this vital air transportation system. Transcontinental, western, and eastern airlines also came into the South Atlantic ferry movement under Army control and continued to fly cargo ships under Army orders. The companies provided the personnel, but the men were assigned to aircraft provided by, and on schedules set by, the Army (*The Palm Beach Post* 1943; Ledbetter 1995).

On September 16, 1942, the Army activated the following units at Homestead AAF: the 427th Base Headquarters and Air Base Squadron, the 54th Ferrying Squadron of the 15th Ferrying Group, and the 1071st Guard Squadron. All personnel assigned came from Morrison Field in West Palm Beach, Florida. At this time, Lieutenant Colonel William L. Plummer, with three other officers and eight enlisted men, made his way through to rural south Dade County to assume control of the isolated airfield (Clark 2008; Historical Section 1944; Jensen 2012c; NARA 1943).

On October 2, 1942, Major General Harold L. George announced that ATC was operating the world's largest airline and that the Army would take over PAAF for military expediency on October 31, 1942. PAAF crews had delivered 464 planes over the South Atlantic to the Middle East and the Far East (Craven and Cate 1983). Qualified air ferry pilots, co-pilots, and navigators were interviewed and given commissions in the

Army. Those preferring to remain in civil aviation could join the regular Pan American Airways system. By the end of October 1942, the air ferrying operation was to become an Army function under the Caribbean wing of ATC (*Pittsburgh Post-Gazette* 1942; *St. Petersburg Times* 1942).

The first mess hall at Homestead AAF opened on October 20, 1942, which enabled troops to transfer from temporary billets at the Redland Migratory Labor Camp on U.S. Route 1 into the Homestead AAF's hastily prepared barracks (Army and Navy Publishing 1944) (Figure 10). Three days later, Homestead AAF was dedicated when Wing Commander Colonel Paul Barrows arrived from Morrison Field in West Palm Beach and raised the flag that put the Base in commission. He remarked the field would see great things after active operations began on November 1, 1942. Twenty-four officers, 217 enlisted men, visiting officers from the Caribbean Wing, and townspeople from the city of Homestead attended the ceremony (*The Evening Independent* 1942).



**Figure 10. Redland and South Dade Migratory Labor Camps**

From this small beginning, the number of troops at the field grew with the activation of new units and detachments. By November 1942, Army personnel had increased to 64 officers and 880 enlisted men. To provide for the personnel, the Army Air Force leased the South Dade Migratory Labor Camp, located near the southwestern corner of Homestead AAF, from the Farm Security Administration and converted it into the Ground School area. From time to time when farm worker families were not present, military personnel and their families lived at the similar Redland Migratory Labor Camp. By March 1943, the number of personnel at the Base had grown to 2,100 personnel—a level that was sustained through the war (Army and Navy Publishing 1944; Clark 2008; Engineering-Science, Inc. 1993, Historical Section 1944; Jensen 2012c).

During its first 6 months of existence, Homestead AAF served as a scheduled stop on a well-traveled air route from the northeastern United States to the Caribbean and Africa. Its primary role was as a service base for ATC. Ferry aircraft and combat crews arrived and were dispatched almost immediately. Planes of every description were serviced, repaired, and inspected by ground crews before roaring off to the warfronts of the world. Aircraft were routed from Homestead AAF through Aguadilla, Puerto Rico; Picaro, Trinidad; Belem and Natal, Brazil; to Dakar, French West Africa. From Dakar, aircraft continued to North Africa and then to the United Kingdom, Middle East, or Far East (Army and Navy Publishing 1944; Graham et al. 1955).

On January 30, 1943, the Base assumed a more vital role with the activation of the 2nd Operational Training Unit (OTU). The mission of the permanently assigned cadre of 9 officers, 15 enlisted men, and 12 civilian flight instructors was to provide advanced training for aircrew members who would one day pilot C-54s, C-87s, and C-46s along the 188,000 miles of ATC's globe-spanning routes (Clark 2008). For a period of time, the Base was under two commands. The runway itself, Homestead AAF, was administered by the Caribbean Wing of ATC, whereas the 2nd OTU fell under the War Department's Domestic Transportation Division (Clark 2008).

The 882nd Women's Air Corps (WAC) Post Headquarters Company was activated effective July 5, 1943, with the first contingent of WACs arriving on July 15, 1943. The WAC contingent periodically was augmented until the end of the war (Army and Navy Publishing 1944). As the need for trained transport pilots grew during 1943, officials in Washington, D.C., decided to enlarge the training program at Homestead AAF, focusing especially on C-54 aircrews that would fly the famed Hump from Burma into China. Beginning on October 1, 1943, the commands for Homestead AAF and the 2nd OTU were combined, although the records of each were maintained separately. The first priority of the Base became more efficient training. The second priority was processing the overflow crews and aircraft for overseas destinations for the Caribbean Wing (Army and Navy Publishing 1944; Historical Section 1944).

In May 1944, the C-46 Commando arrived for use in two-engine aircraft training; however, in fall 1944, four-engine C-54 Skymasters, B-24 Liberators, and C-87 Liberator transports replaced the C-46s. Pilots trained to fly from short airstrips on small islands or in jungles. Satellite fields on Vaca Key (Marathon) and Immokalee, Florida, were used to simulate these conditions (Jensen 2012c).

In August 1944, with World War II at its peak, the Base had 340 officers and 2,617 enlisted men stationed. By 1945, Homestead AAF was the largest four-engine transport training operation in the entire ATC, and it was called the West Point of ATC. During World War II, the 2nd OTU graduated 2,250 C-54 pilots, 14,505 co-pilots, 224 navigators, 85 radio operators, and 1,375 flight engineers. It all came to a rather abrupt end (Clark 2008; Jensen 2012c).

On September 15, 1945, 3 years to the day after the Base's founding, a massive hurricane roared ashore, with winds of up to 145 miles per hour tearing through the airfield's buildings. The hurricane resulted in \$400,000 worth of damage to the airfield. Enlisted housing facilities, the nurses' dormitory, and the Base Exchange were destroyed. One hangar collapsed after the hurricane, and another was condemned and dismantled. The roof was ripped from a third hangar, what would later be designated as Building 741, the Big Hangar. The Base laundry and fire station were declared total losses. The few remaining aircraft were strewn across the entire field (Clark 2008).

Following an evaluation of hurricane damage, officials announced on October 25, 1945, that Homestead AAF would be shut down due to the high cost of rebuilding and the anticipated post-war reduction in military activity. Homestead AAF was formally closed on December 14, 1945 (Clark 2008; Engineering-Science, Inc. 1993; Jensen 2012c).

### Inactive (1945 to 1953)

When Homestead AAF was closed, the property was transferred to Dade County, which retained possession for the next 8 years. City of Homestead community leaders sought various reuses for the Base, including the conversion of military aircraft to civilian use, flying produce and plants to northern markets, and training men and women for airline jobs at Airline Training, Inc. Despite their efforts, the site remained idle except for crop dusters and a few small industrial and commercial enterprises. When USAF was created as a separate service on September 18, 1947, the former Homestead AAF lay in ruins. USAF history stated that "like the abandoned site of a gold rush after the last vein has petered out, it lay deserted and reclaimed by nature" (Boone Publications 1968; Clark 2008; Jensen 2012c).

In June 1948, when the Soviets began the total land blockade of Berlin, USAF responded with an unprecedented airlift effort known as Operation Vittles. For 16 months, 24 hours a day, 7 days a week, USAF C-54 Sky Masters, many of them piloted by Homestead AAF graduates, flew supplies into Berlin, keeping one of the world's great cities alive (Clark 2008).

On December 22, 1950, repair crews began working to save the former Homestead AAF's third hangar from the fate of its two companions. The project was directed by Major Thomas Royal, a reserve officer, who was the manager of the airport under the Dade County Port Authority and was previously the post engineer when the Base closed (Sosin 1951; *The Miami Herald* 1950).

Except for the hangar, which was constructed of wood, most buildings on the Base were constructed of concrete block and concrete flooring because wood was scarce when the Base was being built. After the hurricane, the Base retained more than 250 barracks, storerooms, shops, and structures. Although most of the roofs were in a poor state of repair, concrete walls and floors were still in excellent condition when, on July 28, 1951, Dade County Port Authority formally offered the Base to USAF. In addition, Dade County Port Authority expressed a willingness to buy adjacent land for USAF so that the three runways each could be extended to 10,000 feet to meet the requirements of new jet aircraft introduction into the USAF fleet (Sosin 1951).

By Thanksgiving 1951, USAF had sent the first of two inspection teams to evaluate the Base for possible reactivation. Colonel George F. Kinzie, Military Air Transport Service Director of Supply, headed the first team (*The Miami Daily News* 1951) (Figure 11).

In 1953, as the Korean conflict was winding down, the Second Air Force SAC surveyed the Base with the goal of making the site an integral part of U.S. continental defense. SAC chose the site because of its south Florida location, the semi-tropical weather, and rehabilitation costs being 11 percent less than the national average. The cost of paving was exceedingly low at \$2.50 per square yard, which was the most economical that USAF found. An all-asphalt paving of the runway, because of the soil conditions, would result in a saving of \$3 million over a typical concrete runway (Clark 2008; Graham et al. 1955; Jensen 2012c).

#### Homestead AFB (1953 to March 1994)

##### *Reactivation and SAC (1953 to 1968)*

In early 1953, Lieutenant Colonel Robert S. Kittel and Master Sergeant William E. Walker were assigned to the former Homestead AAF as liaison officer and supply specialist, respectively, and spearheaded the effort to reactivate the Base. Their duties included inventorying available resources and determining what could be used and what needed to be replaced (Graham et al. 1955).



