

the existing Salina Municipal Airport was deficient in landing aids which added impetus and justification to the "airport package."

Less than 24 hours after the base had been officially declared surplus it was announced that the Kansas Highway Patrol would establish a training academy and a district headquarters in Minute Manor. Minute Manor, the former readiness bomber crew building used by the aircraft crews while on alert, was occupied under a temporary occupancy permit. The building was a part of the proposed "airport package" and the airport authority had agreed with State officials to arrange for a permanent lease when the building had been transferred to the authority. The structure, which cost almost one-half million dollars, was ideally suited for such usage. The peculiarities of its design would have made it difficult to find other appropriate users. The structure, most of it underground, is a two-story, air-conditioned, reinforced concrete facility with living accommodations for 70 men, including lounges, classrooms, dining room, kitchen, and built-in communication facilities. Its construction made it particularly desirable as a hardened site for highway patrol radio equipment, as a backup for the civil defense warning system, and as a severe weather information headquarters. Areas in the outlying reaches of the airfield pavements were available for pursuit driving classes and indoor and outdoor pistol and rifle ranges were also accessible to the patrol. On September 27, 1965, the first class of patrol recruits began study and on December 3, 1965, the first class of recruits was graduated.

The airport authority, acting as the coordinating body for all of the potential users of Schilling properties, had been advised in the very early days of conversion planning that it would be necessary to have a land survey made of the base so that the eventual property transfers and deeds could be prepared in conformance with all legal requirements. The sprawling complex of over 3,300 acres was measured and mapped for purposes of the military, but this information was not adequate for proper description in civilian property transfer documents. The streets, for example, would have to serve a number of users and owners, and logic dictated that a street system should be under the control of one public agency. A basic street system was therefore imperative, yet the existing streets were not defined by rights-of-way. There was need to consider the necessity of assigning easements and rights-of-way for both overhead and underground utilities and for the major drainage ditches which traversed the cantonment areas. The land-survey problem can be best described as subdividing in reverse.

The airport authority was advised by Washington officials that the survey problem was the community's, and that, despite its complexities and cost, the community would have to solve that problem itself. Early in July of 1965 the work was started as a joint project between the city of Salina engineering department and Wilson & Co., Engineers & Architects. The work was not completed until mid-April of 1966. The survey and platting, delayed to some extent during the winter months, cost the community approximately \$25,000 and is the largest single precise land survey ever accomplished within a radius of many hundred miles. The platting required 27 large maps to illustrate the area which has a perimeter of over 12 miles. In record time the platting was processed through city and county planning boards and commissions and was approved and registered at the local courthouse