

delay might have put us into greater industrial competition. The logic of the Defense move is that even those B-52's, which we so fondly anticipated, are headed toward obsolescence and are wearing out their days over Vietnam.

With the turn of the year, the airport authority continued its efforts at the involved task of developing a police and fire protection plan for the long awaited day when that responsibility would become the community's. The problems of jurisdiction outside of the city of Salina, supporting taxation, and related elements of the problem were discussed at length with the Air Force, with the Army who had taken over the Capehart Schilling Manor housing area, with county officials, and with city officials. However, the record for January has little else to reveal than "no word yet on the airport package proposal."

Immediately following the announcement in early February that the airport package had been approved, there began a series of requests from the airport authority, and approvals by the General Services Administration, for occupancy of buildings and structure which were a part of the airport package. Within a few days, the airport authority, with the cooperation of the base commander, obtained permission to occupy the majority of the buildings in the airport package. Although public announcements of industrial development successes were delayed to coordinate them with the wishes of the clients, the next 2 weeks was a most important period of time in the Salina story.

On the 25th of February the airport authority made its first big announcement. The headlines that day announced that the Beech Aircraft Co. had leased five large buildings and hangars to be occupied by the 1st of March and that Beech expected to employ 500 persons before the end of the year. Almost lost in the publicity on the same day was a similar announcement that a firm involved in the production of mobile home components had also leased a building and that they too expected to begin hiring and would be in production within a few weeks. A week later it was announced that Funk Aviation had leased a building at the base for the production of crop-dusting aircraft.

"We've only scratched the surface," said Salina Airport Authority member, Bill Yost, at this week's announcement of the location of Funk Aviation Co. at Salina. "In the near future we will have more space filled, and that's what we need. We have some big things in the fire. We have more prospects on the list."

That was the tone of the press conference, set by men involved with the development of the Salina Airport Industrial Center, the name that had been selected for the sprawling complex. The community was asked not to expect the economic development committee to make announcements of that nature every week.

Salina Mayor Robert M. Stark said that he was not particularly surprised at the progress made in development of the industrial center and educational complex. "These announcements, such as made by Beech, Funk, and Custom Metals within the past week, have only come about by a lot of hard work by a lot of people." Jim Trickett the industrial development director of the chamber of commerce, said, "Two national firms (Westinghouse and Beech) in the top 500 firms in the country have been attracted to Salina in the past year. I feel we have been very lucky."

Despite the accomplishments with respect to industry and the usage of the buildings in the airport package, the airport authority was devoting much of its time and energy to an equally important problem