Source: Nationwide Environmental Title Research 1952.

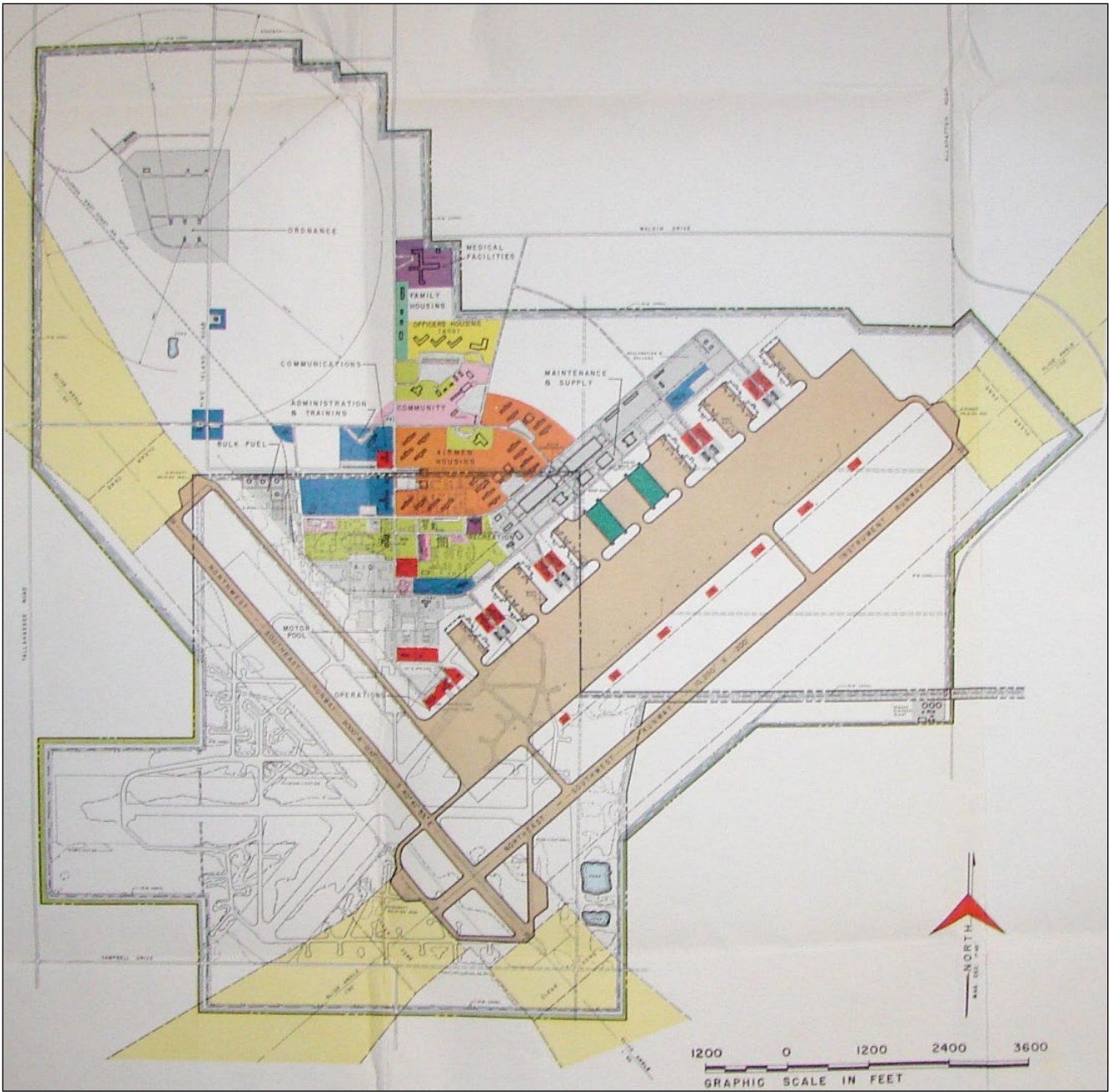
**Figure 11. Homestead Field, 1952**

By spring 1953, SAC decided to abandon the original master plan it proposed for the Base, which featured a main runway 10,000 feet long running east to west with all apron and maintenance facilities centered to the north of the runway. This decision stemmed from four factors: SAC's noise level studies, the civilian community, the flight pattern, and the wind directions. To employ this runway, the jet aircraft scheduled for Base would have made all approaches over the city of Homestead. It was felt that the resulting high noise level would cause the city of Homestead populace to resent the Base. On May 1, 1953, the paving funds for the east-west runway were reallocated to a new runway concept where the main runway extended southwest to northeast (Graham et al. 1955).

The new master plan showed the \$17 million authorized and appropriated for construction for 1953 in brown (Graham et al. 1955). Appropriations anticipated for construction in 1954 (\$9 million) and 1955 (\$13 million) were shown in green and red, respectively (Figure 12; Graham et al. 1955). On July 1, 1953, an advance party of 18 additional men from MacDill AFB, Florida, arrived at the Base to begin the cleanup effort. Of these men, 10 were fire fighters, 7 were roads and grounds specialists, and 1 was a water and sanitation specialist. Their first duties included cleaning and operating the Base fire engines and clearing debris. At this time, there were 197 buildings on Base; of these, 53 were obstructing new construction, 10 were beyond economical repair, 16 obstructed the proposed railway right of way, and 17 buildings were on



sites slated for barracks and mess halls. Fifty-one buildings were scheduled for rehabilitation. The construction work was directed by USACE (Blanchard 1953b; Graham et al. 1955).



Source: Graham et al. 1955.

**Figure 12. Preliminary Master Plan, Homestead AFB, November 3, 1953**

Although it was hoped that the Base would be fully reactivated by January 1955, various delays, including the cutback of the USAF budget immediately after the Eisenhower administration took office, and delays in the final USACE approval of the master development plan, slowed the issuance of construction bids. The first bid invitation issued focused on construction of a crash and fire station and was followed by bid invitations for heavy construction, including the jet runway and aircraft parking ramps (Blanchard 1953a, 1953b).

In 1954, a military public works construction bill was passed by Congress for the rebuilding of the former Homestead AAF facility and an additional 1,200 acres of land were acquired, essentially doubling the size of the Base from its World War II days. On December 2, 1954, the headlines of the *South Dade News Leader* read "Homestead AFB is a Permanent Installation!" Plans called for spending \$50 to \$60 million in improvements so that two medium BWs could be assigned to the field (Jensen 2012a; Sosin 1954).

The major activities during the early period after the Base's reactivation were construction and repair of facilities; the first major project completed was the rehabilitation of 52 buildings and their utilities. Work began in January 1954 and was completed in September 1954 at a total cost of \$1.04 million. Activities included rehabilitation of the noncommissioned officers' club, the Base Exchange, and the Red Cross buildings. The remaining World War II hangar was converted into a motor pool. A new fire station was completed in May 1954 and the Base communications building in June 1955. All work was completed under the supervision of USACE (Graham et al. 1955; Sosin 1954).

The new main runway, which was 11,400 feet long and 200 feet wide, would accommodate any military plane then in production. Its location was selected because the land was too low and prone to flooding to be used for housing. Consequently, USAF would not have trouble acquiring additional property if expansion was needed. In addition, the old northwest-southeast runway was lengthened from 6,000 to 8,000 feet and eventually became Taxiway Bravo (Sosin 1954).

SAC used tar-rubber paving in a significant way at Homestead AFB when this Installation was refurbished for bomber dispersal in 1955. USACE had previously only laid test sections of the tar-rubber pavement at Dow AFB, Maine, in 1952. At Homestead AFB, the new apron, taxiways, warm-up pads, and 1,000-foot runway overruns were all constructed of tar rubber, in addition to the primary 11,400-foot by 200-foot runway. The U.S. Rubber Company manufactured SAC's tar-rubber pavement, calling it Sulfa-Aero-Sealz 3080, and shipped it in by tanker trucks from New Jersey (Broyhill n.d.).

Other improvements focused on the construction of new Base facilities and included two additional hangars, bachelor and family housing, a hospital, officers' and noncommissioned officers' clubs, recreation facilities for enlisted men, a chapel, and a theater. Initially, no electricity was supplied to the runway, so 55-gallon drums were painted with international orange and spaced on both sides of the runways as visual markers (Jensen 2012a; Sosin 1954).

On February 8, 1955, the 4226th Air Base Squadron was activated at Homestead AFB. At the time of activation, one officer, Colonel Robert S. Kittel, and one airman, presumably Master Sergeant Walker, were assigned to the squadron, and Colonel Kittel assumed command. In mid-March 1955, the 18 airmen from MacDill AFB were reassigned to the squadron. By the end of March 1955, the squadron had 5 officers and 19 airmen. In June 1955, Colonel James W. Twitty assumed command of Homestead AFB (Graham et al. 1955; Sosin 1955). As new personnel were assigned to the Base, they were required to live off Base because no Base housing or mess facilities existed. Airmen were granted \$77.10 a month for rations and \$55.00 a month for quarters (Graham et al. 1955).

