RESTORATION INFORMATION MANAGEMENT SYSTEM
PROJECT FACT SHEET
FORMERLY USED DEFENSE SITES
May 2003
TAG REVIEW DATE: 16 MARCH 2005

1. **SITE NAME:** Schilling Air Force Base

SITE NUMBER: B07KS0256

LOCATION:

City Salina
County: Saline
State: Kansas

PROJECT NUMBER: B07KS025604

CATEGORY: MMRP and MMRP/CWM

INPR RAC:

ASR RAC: 2

TAG RAC: 1

2. **POC'S:**

GEOGRAPHIC DISTRICT:
Name: Judith Meier
Office: CENWK-PM-ED
Phone: 816-983-3363

GEOGRAPHIC DIVISION:
Name: David Nusz
Office: CENWD-MT-MH
Phone: 402-697-2523

HEADQUARTERS:
Name: Sue Abu-Eid
Office: CEMP-NWD
Phone: 202-761-4827

ASR/INPR TEAM:
Name: Bradford McCowan
Office: CEHNC-OE-CX
Phone: 256-895-1174

ASR SUPPORT DISTRICT:
Name: William Rutledge
Office: SJMAC-ESL
Phone: 918-420-8121

ASR TECHNICAL REVIEWER:
Name: Ron Thornhill
Office: SJMAC-ESM
Phone: 918-420-8395

3. **SITE DESCRIPTION:**

a. The former Schilling Air Force Base consisted of 4,134.72 acres located approximately 2 miles southwest of Salina, Kansas.

b. Schilling AFB had numerous special weapons and conventional ordnance igloos; a gas instruction building and gas chambers, skeet ranges, an aircraft target butt, aircraft burning/training area, and a missile maintenance building.

c. During the site visit there was no physical evidence of MEC found.

4. **SITE HISTORY:**

a. On 05 May 1942 construction officially begun on the base and was operational as Smoky Hill AAF on 23 December 1942. The base supported training for WWII pilots for bombing missions. On 16 March 1957 the base was renamed Schilling AFB.

b. Schilling AFB from conception until closure had two ammunition areas, one special weapons storage area, five skeet ranges (at various times), at least one toxic gas chamber, one toxic gas instruction building, one aircraft burning area, a target butt, and a missile maintenance building.

c. On 01 August 1950 Schilling AFB became the second largest base in the Strategic Air Command (SAC). The mission, at the time, was to fly nuclear strike attacks and be able to launch within specified launch times.

c. Atlas F missiles arrived at Schilling AFB on 24 July 1961. These were silo-based missiles. These silos were not on Schilling AFB, but the maintenance, assembly and testing was accomplished on the base.

d. Order G-17 was enacted on 03 April 1967, which officially closed Schilling AFB.

5. **PROJECT DESCRIPTION:**

Overall Site

Size:	4,134.72 acres
Former Use:	Air Force Base
Present Use:	Storage and Maintenance Area
Possible End Use:	Same
MEC Presence:	
Confirmed:	.50 caliber and 20mm ammunition
Potential:	CAIS, Live Mustard Agent
ASR Recommends:	RAC 2
HNC Safety:	RAC 2

Area A

Size:	113.1 acres
Former Use:	Special Weapons Storage Area
Present Use:	Storage and Maintenance Area
Possible End Use:	Same
MEC Presence:	
Confirmed:	None
Potential:	None
ASR Recommends:	RAC 5
HNC Safety:	RAC 5

Area B

Size:	15.8 acres
Former Use:	Ammunition Area
Present Use:	Storage and open field
Possible End Use:	Same
MEC Presence:	
Confirmed:	None
Potential:	None
ASR Recommends:	RAC 5
HNC Safety:	RAC 5

Area C

Size:	11.3 acres
Former Use:	Gas Instruction and Skeet Ranges
Present Use:	Farming Area
Possible End Use:	Same
MEC Presence:	
Confirmed:	None
Potential:	CAIS, Live Mustard Agent
ASR Recommends:	RAC 2
HNC Safety:	RAC 2

