

Colonel Scanlan briefed the council on the procedures that were being initiated for early release of certain specific buildings and the problems that would be involved. The necessity to maintain security measures until the mission of the base was entirely phased out, as well as the possibility of early occupancy of certain buildings, was reviewed. In these early days of planning, Colonel Scanlan explained how base operations would be gradually withdrawn into smaller and smaller areas and into lesser numbers of buildings as these operations diminished. His announced plan to withdraw to the hospital area has proven to be well conceived and practical.

One of the first major tasks of the development council was to develop a means by which the city could acquire, own, maintain, operate, improve, and dispose of portions of Schilling Air Force Base. Kansas law had no provision for local governmental ownership and operation of surplus Federal facilities. Yet, Salina wanted to be the master of its own destiny—and, as a result, felt it necessary that a governmental body be empowered to deal with the GSA in the acquisition of the airport and industrial portions of the base.

On the advice of the Office of Economic Adjustment, the development council enlisted the assistance of a number of Salina lawyers to begin the drafting of acceptable enabling legislation that the Kansas State Legislature would be asked to adopt which would permit the city to create an authority empowered to acquire and control surplus real or personal properties of the United States, as well as to levy taxes and issue bonds to provide revenues. The legislation was developed from studies of similar laws in other States having communities where defense installations had been closed.

In mid-February, during a visit by a representative of the Office of Economic Adjustment, the development council was advised that in many respects it was moving too fast and that more effort should be directed toward the more basic determination of a land-use plan, the completion of a list of personal properties to be requested, and related basic decisions. Too much time and energy was being directed toward attracting industry and in following industrial client leads during these crucial planning months. The council was advised that these efforts were premature. No positive commitments could be made to prospective industries with respect to occupancy, availability, and many other essential considerations at that early date. The successes and failures of Salina's industrial development activities are the subject of a separate section of the appendix.

On the 25th of February, the last B-47 left the base and the first land use plan was presented to the community leaders for their review. The plan was reviewed in a series of meetings followed by a conducted tour of the base to acquaint the council and members of the city commission with the details of the plan. After making a few relatively minor revisions, the plan was adopted by all concerned and presented to the OEA for distribution to the Federal agencies that would be involved. The plan envisioned the use of the base as an airport-education-industry complex. The five part proposal involved:

1. The "airport package," including a municipal airport and supporting facilities.
2. The area vocational-technical school in a five building complex.