On July 8, 1955, the 4226th Air Base Squadron was moved from under the administrative and operational control of the 6th Air Division at MacDill AFB and assigned to the 813th Air Division at Pinecastle AFB in Orlando, Florida. The coupling of Homestead AFB and Pinecastle AFB was appropriate due to the pending transfer of the 19th BW from Pinecastle AFB to Homestead AFB the following spring. When the 19th BW moved to Homestead AFB, the 813th Air Division was to be inactivated and the personnel transferred to Homestead AFB to create the 823rd Air Division (Graham and Freedman 1955).

In September 1955, Colonel James W. Twitty was able to begin operating out of a new headquarters building, which was one of the first of the reactivated Base to be occupied. Colonel Twitty reported that construction was moving along well with the first four enlisted men's dormitories expected to be completed that month, with others scheduled for early delivery. The bachelor officers' quarters were progressing well, but quarters for married enlisted men and officers were behind schedule (Sosin 1955).

Of the 332 personnel assigned to the Base in October 1955, 69.5 percent of them were married, and increasing numbers of personnel adversely affected the already overburdened housing situation. By December 1, 1955, the housing office at Homestead AFB estimated that adequate housing for USAF personnel in the area would be depleted and indicated that an additional sizable tract of land would be needed for construction of USAF-owned family units. A meeting attended by the Commander of the 813th Air Division, the SAC Director of Installations, a representative of the Second Air Force Installations Division, and the Commander of the 4226th Air Base Squadron recommended the construction of 84 on-Base homes. Of the 84 homes, 35 were designated as airmen's quarters and the remainder as officers' dwellings (Graham and Freedman 1955).

On September 26, 1955, the first two airmen's barracks were accepted by USAF, followed 4 days later by a third barracks and a dining hall. On October 16, 1955, the first of 5 Base dining halls opened and 101 single airmen moved into newly completed barracks. In October 1955, USAF accepted an incinerator; Taxiways 1, 2, and 3; the apron; water and sewer lines; washrack; and switch station. Before the end of 1955, construction was completed on the group headquarters building, officers' mess, a railway spur, warehouses, jet fuel facilities, roads, and utilities (Graham and Freedman 1955).

As the airfield was being completed, it was formally reactivated as Homestead AFB on November 1, 1955, as a SAC installation. The first operational unit, the 379th BW, was equipped with B-47 Stratojet bombers. The B-47 was SAC's first nuclear-capable bomber and served as the backbone of the U.S. strategic bomber force until the B-52 entered military service in 1954. The 379th BW replaced the 4276th Air Base Squadron at Homestead AFB in November 1955 and spent the next few months becoming organized and being manned. The first of the B-47 Stratojet bombers for the units, the flagship *City of Homestead*, arrived at Homestead AFB on April 20, 1956. Colonel Travis Hetherington, a 23-year veteran and Commander of the 379th BW, flew the first of the 45 sleek swept back wing medium bombers to be based at Homestead AFB. Other squadron flagships, the *Dade County Special* and the *City of Miami*, arrived in the following days. In June 1956, the 19th Air Refueling Squadron was activated and stationed at Homestead AFB, although the first of its 20 KC-97 Stratotankers did not begin arriving until September 21, 1956. The 19th BW transferred to Homestead AFB on July 1, 1956 (Sosin 1956).

In June 1956, the 823rd Air Division was organized as an umbrella organization encompassing the 379th BW and 19th BW. The mission of these wings, called Reflex, was to train new crews and supplement the alert force in Africa. Each wing dispatched two combat-ready aircraft each week on a rotation basis (Boone Publications 1968; Clark 2008; Jensen 2012a, 2012c; Sosin 1954).

A dedication ceremony and air show were held on June 22, 1956. Homestead AFB was now officially open; however, because of the lack of family housing, the Base was characterized in USAF terminology as Delta, meaning come "without your family and don't expect to find housing during this tour of duty" (Kelly 1956). Of the more than 7,000 personnel attached to the Base, some 85 percent were married and more than 50 percent brought their families. Consequently, the Dependency Assistance Center at the Base combed Dade and Monroe Counties trying to find rentals servicemen could afford, unfortunately with little success (Kelly 1956).

Help for family housing was slow to arrive. A large tract of land was acquired in 1957 for the construction of an extensive military family housing area and a nine-hole golf course. It was not until December 24, 1957, that Senator Smathers announced that a \$19 million appropriation was allocated to Homestead AFB as part of the *Capehart Housing Act of 1957*. The first families began moving into Wherry Housing located by the West Gate in fall 1958. By the end of the 1950s, Homestead AFB housed more than 6,000 permanently assigned personnel (twice the size of its busiest World War II days), a fleet of 90 B-47 Stratojet bombers, and a squadron of KC-97 tankers (Boone Publications 1968; Clark 2008; *The Miami Daily News* 1957; Jensen 2012a).

A 70-bed hospital opened in February 1957 and was later upgraded to 80 beds. On October 11, 1957, the first of two Broken Arrow events involving Homestead AFB personnel occurred: an accident involving nuclear weapons. A B-47 departing Homestead AFB crashed in an uninhabited area shortly after takeoff. The aircraft was carrying a weapon and a nuclear capsule in a carrying case. Although the aircraft burned and smoldered for nearly 4 hours, the weapon and nuclear capsule were recovered. The second incident occurred 4 months later. On



February 4, 1958, a Homestead AFB-based B-47 on a simulated combat mission had a mid-air collision with an F-86 jet near Savannah, Georgia. Because the damage suffered by the aircraft could not be reduced enough to ensure a safe landing, the weapon was jettisoned into the ocean several miles from the mouth of the Savannah River in Georgia. A nuclear detonation was not possible because the aircraft was not carrying a nuclear capsule (U.S. Department of Energy 1997).

In May 1958, Homestead AFB joined with Marine Corps Base Opa-Locka to host open houses as part of Armed Forces Week. Homestead AFB displayed a fleet of B-47 bombers, the C-121 (the USAF carrier version of the Constellation), the C-124 cargo plane, and the B-57 tactical two-engine bomber. A fully equipped tactical hospital, which could be flown by one plane to anywhere in the world, was also on display. The Base's famous sentry dogs gave a demonstration and ran a hurdle course (Boone Publications 1968; Feist 1958).

In 1958, 4 years before the Cuban Missile Crisis erupted over Soviet deployment of nuclear weapons to Cuba, SAC had nuclear bombs deployed in 41 locations worldwide in addition to bases in the United States. The nuclear arsenal included nine different versions of five basic bomb types: MK-6, MK-7, MK-15, MK-36, and MK-39. On June 30, 1958, Homestead AFB was storing the following types of nuclear bombs: MK-6, MK-15 Mod 0, MK-39 Mod 0, and MK-36 Mod 1 (Kristensen 1999).

In April 1960, the 19th Air Refueling Squadron moved to Otis AFB in Massachusetts. Beginning in August 1960, Homestead AFB began supporting the U.S. space program. The 301st Rescue Squadron was assigned to rescue duties for the space program, beginning with Gemini program and continuing with the Apollo and Space Transportation System (the Space Shuttle) programs. The 301st Rescue Squadron served in this role until December 1992 (Boone Publications 1968; Broyhill n.d.; Clark 2008; Hammack n.d.; Jensen 2012b).

The Base was struck by Hurricane Donna on September 9 and 10, 1960, which forced the evacuation of the BW B-47 Stratojets to Pease AFB in Portsmouth, New Hampshire, and Forbes AFB in Topeka, Kansas. The high winds and 10.69 inches of rain caused \$500,000 of damage to Homestead AFB. The aircraft were ordered home on September 13, 1960 (Jensen 2012b; McEvoy 1960; NARA 1965).

In June 1961, the last B-47 left Homestead AFB for the Davis-Monthan AFB aircraft graveyard in Arizona. Homestead AFB closed as the USACE began a \$2.6 million airfield reconstruction, which extended the runway 1,000 feet to a total length of approximately 12,000 feet and reinforced the runway, taxiways, and parking aprons, in anticipation of the arrival of the B-52H Stratofortress early the next year (Figure 13). The first phase was the renovation of the 4,000-foot cross runway. Because the B-52H aircraft apply their greatest weight and pressure when standing still or taxiing at slow speeds, USACE strengthened the taxiways and parking apron with up to 20 inches of concrete. A 75-foot-wide strip was dug out of the center of the runway and replaced with concrete up to 19 inches deep; 50-foot-wide strips were laid down on the taxiways. To form the wide area at the end of each runway, four 25-foot-wide strips of concrete were laid and supported by steel beams. The runway was also widened from 200 to 300 feet by adding an additional 50 feet of asphalt on each side of the runway. The lights were also moved to the new outer edge of the runway (Alert 1961a, 1961b).



Source: State Archives of Florida n.d.a.

**Figure 13. B-52s at Homestead AFB, 1960s**

At the end of 1961, the 482nd TFW Alert Detachment 1 at Homestead AFB was permanently assigned to the Base. The new detachment, commanded by Major Dwaine L. Weatherwax, had 60 permanently assigned support personnel and 6 aircrew members who rotated in semimonthly. In January 1962, the detachment moved from its temporary quarters at Miami International Airport to new permanent facilities at Homestead AFB (Willick n.d.).

*Hesperides I*, the first of 15 factory-fresh B-52Hs, landed at Homestead AFB in February 1962. As the fleet increased in size, crew training was accelerated, and the wing was combat-ready just 5 months later. To complement the force, the 407th Air Refueling Squadron, equipped with new all-jet KC-135 Stratotankers, was activated on April 1, 1962 (Boone Publications 1968; Clark 2008).

