

as the Salina Municipal Airport; including certain buildings and areas to be used in support of the municipal airport. This proposal was being prepared in consultation with the Federal Aviation Agency regional office and would be ready for formal submission within the month of July.

6. The Salina Airport Authority was also authorized to consider the purchase of land, buildings, structures that are not included in the proposals previously outlined for the purpose of industrial development. The airport authority requested that the GSA consider that the balance of surplus property not included in the above proposals be made available for purchase in the name of the authority; if the price for such property was acceptable.

This formal letter complied with the GSA requirement and outlined the community's intention of utilizing the entire Air Force base property, including certain essential off-base properties. Nothing said in the formal letter of reply was news to the Federal agencies involved. In the previous months there had been numerous contacts with these agencies and they were fully aware of the community's intentions. However, the formal reply had the effect of speeding the efforts to submit acceptable proposals to the Government. On the 11th of July, Kansas Wesleyan University submitted its revised application to DHEW. The technical institute, which by the wording of its enabling legislation had become known as the Schilling Institute, filed a formal application with DHEW late in July. On the 28th of July, the Salina Airport Authority forwarded its application to the Federal Aviation Agency proposing the utilization of Schilling facilities as a relocated Salina Municipal Airport. The vocational rehabilitation center application was submitted to DHEW on August 6. The proposal of the area vocational-technical school had had prior informal approval and was not required to resubmit a request for facilities.

The educational (area vocational-technical school, Schilling Institute, and vocational rehabilitation center) proposals, as well as the municipal airport application included requests for sufficient movable property and equipment to enable the activities to get started. These requests covered the gamut from beds to sophisticated airfield electronic equipment—and their fulfillment became a major task of the base commander and OEA in Washington. All recognized that Salina could not, while suffering the major business impacts, enter into a major equipment purchasing operation in order to get the new activities off the ground. Yet, Federal surplus property disposal procedures were comprehensive, complex, and time-consuming. A number of new approaches were adopted, with the OEA taking up the problem in critical areas. Among these were:

Early in the planning it was agreed that the concept of relating equipment to a building and its planned civilian use would be adopted. In this way, a lathe could be transferred to the vocational-technical school as a part of the shop training building. Both would be subject to a discount of up to 100 percent of fair market value. (It should be emphasized that this technique does not have the same attractiveness in the case where full market price must be paid, since much military equipment is not necessarily well-suited to civilian industrial and commercial use.)

The Schilling base commander innovated a system whereby all excess property was made available for review by civic officials