Area D
Size: 72.4 acres
Former Use: Aircraft Target Butt
Present Use: Farming Area
Possible End Use: Municipal Airport, businesses Residences
MEC Presence:
Confirmed: None
Potential: None
ASR Recommends: RAC 5
HNC Safety: RAC 5

Area E
Size: 11.7 acres
Former Use: Aircraft Burning/Training Area
Present Use: Open field/Glide Path
Possible End Use: Same
MEC Presence:
Confirmed: None
Potential: None
ASR Recommends: RAC 3
HNC Safety: RAC 4

Area F
Size: 0.2 acres
Former Use: Gas Chamber Building
Present Use: Private Business-Mixing Plant
Possible End Use: Same
MEC Presence:
Confirmed: None
Potential: None
ASR Recommends: RAC 5
HNC Safety: RAC 5

Area G
Size: 5.8 acres
Former Use: East Skeet Range
Present Use: Private Business-Pipe Bending/Auto repair
Possible End Use: Same
MEC Presence:
Confirmed: None
Potential: None
ASR Recommends: RAC 5
HNC Safety: RAC 5

Area H

Size:	6.5 acres
Former Use:	North Skeet Range (double)
Present Use:	University of Kanas
Possible End Use:	Same
MEC Presence:	
Confirmed:	None
Potential:	None
ASR Recommends:	RAC 5
HNC Safety:	RAC 5

Area I

Size:	1.4 acres
Former Use:	Missile Maintenance Building
Present Use:	Private Business-Storage
Possible End Use:	Same
MEC Presence:	
Confirmed:	None
Potential:	None
ASR Recommends:	RAC 5
HNC Safety:	RAC 5

Area J

Size:	0.4 acres
Former Use:	Riot Control Gas Chamber
Present Use:	Open field
Possible End Use:	Same
MEC Presence:	
Confirmed:	None
Potential:	None
ASR Recommends:	RAC 5
HNC Safety:	RAC 5

Area K

Size:	3,896.12 acres
Former Use:	Remaining Area Schilling AFB
Present Use:	Municipal Airport, businesses residences
Possible End Use:	Same
MEC Presence:	
Confirmed:	.50 caliber and 20mm ammunition
Potential:	.50 caliber and 20mm ammunition
ASR Recommends:	RAC 2
HNC Safety:	RAC 5

6. **CURRENT STATUS:**

The U.S. Army Corps of Engineers, Rock Island District, (DAC) completed the Archives Search Report for Schilling AFB in May 2003.

7. **STRATEGY:** Areas A, B, D, E, F, G, H, I, J and K: NDAI
Area C: RI/FS

8. **ISSUES AND CONCERNS:**

a. The reviewer does not agree with ASR and HNC Safety score of RAC 4 for area E. Although this area was used for training fire fighter using explosive initiators, there was no physical evidence any MEC remains in the area.

b. The reviewer does not agree with ASR score of RAC 2 for area K. The ASR presented evidence of .50 caliber and 20mm ammunition. This area is not associated with a range and is considered isolated incidents. Historical records indicate an orderly closure and removal of stored MEC in adjacent areas.

c. There was documented evidence of CAIS being at this site; however, there was no evidence of CAIS disposition. Live mustard was used on the ground (see F-14).

d. Remove all references to MEC in Appendix D, with the exception of small arms ammunition, 20mm ammunition and CAIS.

e. Area D (Firing Butt) was remediated by the Corps of Engineers under project B07KS025602 and B07KS025603.

f. There are known Federally-and State-listed species occurring in the site area. An on-site inspection by the appropriate federal and state personnel may be necessary to verify the presence, absence or location of listed species, or natural communities.

g. **The Huntsville Center Technical Advisory Group met and evaluated this ASR on 16 March 2005. The consensus was a score of RAC 1 overall. Area H should be investigated for Munitions Constituents and HTRW. All MRS were assigned a score of RAC 5 with the exception of Area C, it was assigned a score of RAC 1. See summary below:**