With the new aircraft, the Base mission was changed. The 19th BW B-52Hs were assigned to fly the Dew Line in northern Canada and Alaska to react to any threat by Russia, which necessitated the construction of the Alert Crew Ready Building (that is, "Molehole") (B-701, demolished ca. 1995) next to the Base Operations Building (B-702). These crews were assigned alert status for 7 days, and the bombers were to be airborne within 15 minutes of being called up. There were two combat-ready B-52H bomber aircraft launched every day at 3:00 P.M. to fly a 24-hour mission without landing, supported by air refueling aircraft. They landed at 3:30 P.M. the next day after their replacement departed (Jensen 2012b). Soon after the Base mission conversion, a 19th BW crew and aircraft appeared in the nation's headlines after setting a closed-circuit distance record in June 1962. The B-52H *Hesperides XIII* established the new record of 11,420 statute miles over a closed course without refueling (Boone Publications 1968).

Two events that occurred in 1962 shaped the future of Homestead AFB: the arrival of the 31st TFW and the Cuban Missile Crisis. The 31st TFW, a tactical fighter unit with a proud history dating back to 1940, began the transition of its F-100 Super Sabres in April 1962 from George AFB, California, to Homestead AFB in response to the growing Communist threat from Cuba. In March 1962, the Air Defense Command (ADC) sent F-102 Delta Daggers (Figure 14) that stayed at Homestead AFB through the Cuban Missile Crisis until March 1963, when they were replaced by

F-104 Starfighters. In April 1962, the first guided aircraft missile, the Air to Ground (AGM)-29 Hound Dog, and an air-launched decoy cruise missile, the ADM-20 Quail, arrived at the Base. In October 1962, the Soviet Union was discovered to be placing medium-range missiles on the island, giving it an unprecedented offensive capability in the region and intensifying the Homestead AFB-based mission (Boone Publications 1968; Clark 2008).

On June 1, 1962, the 31st TFW arrived at Homestead AFB. The wing played a key role in the Cuban Missile Crisis in October 1962. Throughout the crisis, the wing maintained constant air defense alert and, for its performance in this critical role, received its second USAF Outstanding Unit Award on May 10, 1963. Because the 482nd TFW Alert Detachment 1 was already in place, it was the first squadron to respond to the Cuban Missile Crisis on October 18, 1962, 4 days before President John F. Kennedy's speech to the nation. They were part of Project Southern Tip that sent additional 482nd TFW airmen from Seymour Johnson AFB in North Carolina to Homestead AFB under secret to top secret orders (Willick n.d.).

On October 20, 1962, 2 days before President Kennedy informed the American people about the ballistic missile sites on Cuba, three air defense missile battalions from across the country were alerted for emergency overland movement. Within 11 days, they were on their new sites in the Homestead-Miami and Key West areas and working around the clock (Clark 2008).

Troops and aircraft were rushed to Homestead AFB, swelling its population by tens of thousands. Homestead AFB provided facilities and support to the massive numbers of fighter aircraft and personnel deployed to the region during the crisis. The 31st TFW, in cooperation with two other TFWs assigned there for the duration of the crisis, had already identified targets in Cuba and were prepared to strike at a moment's notice. The world was on the brink of war, with Homestead AFB on the leading edge (Clark 2008).



Source: NARA Archives II, RG342-B-06-042-3 Box 290 B&W (NARA 1965).

**Figure 14. USAF F-102 Stands Ready for Instant Takeoff during Cuba Missile Crisis, 1962**

Homestead AFB served as the headquarters for the Army forces associated with the Cuban Missile Crisis, and a tent city to house more than 10,000 Army troops sprang up at the Base (Figure 15). U.S. Army Forces Atlantic provided command and control capability for the more than 100,000 Army personnel assigned to the Cuban Missile Crisis operations (Clark 2008; Hach 2004).

Homestead AFB was the location of the Headquarters and Headquarters Battery (HHB) units for the 2nd Missile Battalion 52nd Air Defense Artillery (ADA) and the headquarters location for all of the missile forces deployed to south Florida during the Cuban Missile Crisis, including the 13th Artillery Group, 47th Artillery Brigade, and 31st ADA. The Base provided the majority of the support facilities and recreational opportunities for the many Army missile troops deployed to the region (Hach 2004).

The soldiers of HHB 2nd Missile Battalion 52nd ADA moved into barracks at Homestead AFB. These barracks improved morale because they were closer to local recreation facilities, possessed air conditioning and hot showers, and—perhaps most importantly—provided relief from the vicious south Florida mosquitoes. Unfortunately, troops not assigned to HHB still suffered under conditions at their respective field locations (Hach 2004).



Source: NARA Archives II RG 342-B-06-042-3 Homestead AFB Box 290 (NARA 1965).

**Figure 15. Flight Line, Homestead AFB, November 2, 1962**

After several weeks of tension, the Soviets backed down and removed their missiles from Cuba. Although the crisis was now over, many of the changes to Homestead AFB spawned by the Soviet threat remained. Still nominally an SAC base, Homestead AFB now maintained a dual mission: to stand ready to project air power around the globe and to maintain an operationally ready Tactical Air Force (Clark 2008).

After the Soviets removed their long-range missiles from Cuba, President Kennedy visited Homestead AFB on November 26, 1962, and three other bases in the southeast to meet personally with the fliers, troops, and other military personnel who were alerted and shifted to forward defense areas during the Cuban Missile Crisis (Figure 16). Accompanying President Kennedy were the nation's top military chiefs, headed by General Maxwell D. Taylor, Chairmen of the Joint Chiefs of Staff, and Admiral Robert L. Dennison, commander of the Atlantic fleet and the man who conducted the arms blockade of Cuba. Two secret briefings were held at the Base, and President Kennedy had the opportunity to talk to

some of the pilots who had flown surveillance over Cuban territory. Late that year, 400 additional units of Base housing were completed. A second nine-hole golf course also opened for play (*The Portsmouth Times* 1962; Jensen 2012b; *The Miami Daily News* 1962).



Source: Matthews 1962.

**Figure 16. President Kennedy Addresses Military Personnel at Homestead AFB**

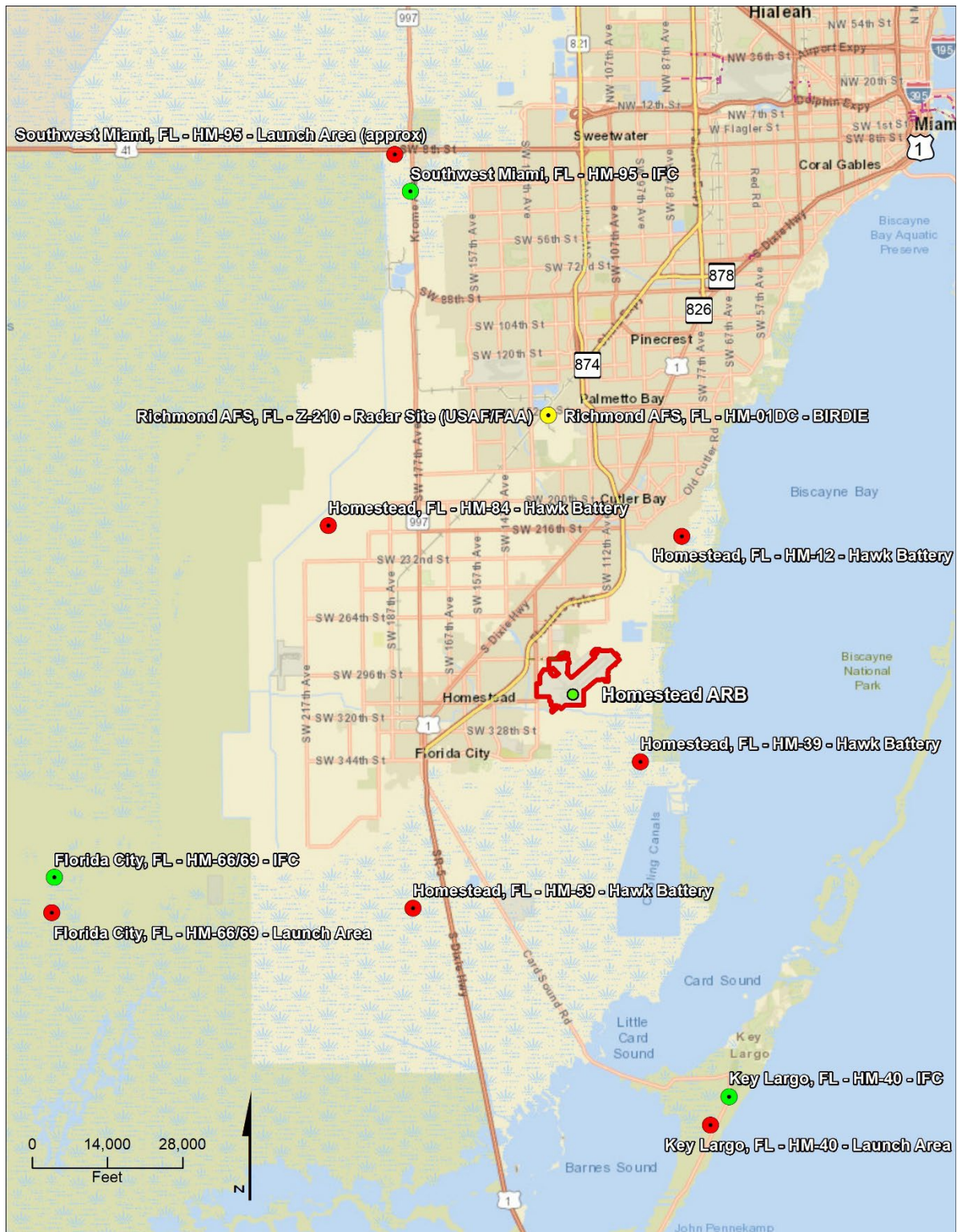
On March 1, 1963, the 482nd TFW Alert Detachment 1's alert commitment ended when the first of 24 needle-nosed F-104 Starfighters heralded the arrival of the 319th Fighter Interceptor Squadron. The first two planes were named the *City of Miami* and the *City of Homestead*. The Starfighters replaced the F-102s of the 482nd TFW in response to the need for high-performance fighters to defend the south Florida area against any airborne threat. Thus, ADC was added to the Homestead AFB family (Boone Publications 1968; Sosin 1963; Willick n.d.).

