sibility of management. National publicity on network television and radio and in the major newspapers of the country gave Salina appreciated publicity.

The Salina school board, which had been responsible for operation of the Schilling Manor School, the largest grade school in the system, decided in August of 1965 that the school would not be reopened in September 1965. The projected enrollments dictated that it would be more economical to transport the decreasing numbers of military children to in-town schools and the school board received directives that the school equipment be released to other federally impacted areas. The popularity of the "waiting wives" program had not been anticipated. As early as February 1966, the Salina school board found itself with a school population explosion problem. As many as 50 new students were added in a single day. The problem of transportation to the city became a major undertaking. Although there are day-by-day changes in the projections, it is a certainty that the school population for the Schilling Manor School will exceed 1,200 in September 1966—the average family size is about five children per family—and in mid-summer 1966 there were some 500 families in residence.

The community of Salina warmly received these new residents in a number of ways. For example, the community donated $1,000 to finance the start of a "Waiting Wives" Club. Activities were arranged for the wives as well as the children. Letters to the community from the fathers overseas expressed gratitude for relieving them of a major source of worry and concern.

In mid-April 1965, immediately following the passage of the enabling legislation, the Salina Airport Authority was created by the city commission and on April 26 five citizens were appointed to serve as directors. Named to the board were:

M. J. Kennedy, Kennedy & Coe, certified public accountants, who was selected as the airport authority's first chairman.

William Yost, field underwriter, New York Life Insurance Co.

Clifford J. Wertz, president, Consolidated Printing & Stationery Co.

Edward H. Bell, Bell Motor Co.

Allen R. Dodge, president, Homestead Building & Loan Association, who also had served on the Schilling Development Council.

By the 1st of May approximately 50 percent of the base personnel had been transferred to other assignments and the base phaseout was increasing in speed at every level to meet the official closing date of June 25.

On the 7th of May the newly formed Salina Airport Authority held its first official meeting. At this first session the authority was briefed by the development council members on the events that had taken place and the status of the various "packages." A lengthy list of problem areas in the coordination of the closure was reviewed in detail and the authority was advised of the complexity of these many matters. The airport authority devoted the next few weeks to preparing for a second visit by representatives of both the Washington and the Kansas City offices of the Federal agencies involved.

One of the more important problems that faced the newly formed authority was that of resolving a growing list of conflicts between the