

prior to its being placed in the regular disposal process. As a result of this review technique, some 111,269 items of equipment and other movable property was made available to the community.

Certain items were critical to the intended uses. These included snowplows, control tower and instrument landing facilities for the airport; dormitory and dining hall equipment for Schilling Institute; and machine tools for the vocational-technical school. In these cases, OEA interceded at the Washington level to insure that the judgment of senior Defense Department officials was applied to the problem. To the credit of these officials, the Salina Airport will have a full capability—and the schools are able to meet their initial needs.

The 10 months that followed turned out to be a most frustrating and seemingly endless wait on the part of the authority and the leaders of the educational institutions. Numerous revisions to the proposals were requested as well as supplemental data and documents. There were times when the community leaders had the impression that they were losing not only time but that there was serious doubt whether the proposals were acceptable. Despite assurances from Mr. Bradford of OEA, and other officials in high places in the governmental agencies, much local enthusiasm began to turn to dissatisfaction and doubt as to the success of the past months of work. "Promises—promises—promises—only promises." "Typical of Government." "We should have expected it." Cooler heads, in the minority, prevailed. The airport authority continued with the items of work involved in the transition that were not as spectacular as the major packages but most certainly vital to the total plan. A tentative draft of an ordinance to zone the area in compliance with county and city zoning regulations was adopted. A list of restrictive covenants was developed to be enforced to protect all potential users of the base. The complexities of the takeover and operation of water, sanitary sewer, electric, gas, and telephone utility systems was the subject of many meetings and conferences. The airport authority learned with a shock that it could not raise operating funds through taxation for a full calendar year because it had not been in existence on the last day of the previous year and that its only source of revenue would have to come from "no-fund" warrants. These and other developments, and occasional publicity releases to the effect that everything "appeared to be on schedule," helped ease the situation until early in September when it was officially announced that Westinghouse had selected Salina as the site for a major lamp plant. For a few short weeks, local pressure on the Salina Airport Authority was relieved.

On September 3 the airport authority was notified that FAA had submitted their recommendations to GSA approving the authority's proposal to establish a municipal airport at the base. The airport authority immediately forwarded a formal application for transfer to the General Services Administration. The application was expedited through the regional office of GSA and forwarded to Washington. The authority was advised that they could expect the application to be in Washington at least 30 days before approval would be granted. On that basis, the committees of the chamber of commerce, who had been in contact with a number of prospective industrial users of base prop-