

Despite the conflict, the Kansas Wesleyan University board of trustees voted unanimously to apply to the Department of Health, Education, and Welfare for more than 150 acres in the southeast corner of the base. Their decision to make application was drawn from several sources. The Hare & Hare feasibility study, which covered the adaptability and cost of renovation of existing buildings and a cost analysis of operation, was coupled with the projections by college authorities for the next two decades and a detailed study of the plant requirements of the immediate future. The university also had the advice of several outstanding educators, including some of the country's foremost campus planners.

The Wesleyan proposal was in complete detail and a usage plan for all of the area and all of the buildings was included. A few days later the Central Kansas Conference of the Methodist Church approved the university's plans for a second campus by a substantial majority.

The controversy continued for several weeks. The Kansas City office of DHEW had two applications involving the same areas of the base. In evaluating the program the regional representative of DHEW did not believe that the program set forth by Kansas Wesleyan University would warrant a public benefit discount of 100 percent, but would be entitled to something less than a 100 percent. As a quasi-public organization they would not have the priority that the State-Federal usage as a vocational rehabilitation center would enjoy.

Hopefully, the Salina Airport Authority attempted to come up with a compromise to the roadblocks that had been confronted by the university officials. A large part of their present campus was occupied by a football stadium, track, and playing fields. The airport authority suggested that these areas might become available for expansion of the university if replacement areas were available at the base. It was pointed out that base athletic fields and playgrounds already existed that could be easily made available to Wesleyan. These efforts bore no fruit. On the 24th of September, the Kansas Wesleyan University Board voted unanimously to withdraw their entire application, including the possibility of obtaining space for an athletic stadium.

The Kansas Wesleyan University chapter of the Salina story does not end with their loss of Schilling Air Force Base facilities. Enrollment again increased in September 1965 and, as of this writing, plans for the construction of a new science building, a new residence hall, and a new library are being completed. The university is in the midst of a fund-raising campaign to meet matching-fund requirements. Their goal of \$400,000 is approaching fulfillment.

APPENDIX B—THE NEW SALINA MUNICIPAL AIRPORT

The current chapter of the story of the airport package was concluded on the 14th of July 1966. On that date both private and commercial aviation moved from the old municipal airport to Schilling Air Force Base. The airport story began almost immediately after the announcement from Washington that Schilling would be closed. Local flying enthusiasts, and all of those interested in general aviation, hoped that the beautiful long runways at Schilling were not to be forgotten in the scramble to utilize the facilities after the scheduled closing. It was admitted that Salina had a marginally adequate airport but it easily could find itself in the enviable position of having