On April 1, 1963, the Army decided that the missile battalions deployed to south Florida would be used to establish a permanent defense for the region (Figures 17 and 18). These battalions formed the 31st ADA, which would be headquartered at Homestead AFB. The brigade, as the only dual-mission unit in the ADC, bore equal responsibility for maintaining both a strong local defense and a capability to redeploy for mobile tactical operations worldwide as part of the U.S. Readiness Command. Approximately 1,700 soldiers manned 8 HAWK and 4 Nike Hercules missile installations (Clark 2008).

In August 1964, Hurricane Cleo slammed into Miami causing \$100 million in damage, although the Base incurred only \$13,000 in wind and water damage because all aircraft had been evacuated. Another aircraft evacuation was necessary in October 1964 when Hurricane Isbell struck the Base, but there was no noticeable damage to the Base (NARA 1965).

In May 1965, the 19th BW was awarded the SAC Evaluation Award for outstanding AGM-28 performance during the previous year (NARA 1965). On August 28, 1963, two K-135s jet tankers from Homestead AFB were presumed down at sea. The planes carried 11 men. Search planes found an oil slick and life jacket in the search area, but the men were not found (*Star-News* 1963).





Imagery Source: Esri and the GIS User Community.

**Figure 17. Locations of Former Army Missile Installations near Homestead ARB**



Source: NARA 1965.

**Figure 18. HM-69 Nike Missile Base in Everglades National Park**

The 31st TFW made USAF history in February 1964 by flying 100 F-100s nonstop from Homestead AFB to Turkey for the longest mass flight of jet aircraft across the Atlantic. The 6,600-mile flight took 11.5 hours and eight in-flight refuelings from SAC KC-135 tankers (Jensen 2012b).

Homestead AFB was lashed by Category 3 Hurricane Betsy on September 8, 1965, with a peak gust recorded at Coral Gables of 105 miles per hour. Hurricane Betsy left virtually all land south of Homestead AFB and east of U.S. Route 1 under water and caused an estimated \$1 million in damages on Base. Although this storm caused extensive property damage, Hurricane Betsy caused no serious injuries or deaths on Base. Hurricane Betsy was the last major hurricane that resulted in a direct hit on south Florida until 1992 when Hurricane Andrew devastated Homestead AFB (U.S. Department of Commerce 1965).

In 1965, the war in southeast Asia was expanding rapidly and many munitions specialists were assigned to support the war, leaving loading teams extremely short-handed at all stateside bases. In the 29th Munitions Maintenance Squadron (MMS) at Homestead AFB, personnel levels for munitions specialists dropped and remained less than 50 percent for most of the war. Munitions officers were also in short supply, and, for more than 8 months, there was only one munitions officer assigned to the squadron (Morris 2001).

During the Vietnam War, the 19th BW had eight B-52Hs on Home Station Alert ready to be launched at a moment's notice. In addition, the Base carried out an Airborne Alert with B-52s in the air 24 hours a day. This meant the planes were mission-ready, loaded with nuclear weapons daily. Up and down, loads went on around the clock, 7 days a week (Morris 2001).

Because of the timing of Hurricane Betsy's arrival, there was not time to download the Alert Force aircraft before they had to evacuate the Base. The aircraft evacuated carrying their nuclear weapons, which were placed in a fail-safe condition, preventing any control or release by the aircrew (Morris 2001). During this hurricane, electricity to the Capehart housing residents was out for 4 days. The Base suffered significant damage and required extensive repairs (Morris 2001; NARA 1965).

On December 14, 1965, the 19th BW, commanded by Colonel Edward D. Edwards, was presented the USAF Outstanding Unit Award. This was a first for the Homestead AFB-based BW (NARA 1965).



In early 1966, the 29th MMS began to receive the maintenance, handling, transporting, and loading equipment to support a new weapon for the B-52s, the AGM-69A Short Range Attack Missile (SRAM). The 2,200-pound SRAM was designed as a standoff missile and could hit targets located 100 miles from its launch point. Eight of these nuclear-armed missiles were carried on a rotary dispenser similar to the cylinder of a six-shooter revolver and were loaded into the aft bomb bay in a special rack. These were carried in addition to the four MK 28 weapons clipped in to the forward bomb bay. As the AGM-77 Hound Dog was phased out, an external dispenser was adopted to the under-wing pylons (Morris 2001).

### *Vietnam War Era*

On June 24, 1965, the 31st TFW's 307th Tactical Fighter Squadron deployed to Bien Hoa Air Base, Republic of Vietnam, to augment U.S. forces. On December 25, 1966, the entire 31st TFW transferred to Tuy Hoa Air Base. The wing received its third USAF Outstanding Unit Award for outstanding service in Vietnam from June 1 to December 16, 1966, and received a special USAF Outstanding Unit Award with combat "V" device for exceptional combat service in Vietnam from December 17, 1966, to April 30, 1968. The 4531st TFW was TAC unit activated at Homestead AFB on November 1, 1966. In essence, it replaced the 31st TFW (Boone Publications 1968; Clark 2008).

The primary mission of the 4531st TFW was to retrain tactical aircrews. As a TAC Replacement Training Unit, it provided a steady flow of combat-ready F-4D Phantom pilots to wherever they might be needed. In addition to two squadrons of F-4D Phantom II aircraft, the 4531st TFW flew H-21 helicopters in support of the TAC Sea Survival School, which had moved from Langley AFB to Homestead AFB in December 1966 so it could operate year-round. In a 5-day course, pilots were trained in the correct procedures for sea survival. The course included instructions in the use of survival gear, how to survive on the beach, use of signaling devices, and student participation in ditching procedures (Boone Publications 1968; Clark 2008).

### *Homestead ARB K-9 Cemetery*

The K-9 Cemetery (Florida Master Site File No. DA12863) is a cemetery for Cold War-era service dogs located on Homestead AFB. It is located near the intersection of Flightline Road, Ammo Way, and Retirement Alley outside the gate to the Munitions Area and near the southwestern end of the airfield. The use of K-9s at Homestead ARB may have begun in 1942 when the Base was officially activated as AAF. It was likely the cemetery was used until 1992 when Hurricane Andrew destroyed the Base (Angel 2022). The cemetery is no longer an active burial site. The cemetery is a flat, grassy field with a circular mound in the middle. The mound is covered in grass and contains stone blocks that mark out "K 9" on the northeastern side. The stones that mark out the "9" are overgrown with grass and are not readily visible, although still extant. A wooden retaining wall is built into the southwestern side of the mound.

Although no markers are present, graves were previously marked with a simple white cross (Figure 19). At one time, there were more than 25 grave markers. The graves do not appear to have been within the mound, but in the flat grassy area next to the mound. The site was previously surrounded by hedges that have since been removed. Palm trees were planted in a semi-circle around the edge of the site ca. 1995 (Cleven 2013).

In 1969, Homestead AFB, along with Langley AFB in Virginia, became the first USAF bases to use patrol dogs with security police (Fighter Forum 1969). Before this time, USAF used dogs as sentry dogs as early as the Korean conflict when dogs were used for patrolling air base perimeters and guarding bomb dumps and supply areas (Green 2020). Likewise, Homestead AFB used sentry dogs who were trained to detect intrusion, alert the handler, and attack. In contrast, patrol dogs could function as sentry dogs and were also trained to guard sensitive areas of the Base, act as a psychological deterrent to theft and vandalism, perform escort duty, and track offenders. Trained by instructors from the USAF Sentry Dog Training School at Lackland AFB in Texas, the patrol dogs worked with policemen and the security force details to protect Homestead AFB. As dogs became trained, sentry dogs were phased out. Sentry dogs and patrol dogs were both used at Homestead AFB. Between World War II, Korean conflict, and Vietnam War, dogs are credited with saving approximately 28,000 lives (Guyton 2019).



Source: Courtesy of Homestead ARB (ca. 1965).

**Figure 19. View of the K-9 Cemetery, ca. 1965**

#### *TAC (1968 to 1992)*

On July 1, 1968, the command of Homestead AFB changed from SAC to TAC, and the 4531st TFW was activated as the host wing. This change meant that the primary purpose of the Base became training fighter pilots. The wing maintained about 1,900 service members and another 1,800 were assigned to the SAC were transferred to it as a combat support group. By the end of July 1968, all operational SAC units had departed the Base. About 1,700 service members moved out as the 823rd Air Division was transferred to McCoy AFB in Orlando, Florida; the 407th Aerial Refueling Squadron to Loring AFB in Maine; and the B-52 bombers to Wright-Patterson AFB in Ohio. The last seven bombers, including one bearing the name *City of Homestead*, left on July 22, 1968 (Boone Publications 1968; Clark 2008; Sosin 1968).