OVERALL	**RAC 1**	**Area F**	**RAC 5**
Area A	**RAC 5**	**Area G**	**RAC 5**
Area B	**RAC 5**	**Area H**	**RAC 5 (MC/HTRW)**
Area C	**RAC 1**	**Area I**	**RAC 5**
Area D	**RAC 5 (MC)**	**Area J**	**RAC 5**
Area E	**RAC 5**	**Area K**	**RAC 5**

9. **SCHEDULE SUMMARY:**

Phase	Orig. Start	Sch. Start	Actual Start	Orig. Comp.	Sch. Comp.	Actual Comp.

10. **FUNDING/BUDGET SUMMARY:**

Year	Phase	EXEC FOA	IN House Required	Contract Required	Funds Obligated

RISK ASSESSMENT PROCEDURES FOR MILITARY MUNITIONS RESPONSE PROJECTS

Property Name:	SCHILLING AFB	Rater's Name:	RON THORNHILL
Property Location:	SALINE COUNTY, KS	Phone Number:	(918) 420-8395
FUDS Property/Project #:	B07KS025604	District:	DAC
Property Type:	OVERALL BASE	Office Symbol:	SJMAC-ESM
Score:	1	Date Completed:	01 SEPTEMBER 2004

RISK ASSESSMENT:

This risk assessment (RAC) procedure was developed to address explosives safety hazards related to munitions. This procedure does not address environmental hazards associated with munitions constituents. The U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Directorate (CEHNC-OE) developed this procedure in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Corps of Engineers to prioritize the response action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from record searches, reports of Explosive Ordnance Disposal (EOD) actions, field observations (site visits), and interviews. This information is used to assess the risk involved based on the potential MMRP hazards identified for the project. The risk assessment evaluates two factors, hazard severity and hazard probability.

Part I - Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Check all that apply)

A. Conventional ordnance and ammunition:	VALUE
Projectiles, explosive (20 millimeter and larger)	10☐
Bombs, explosive	10☐
Grenades, hand or rifle, explosive	10☐
Landmine, explosive	10☐
Rockets, guided missile, explosive	10☐
Other Explosive item not previously stated	10☐
Bomb, practice (w/spotting charge)	6☐
Detonators, blasting caps, fuses, boosters, bursters	6☐
Practice ordnance (w/ spotting charges, other than bombs)	4☐
Small arms, complete round (.50 cal or less)	1☐
Small arms, expended (.50 cal or less)	0☐
Practice ordnance (w/o spotting charges)	0☐
Conventional ordnance and ammunition (enter largest single value checked)	0

What evidence do you have regarding conventional unexploded ordnance? The ASR presented evidence of .50 caliber and 20mm ammunition being found in Area K. Area K is not associated with a range and is considered an isolated incidents.

B. Pyrotechnics (for munitions not described above):

	VALUE
Munitions containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10☐
Munitions containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	10☐
Containers containing WP or other pyrophoric material or flame or incendiary material	6☐
Flares, signals, simulators, screening/burning smokes (other than WP)	4☐
Pyrotechnics (enter the single largest value checked)	0

What evidence do you have regarding pyrotechnics? None.

C. Bulk Explosives (HE) (not an integral part of conventional ordnance; un-containerized):

	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10☐
Secondary explosives (Demolition charges, PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8☐
Insensitive explosive substances (explosive contaminated soils, ammonium nitrate)	3☐
Bulk Explosives (HE) (enter the single largest value checked)	0

What evidence do you have regarding bulk explosives? None.

Property Name:
Project Number:
Property Type:

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized)

	VALUE
Solid or liquid propellants	6☐
Bulk Propellants (select 6 or 0)	0

What evidence do you have regarding bulk propellants? No evidence.