With the election of a new president in 1968 and Key Biscayne, Florida, becoming the Winter White House, Homestead AFB was tasked with supporting President Richard M. Nixon. The field provided a landing area for *Air Force One* and a Presidential Suite within Homestead AFB's Alert Crew Ready Building, or Molehole, (B-701; demolished ca. 1995) (Boone Publications 1968).

On October 5, 1969, in an embarrassing breach of U.S. air defense security, a Cuban defector entered U.S. air space undetected because two of three USAF EC-121 radar picket planes designed to guard against that sort of penetration had been grounded 2 days earlier for budgetary reasons. This pilot landed his Soviet-made MiG-17 at Homestead AFB. The presidential aircraft *Air Force One* was at the Base at the time, waiting to return President Nixon to Washington, D.C. The Base was subsequently put on continuous alert, and it opened a new radar tracking facility to prevent a similar event from occurring in the future (Beecher 1969; Markowitz 1969).

The 31st TFW returned to Homestead AFB from southeast Asia on October 15, 1970, and became the host wing, replacing the 4531st TFW, which was deactivated. The unit converted from the F-100 to the F-4 Phantom (Boone Publications 1968; Clark 2008).

The 79th Military Airlift Squadron (MAS) at Homestead AFB was redesignated the 79th Airborne Early Warning and Control Squadron (AEW&CS) on July 30, 1971, and its C-124 cargo planes replaced with EC121Ds. The EC121D, with radomes on top and below the aircraft fuselage and 6 tons of electronic surveillance equipment, was a modified USAF C-121 passenger aircraft, the military version of Lockheed Martin's Constellation commercial plane. The 79th MAS's mission was to provide airborne radar surveillance and tactical control of air defense weapons for air defense and contingency operations. Initially, the squadron crews flew missions in the Caribbean and Gulf of Mexico. In 1974, the 79th MAS converted to EC121Ts and sent its "D" models to the Military Aircraft and Storage and Disposition Center at Davis-Monthan AFB, Arizona (Jensen 2012b).

In 1976, the USAF Reserve early warning program underwent significant changes. At the time, USAF planned to terminate its EC-121 Iceland mission because of budgetary constraints. The Office of the Secretary of Defense, however, requested that USAF continue the mission pending other arrangements because of State Department concerns that, without the EC-121 presence, Iceland would not have any warnings of airspace intrusions. Accordingly, USAF assigned the 79th MAS responsibility for flying missions out of Keflavik, Iceland, on a rotational basis (Jensen 2012b).

The North American Aerospace Defense Command (NORAD) activated Detachment 1 of the 20th Air Defense Squadron on March 1, 1976, to support the USAF Reserve effort. This augmentation by active-duty aircrews and support personnel became, in effect, an active associate program, the reverse of the USAF Reserve associate program that began in 1968. Associate units do not own their own aircraft; instead, unit personnel flew and maintained those belonging to co-located units. On December 1, 1976, the USAF Reserve activated the 915th Airborne Group at Homestead AFB to provide command and control supervision over the 79th AEW&CS (Jensen 2012b).

Between July and October 1978, approximately 585 personnel were transferred to the Base to join the reactivated 306th TFW. This resulted in an expanded capability to train more pilots to fly F-4E Phantom II jet fighters, as those planes were being phased into use by the USAF Reserve. Pilots completing the 6-week to 7-month training course were assigned to USAF units worldwide, including Reserve and the Air National Guard (*The Miami Herald* 1978).

In 1978, USAF ended the EC-121 Iceland and Florida missions once the E-3A airborne early warning and control aircraft entered the USAF inventory. On October 1, 1978, except for maintaining one EC-121 on station in Iceland for another 6 weeks to accommodate E-3A delivery delays, the USAF Reserve began converting its EC-121 units to fighter operations. Effective as of that date, Headquarters Air Force Reserve redesignated the 915th AEW&CS as a tactical fighter group and inactivated the 79th AEW&CS, replacing it at Homestead AFB with the 93rd Tactical Fighter Squadron (TFS), the USAF Reserve's first F-4C equipped unit (Jensen 2012b).

In March 1979, the Army announced that it would withdraw its Nike Hercules missile defense stations from south Florida, cutbacks that would reduce the personnel strength at the Base by more than 1,700. By 1981, the two Army battalions were reassigned to Fort Bragg, North Carolina, and Fort Bliss, Texas (Fiedler and Oglesby 1979).

On March 31, 1981, reflecting its emphasis on training on the F-4D Phantom II jet fighter, the 31st TFW became the 31st TTW. Training remained the primary mission of the Base until October 1985, when the Base upgraded to the more advanced F-16 Fighting Falcon. With the arrival of 72 F-16s, the 31st TTW reverted to the designation of the 31st TFW. In addition to the new planes, \$10 million was spent on construction at the Base with most implementing modifications required in maintenance and support buildings and the installation of a new

flight training simulator (Anderson 1984; Clark 2008; Jensen 2012b). During the late 1980s, the largest tenant unit on Homestead AFB was the 482nd TFW of the USAF Reserve. The 482nd TFW was the first USAF Reserve unit to receive the F-4 Phantom fighter jet. In 1989, the 482nd TFW converted to the F-16s (Clark 2008).

### *Post-Cold War*

The Base transitioned to the ACC in June 1992, only months before the Base was to be transformed. In the early morning hours of August 24, 1992, Hurricane Andrew roared ashore at Homestead AFB. The Base was within miles of ground zero for this powerful, Category 5 storm and was virtually destroyed. Hurricane Andrew slammed into the Base with sustained winds of 150 miles per hour. The hurricane left 97 percent of Base facilities nonfunctional, and the Base was unable to support its mission (Clark 2008; Engineering-Science, Inc. 1993).

On September 2, 1992, President George H. Bush and Secretary of Defense Dick Cheney visited the Base. Military personnel and family members returned to the Base only to gather what belongings had been spared while continuing a mass evacuation during this time to new duty assignments; a total of 23,500 additional military personnel from various military units across the United States arrived. Personnel operated out of tents on and off the Base and provided around-the-clock law enforcement, security, humanitarian, and rebuilding labor for the Base and the surrounding community (Clark 2008).

In initial rebuilding efforts, DoD expended in excess of \$100 million in new construction and infrastructure improvements over 2 years to preserve Homestead AFB as a strategic national defense asset. Demolition of unusable buildings and repair of Base infrastructure ensued. Reconstructing the FANG hangar, ATC Tower, and maintenance hangars became priority. Within just a few short years after the hurricane, the Base was in the process of building brand new facilities, such as the wing headquarters, vehicle maintenance, visiting officer quarters, and communications, medical, and security facility buildings (Clark 2008).

A USAF ball was held on March 5, 1994. The ball was a bittersweet affair. The event was a hail and farewell to hail the return of the 482nd FW from its post-Hurricane Andrew relocation to MacDill AFB, Florida, and to welcome its new role as the predominant unit at the partially rebuilt Base. However, it was also a time to bid farewell to the 31st FW, which was deactivated at Homestead AFB and reactivated at Aviano Air Base, Italy (Clark 2008). Homestead AFB was officially closed in March 1994, and various parts were transferred to other entities.

### Homestead ARS (March 1994 to 2003)

A portion of the former Homestead AFB, approximately 852 acres that did not include the runways or taxiways, was transferred to USAF Reserve and redesignated as Homestead ARS on March 31, 1994 (Figure 20). The first test for the new Base came in September 1994, when a multi-service group assembled at the Base in preparation for an invasion of Haiti. The newly designated Base continued to serve as a forward joint service operating location for events surrounding Operation Uphold Democracy/Restore Freedom in Haiti. That year also marked the beginning of another major role in the region as Homestead ARS became a forward supply stop for Guantanamo Bay, Cuba. The Base also functioned as a staging area for masses of Cuban immigrants receiving paroles into the United States (Clark 2008).

In February 1995, the Base faced its next serious threat from the Base Realignment and Closure (BRAC) Committee, which sought to close the ravaged Base. The civilian community, including state and federal government leaders, rallied in support of the Base and launched a fight for the Base's survival and the return of fighter operations to south Florida. The BRAC Committee ultimately withdrew Homestead ARS from the closure list on June 22, 1995 (Clark 2008).

May 1995 brought the grand opening of the BX Mart. Homestead ARS was selected by Congress as the second USAF site to implement the new concept of a combined commissary and exchange facility to serve smaller bases. In 1995, the U.S. Customs Service acquired their land. In

1996, the Florida Army Reserve National Guard, Job Corps Training Center, and a few other groups obtained small parcels at the former Homestead AFB. Except for Homestead ARS lands, the remainder of the former Homestead AFB was transferred to Miami-Dade County for redevelopment (EPA 2023). The family housing areas were demolished between 1994 and 1996 as a requirement of the deed transfer to Miami-Dade County (482nd FW AFRC 2010; Clark 2008).

Deployments of the 93rd TFS continued through the 1990s in support of Operations Northern Watch and Southern Watch, and various humanitarian missions operated from the Base. Upon their return to home station, the 93rd TFS began performing Operation Noble Eagle Air Defense alert missions. At the same time, Homestead ARS continued to host training deployments and conferences involving the Army, Navy, British Air Force, Federal Bureau of Investigation, and the U.S. Forest Service (Clark 2008).

Through 2001, Homestead ARS units and personnel continued to fulfill their primary mission of training reservists, while welcoming and supporting a number of other DoD and international tenant units. The Base became a staging ground for numerous exercises and training conferences for USAF Reserve, as well as various Joint Task Force and DoD functions (Clark 2008).





### Homestead ARB (2003 through Present)

In 2003, Homestead ARS was officially realigned as an ARB made up of 1,943 acres, which included the main runway and main taxiways. This retained property, referred to as the cantonment area, makes up the current Homestead ARB (EPA 2023).

In early March 2003, as the Base prepared for yet another rotation to Operation Southern Watch, members of the 93rd TFS advance party found themselves on the front lines for the launch of Operation Iraqi Freedom. Two pilots and two F-16 aircraft from the unit contributed to the shock and awe campaign over Baghdad, as well as other Iraqi targets, during the first and continued waves of the coalition forces campaign (Clark 2008).

The resumption of the Operation Noble Eagle Air Defense alert mission added to the high operations tempo the Base faced that year. In total, the 482nd FW contributed more than 200 personnel mobilized in support of Operations Noble Eagle Air Defense, Enduring Freedom, and Iraqi Freedom, predominantly from security forces, services, and CE squadrons (Clark 2008).

Even with continuing mobilizations and other real-world tasking, the 482nd FW received an outstanding rating on a Standardization/Evaluation Program Inspection and satisfactory ratings on both a Unit Compliance Inspection in 2003 and an Operational Readiness Inspection in 2004. Additionally, the 482nd FW received numerous unit and individual AFRC and 10th USAF awards during those 2 years, proving it could not only fulfill multiple missions and roles, but also continue to display excellence in every area (Clark 2008). In 2005, Homestead ARB survived another BRAC and actually increased its arsenal. The 482nd FW was assigned more F-16 aircraft, increasing its authorized total to 24 fighter planes (Clark 2008).

Today, the 482nd FW, the host unit of Homestead ARB, continues to support contingency and training operations of U.S. Southern Command and a number of tenant units, including Headquarters SOCSOUTH and FANG. Homestead ARB is home to the most active NORAD Command alert site in the continental United States, operated by a detachment of F-15 fighter interceptors from the 125th FW FANG. In addition, the Base supports the USAF Reserve Hurricane Hunter weather reconnaissance mission, the U.S. Coast Guard MSST, and joint relief operations with the Federal Emergency Management Agency (Clark 2008; 482nd FW AFRC 2010).

### ***8.3 Ethnohistory and Native American Access***

#### **[INSTALLATION SUPPLEMENT]**

Homestead ARB has not received formal requests from Native American tribes for access to lands on USAF property. Homestead ARB **DOES NOT** have such lands and **IS NOT** required to provide access to Base properties.

Homestead ARB recognizes the rights of Native American tribes to access religious sites and objects on lands under USAF control and to practice traditional religious activities within the limitations of the military mission.



### Native American Tribes with Ancestral Ties to Installation Lands

Native American Tribe	Affected Lands	Access Procedures and Agreements
Seminole Tribe of Florida	Florida, Georgia	N/A
Miccosukee Tribe of Indians in Florida	Florida, Georgia	N/A
Seminole Nation of Oklahoma	Florida, Georgia	N/A
Poarch Band of Creek Indians	Alabama, Florida, Georgia	N/A
Muscogee (Creek) Nation	Alabama, Florida, Georgia, South Carolina	N/A

#### **8.4 Resource Inventories**

Cultural resources inventories are key tools in the identification and protection of existing cultural resources. The following resources inventories are maintained, as necessary, by the installation:

- ◆ Archaeological sites
- ◆ Buildings and structures
- ◆ Traditional cultural properties and sacred sites
- ◆ Cultural landscapes

The Cultural Resources Inventory Table is maintained in Microsoft Excel format and are available as an Appendix to this Plan.

#### *Summary of Archaeological and Architectural Surveys*

Archaeological pedestrian surveys have covered the entirety of Homestead ARB. Subsurface testing has taken place on approximately 2 acres of Base property. To date, there are no recorded archaeological resources identified on Homestead ARB property.

In 1986, NPS completed an archaeological survey within Homestead AFB and concluded there were no archaeological sites eligible for the NRHP. The author also noted the potential of archaeological sites being discovered in the future was low due to heavy disturbance caused by the construction on the Base (Fernbacker 1997).

In August 1994, Mariah Associates, Inc., prepared a *Systematic Study of Air Command Cold War Material Culture, Vol II-11: A Baseline Inventory of Cold War Material Culture at Homestead Air Force Base*. The study found Homestead AFB unique in that Hurricane Andrew destroyed many resources in 1992 and cleanup and recovery were still ongoing. The study identified three buildings that were important to the Base Cold War history, but two of those buildings, 701 Crew Readiness Facility and 702 Base Operations, were scheduled for demolition. This document reported the third building (931, located outside the current Base boundaries) was potentially eligible for the NRHP. The report also recommended the Base retain its engineer drawing files. (Mariah Associates, Inc. 1994)

A Basewide Phase I archaeological and architectural survey was completed in August 1998 (NPS 1995). This document reported that pedestrian archaeological and architectural surveys and inventories conducted in the AFRC cantonment area found no cultural resources eligible for the NRHP. The Florida SHPO accepted and approved these findings in a January 9, 1998, letter to Homestead ARS (NPS 1995).

In 2002, Southeastern Archaeological Research, Inc., conducted a Phase I cultural resources survey of approximately 10 acres on Base property. The survey at Homestead ARB was one of six facilities surveyed across Florida for the Florida Army National Guard (Stokes 2003). The survey

identified three structures in the project area dating from 1985 and later. The author noted that much of the Base property had been covered in approximately 5 feet of fill to build the Base upon; therefore, the potential for intact archaeological deposits was low (Stokes 2003). No shovel testing was conducted in the project area due to the extensive amount of fill. No archaeological resources were found. The Florida SHPO concurred with the findings of the survey in a letter dated January 24, 2003 (Stokes 2003).

LG2 Environmental Solutions, Inc., completed a Phase I survey of approximately 1.87 acres within the U.S. Customs and Border Protection, Miami Air and Marine Branch facility located on the Base (Healey 2012). The survey used pedestrian survey and shovel testing of the project area. The author noted limestone outcrops on the surface and general lack of topsoil. The survey identified a sidewalk and an antenna pad, which had been destroyed by Hurricane Andrew (Healey 2012). Three shovel tests were excavated and found shallow soil underlain by solid limestone. No cultural resources were identified during the survey. The Florida SHPO concurred with the findings in a letter dated August 24, 2012 (Healey 2012).

Jacobs conducted a historic building inventory report in 2021 (Angel 2022). The report was undertaken to survey, record, and evaluate the NRHP eligibility of 12 historic resources identified by AFRC. Eleven of the 12 resources were recommended not eligible for NRHP consideration. One resource, the K-9 Cemetery (Florida Master Site File No. DA12863), had previously been determined eligible according to Criteria A and C (Cleven 2013). Jacobs' evaluation found that the K-9 Cemetery is eligible under Criterion A, but it did not meet the requirements to be considered under Criterion C. The Florida SHPO concurred with this NRHP determination eligibility on April 5, 2022 (Angel 2022).

**8.5 Installation Areas of Concern**

*Overview*

There are currently no areas of concern with regard to archaeological sites or traditional cultural properties and only one historic resource at Homestead ARB.

*Native American Concerns*

The Homestead ARB Tribal Relations Plan is being drafted (2023–2024). Solicitations for comments will be sent to five Native American tribes: Miccosukee Tribe of Indians of Florida, Muscogee (Creek) Nation, Poarch Band of Creek Indians, Seminole Tribe of Florida, and the Seminole Tribe of Oklahoma.

This section will be updated once comments from the tribes are received.

Any future consultation should occur in agreement with the Tribal Relations Plan and will become an appendix to the Homestead ARB ICRMP, as well as during the execution phase of any project that might inadvertently discover potential Native American remains or artifacts. AFI 32-7065 outlines procedures and concerns for conducting Native American consultation. Although these consultations may be under the auspices of a consultant, the Homestead ARB also should involve itself to maintain a working relationship with any groups that are involved.

The nearest recognized tribal entity that would have concerns regarding cultural resources on Homestead ARB are the Miccosukee Tribe of Indians of Florida and the Seminole Tribe of Florida. The Miccosukee tribal chairman may be contacted at Tamiami Station, P.O. Box 440021, Miami, FL 33144, and the Seminole chairman at 6300 Stirling Road, Hollywood, FL 33024. The Muscogee (Creek) Nation principal chief is located at the Office of Administration, P.O. Box 580, Okmulgee, OK 74447. The Poarch Band of Creek Indians tribal chair is at 5811 Jack

Springs Road, Atmore, AL 36502. The Seminole Nation of Oklahoma can be contacted at P.O. Box 1498, Wewoka, AL 74884. In addition, the Florida SHPO may be able to identify other potentially interested groups, whether federally recognized tribes or not.

Should concerns be expressed in the future, additional consultation with these groups to identify information needs may be warranted. ACHP regulations (36 CFR 800) also encourage federal agencies to “be sensitive to the special concerns of Indian tribes in historic preservation issues.” Concerns often expressed by Native Americans include the following desires:

- Learn about tribal history.
- Transmit historical information to younger generations.
- Preserve ancestral burial places.
- Preserve sacred sites from desecration.
- Maintain access to sacred sites for ritual purposes.