E. Recovered Chemical Warfare Materiel (RCWM), Weaponized Industrial Chemicals and Radiological Materiel:

	VALUE
Toxic chemical agents (H-Mustard, G-Nerve, V-Nerve and L-Lewisite)	25☒
Chemical Agent Identification Sets	20☒
Radiological Materiel (If rad waste is identified please call the HTRW–CX at 402-697-2555)	15☐
Weaponized Industrial Chemicals (Hydrogen Cyanide AC; Cyanogen Chloride, CK; Phosgene, CG)	10☐
Riot Control Agents (vomiting, tear)	5☐
Chemical and Radiological (enter the single largest value checked)	25

What evidence do you have regarding chemical or radiological? Documentation exists that CAIS were on site, but no evidence was presented showing disposition. CWM Training was conducted in Area C 100 square yards using live mustard agent.

TOTAL HAZARD SEVERITY VALUE (Sum of value A through E, maximum of 61) 25
Apply this value to Table 1 to determine Hazard Severity Category

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Property Name:
Project Number:
Property Type:

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I ☒	21 and/or greater
CRITICAL	II ☐	10 to 20
MARGINAL	III ☐	5 to 9
NEGLIGIBLE	IV ☐	1 to 4
**NONE	V ☐	0

*Apply Hazard Severity Category to Table 3 and complete Part II of this form.
**If hazard severity value is 0, complete Part II of this form. Then proceed to Part III and use a RAC score of 5 to determine your appropriate action.

PART II - Hazard Probability. The probability that a hazard has been, or will be, created due to the presence and other rated factors of unexploded ordnance, explosives, incendiary, pyrotechnic, radiological, or RCWM materials on a formerly used Department of Defense (DOD) site.

AREA, EXTENT, ACCESSIBILITY OF MMRP HAZARD (Check all that apply)

A. Locations of MMRP hazards:

	VALUE
On the surface	5☐
Within tanks, pipes, vessels, or other confined areas	4☐
Inside walls, ceilings, or other building/structure	3☐
Subsurface	2☒
Location (enter the single largest value checked)	2

What evidence do you have regarding the location of MMRP? Items were uncovered during excavation operations.

Property Name:
Project Number:
Property Type:

B. Distance to nearest inhabited location/structure likely to be at risk from MMRP hazard (road, park, playground, building, etc.).

	VALUE
Less than 1,250 feet	5☒
1,250 feet to 0.5 mile	4☐
0.5 mile to 1.0 mile	3☐
1.0 mile to 2.0 Miles	2☐
Over 2 miles	1☐
Distance (enter the single largest value checked)	5

What are the nearest inhabited structures/buildings? The former base includes businesses, residential areas and schools.

C. Number(s) of building(s) within a 2-mile radius measured from the MMRP hazard area, not the installation boundary.

	VALUE
26 and over	5☒
16 to 25	4☐
11 to 16	3☐
6 to 10	2☐
1 to 5	1☐
0	0☐
Number of buildings (enter the single largest value checked)	5

Narrative: The former base includes businesses, residential areas and schools.

Property Name:
Project Number:
Property Type:

D. Types of Buildings (within 2-mile radius)

	VALUE
Educational, childcare, residential, hospitals, hotels, commercial, shopping centers	5☒
Industrial, warehouse, etc.	4☐
Agricultural, forestry, etc.	3☐
Detention, correctional	2☐
No buildings	0☐
Types of buildings (enter the single largest value checked)	5

Describe the types of buildings: Industrial, residential, educational and commercial buildings are within a 2 mile radius.

E. Accessibility to site refers to access by humans to military munitions. Use the following guidance:

	VALUE
No barrier nor security system	5☐
Barrier is incomplete (e.g., in disrepair or does not completely surround the site). Barrier is intended to deny egress from the site, as for a barbed wire fence for grazing	4☒
A barrier (any kind of fence in good repair) but no separate means to control entry. Barrier is intended to deny access to the site.	3☐
Security Guard, but no barrier	2☐
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel continuously monitors and controls entry; or, an artificial or natural barrier (e.g., fence combined with a cliff) which completely surrounds the area; and, a means to control entry at all times through the gates or other entrances (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the area).	0☐
Accessibility (enter the single largest value checked)	4

Describe the site accessibility: The area is partially fenced.