*Potential Impacts to Base Programs*

Because no cultural resources related to Native Americans have been found at Homestead ARB, this ICRMP and the NHPA Section 106 process will not greatly affect Homestead ARB programs. Inadvertent discoveries of archaeological resources would be the primary impact to an ongoing project and, subsequently, to Base programs.

*Required Permits*

Homestead ARB requires digging permits for any ground-disturbing activities. There are currently no areas identified as sensitive for archaeological resources.

**8.6 Other Cultural Resources**

The K-9 Cemetery is located in a limited access area adjacent to the munitions storage area.

*Potential Impacts to Base Programs*

Because of its location, the K-9 Cemetery is well protected. Because there are no programs planned for or conceived for the K-9 Cemetery, this ICRMP and the NHPA Section 106 process will not greatly affect Homestead ARB programs.

**9 GOALS AND OBJECTIVES**

The Installation establishes long-term, expansive goals and objectives to protect historic properties and other cultural resources while accomplishing mission objectives. These goals and objectives may serve as drivers for implementation of this ICRMP and for funding of related projects and activities. The following table summarizes key goals and objectives for the cultural resources program.

## Goals and Objectives

Goal	Associated Objectives	Status
<i>Example goal: Reduce backlog of unevaluated arch sites to zero in 10 years</i>	<i>Example objective: Complete 10% evaluations of "potentially eligible" arch sites each year</i>	
Protect K-9 Cemetery from degradation and disturbance from munitions and mowing operations.	Train workers in proper maintenance of K-9 Cemetery within 1 year of ICRMP signature.	Not started.
Keep cultural resources inventory current.	Identify, survey, and evaluate possible historic properties (those 45 years or older) on a 5-year basis.	Last archaeological survey conducted in 2012. Last historic properties survey conducted in 2022.

NOTE: Refer to the [Cultural Resources Environmental Action Plan \(EAP\)](#) when setting goals. Document installation objectives and supporting tasks in the ICRMP as well as into the EAP tool.

## **10 PROGRAMMING AND PLANNING**

### **10.1 USAF and Installation Actions** **Installation Supplement**

The 'Mission Activities and Solution' table below identifies mission-related activities that will adversely affect cultural resources and proposed solutions and mitigating activities to address the identified effect.

#### Mission Activities and Solutions

USAF/Installation Activity and Cultural Resources Affected	Solutions and Mitigating Activities	Status
None	N/A	N/A

### **10.2 Cultural Resources Project Programming and Execution**

DAF Planning, Programming, Budgeting, and Execution (PPBE) is the process of acquiring funding for activities. Acquisition of cultural resources-related work follows standard DAF PPBE processes. The [Environmental Quality PPBE Playbook](#) contain detailed information on funding and contracting.

The CRM, with support from the AFCEC/CZO Installation Support Section (ISS), ensures that cultural resource management activities are planned and programmed to receive funding. Cultural resource projects and actions may be required by: agreement documents, results of gap analyses, audit/assessment findings, on-going program requirements (e.g., Section 110 surveys and evaluations), urgent Installation needs (e.g., changes to military training requirements), and other drivers. Cultural resources activities are executed according to fund eligibility guidelines.

The 'Project Programming and Execution Work Plan' table **will be** found in Appendix L, **if applicable**, outlines cultural resources management requirements for the five years of this ICRMP cycle. Projects entered into this Work Plan should match Resource Allocation Model (RAM) entries, which contains a detailed list of all installation cultural resources requirements over the five-year period of the ICRMP. The installation and ISS must update this Work Plan at least once per year.

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## **12     ACRONYMS**

**Standard Acronyms** (*Applicable to all USAF Installations*)

- ◆ [eDASH Acronym Library](#)
- ◆ [Cultural Resources Management Playbook – Acronym Section](#)
- ◆ [U.S. EPA Terms & Acronyms](#)

AAF	Army Airfield
AAFES	Army and Air Force Exchange Service
ACC	Air Combat Command
ACFC	U.S. Army Air Corps Ferrying Command
ACHP	Advisory Council on Historic Preservation
ADA	Air Defense Artillery
ADC	Air Defense Command
AEW&CS	Airborne Early Warning and Control Squadron
AF	Air Force
AFB	Air Force Base
AFCEC	Air Force Civil Engineer Center
AFI	Air Force Instruction
AFIT	Air Force Institute of Technology
AFLOA	Air Force Legal Operations Agency
AFMAN	Air Force Manual
AFRC	Air Force Reserve Command
AFRIMS	Air Force Records Management System
AGM	Air to Ground
APE	Area of Potential Effects
ARB	Air Reserve Base
Army	U.S. Army
ARPA	<i>Archaeological Resources Protection Act of 1979</i>
ARS	Air Reserve Station
ATC	Air Transport Command
B.C.E.	Before Common Era
BCE	Base Civil Engineer
BRAC	Base Realignment and Closure Committee
BW	Bomb Wing
C.E.	Common Era
CA	Comprehensive Agreement
ca.	circa
CATEX	Categorical Exclusion
CE	Civil Engineering
CFR	<i>Code of Federal Regulations</i>
CRM	Cultural Resources Manager
DAF	Department of the Air Force
DAFI	Department of the Air Force Instruction
DAFMAN	Department of the Air Force Manual
DEPARC/EMR	Defense Environmental Programs Annual Report to Congress/Air Force Environmental Management Review

DoD	U.S. Department of Defense
DoDI	Department of Defense Instruction
DSN	Defense Switched Network
EAP	Environmental Action Plan
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EMS	Environmental Management System
EO	Executive Order
ERP	Environmental Restoration Program
FANG	Florida Air National Guard
FW	Fighter Wing
GIS	Geospatial Information System
HHB	Headquarters and Headquarters Battery
IAW	in accordance with
ICRMP	Integrated Cultural Resources Management Plan
IDP	Installation Development Plan
IMT	Information Management Tool
INRMP	Integrated Natural Resources Management Plan
ISO	International Organization for Standardization
ISS	Installation Support Section
ITLO	Installation Tribal Liaison Officer
JA	Judge Advocate
MAJCOM	Major Command
MAS	Military Airlift Squadron
MMS	Munitions Maintenance Squadron
MOA	Memorandum of Agreement
MSST	Maritime Safety and Security Team
N/A	not applicable
NAGPRA	<i>Native American Graves Protection and Repatriation Act</i>
NEPA	<i>National Environmental Policy Act</i>
NHPA	<i>National Historic Preservation Act</i> of 1966, as amended
NLT	no later than
NORAD	North American Aerospace Defense Command
NPI	National Preservation Institute
NPS	National Park Service
NRHP	National Register of Historic Places
OPR	Office of Primary Responsibility
OTU	Operational Training Unit
PA	Programmatic Agreement
PAAF	Pan American Air Ferries, Inc.
PPBE	Planning, Programming, Budgeting, and Execution
RAM	Resource Allocation Model
RDS	Records Disposition Schedule
SAC	Strategic Air Command
SHPO	State Historic Preservation Office

SME	Subject Matter Expert
SOC SOUTH	Special Operations Command South
SOP	Standard Operating Procedure
SRAM	Short Range Attack Missile
TAC	Tactical Air Command
TFS	Tactical Fighter Squadron
TFW	Tactical Fighter Wing
THPO	Tribal Historical Preservation Officer
TTW	Tactical Training Wing
UEC	Unit Environmental Coordinator
USACE	U.S. Army Corps of Engineers
USAF	U.S. Air Force
USARLANT	U.S. Army Forces Atlantic
USCBP	U.S. Customs and Border Protection
WAC	Women’s Air Corps

**13     DEFINITIONS**

**Standard Definitions** *(Applicable to all USAF Installations)*

- ◆ [Cultural Resources Management Playbook– Definitions Section](#)

No installation definitions.

## **14     INSTALLATION-SPECIFIC CONTENT**

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APPENDICES

**A ARCHAEOLOGICAL RESOURCES INVENTORY TABLES**

This appendix intentionally left blank. Not applicable.

**B BUILT RESOURCES INVENTORY TABLES**

Appendix B - Built Resources Inventory Table is from *Inventory of Facilities to Evaluate for Listing in the National Register of Historic Places, Homestead Air Reserve Base* (Cleven 2013) and *Historic Building Inventory Report Homestead Air Reserve Base* (Angel 2022).

**C TRADITIONAL CULTURAL RESOURCES INVENTORY TABLES**

This appendix intentionally left blank. Not applicable.

**D NHPA SECTION 106 MEMORANDA OF AGREEMENT**

This appendix intentionally left blank. Not applicable.

**E NHPA SECTION 106 PROGRAMMATIC AGREEMENTS**

This appendix intentionally left blank. Not applicable.

**F INSTALLATION TRIBAL RELATIONS PLAN**

This appendix intentionally left blank. The Homestead ARB Tribal Relations Plan is being drafted (2023-2024)

**G TRIBAL AGREEMENTS**

This appendix intentionally left blank. Not applicable.

**H WING INSTRUCTIONS OR POLICY DOCUMENTS**

This appendix intentionally left blank. Not applicable.

**I ARCHAEOLOGICAL SURVEY AND SITE FORMS**

This appendix intentionally left blank. Not applicable.

## **J HISTORIC PROPERTY SURVEY AND SITE FORMS**

K-9 Cemetery Form from 2013 CWE Inventory: Florida Master Site Form Files

## **K HISTORIC BUILDING MAINTENANCE PLANS**

This appendix intentionally left blank. Not applicable.

## **L PROJECT PROGRAMMING AND EXECUTION WORK PLAN**

### **Installation Supplement**

This appendix intentionally left blank. Not applicable.