Property Name:
Project Number:
Property Type:

F. Site Dynamics. This deals with site conditions that are subject to change in the future, but may be stable at the present. Examples would be excessive soil erosion on beaches or streams, increasing land development that could reduce distances from the site to inhabited areas or otherwise increase accessibility.

	VALUE
Expected	5☒
Not anticipated	0☐
Site Dynamics (enter the single largest value checked)	5

Describe the site dynamics: Further development of the area is likely.

TOTAL HAZARD PROBABILITY VALUE 26
(Sum of largest values for A through F (maximum of 30). Apply this value to Hazard Probability Table 2 to determine the Hazard Probability Level.

TABLE 2
HAZARD PROBABILITY*

DESCRIPTION VALUE	LEVEL	HAZARD PROBABILITY
FREQUENT	A ☐	27 or greater
PROBABLE	B ☒	21 to 26
OCCASIONAL	C ☐	15 to 20
REMOTE	D ☐	8 to 14
IMPROBABLE	E ☐	less than 8

*Apply Hazard Probability Level to Table 3.

Property Name:
Project Number:
Property Type:

Part III - Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL	FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:					
CATASTROPHIC I	1 ☐	1 ☒	2 ☐	3 ☐	4 ☐
CRITICAL II	1 ☐	2 ☐	3 ☐	4 ☐	4 ☐
MARGINAL III	2 ☐	3 ☐	4 ☐	4 ☐	4 ☐
NEGLIGIBLE IV	3 ☐	4 ☐	4 ☐	4 ☐	4 ☐

None (V) = RAC 5 ☐

RISK ASSESSMENT CODE (RAC)

RAC 1-4 Recommend and approve further action as appropriate. Refer to EP 1110-1-18 for discussion of MMRP projects and the process to be followed for execution of project response actions.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Recommend and approve NDAI and follow instructions for project closeout in accordance with current program guidance.

PART IV - Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.
The ASR presented evidence of .50 caliber and 20mm ammunition in Area K. Area K is not associated with a range, this is considered isolated incidents.. Historical records indicate an orderly closure and removal of stored MEC in adjacent areas. There was evidence of CWM use in Area C. Documentation exists that CAIS were on site, but no evidence was presented showing disposition. On at least one occasion, live mustard agent was used during CWM Training in an area 100 square yards. Recommend a RAC 1.

Property Name:
Project Number:
Property Type:

Part III - Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL	FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:					
CATASTROPHIC I	1 ☐	1 ☐	2 ☐	3 ☐	4 ☐
CRITICAL II	1 ☐	2 ☐	3 ☐	4 ☐	4 ☐
MARGINAL III	2 ☐	3 ☐	4 ☐	4 ☐	4 ☐
NEGLIGIBLE IV	3 ☐	4 ☐	4 ☐	4 ☐	4 ☐

None (V) = RAC 5 ☒

RISK ASSESSMENT CODE (RAC)

RAC 1-4 Recommend and approve further action as appropriate. Refer to EP 1110-1-18 for discussion of MMRP projects and the process to be followed for execution of project response actions.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Recommend and approve NDAI and follow instructions for project closeout in accordance with current program guidance.

PART IV - Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.
Documentation indicates fire fighting training using explosive intiators and "Lens Charges" was used at this site. The classified nature of these charges and detailed procedures of disposition of debris minimizes potential of MEC presence. During the site visit there was no physcial evidence of MEC found. Additionally, there have been no reports of MEC incidences since closure. Historical records indicate an orderly closure and removal of stored MEC in adjacent areas. There was no evidence of CWM in this area. Recommend RAC 5.

Property Name:
Project Number:
Property Type:

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA A: SPECIAL WEAPONS STORAGE AREA

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA A: Special Weapons Storage Area

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance? Was used as a conventional ammunition and special weapons storage area. No evidence of OE presence.

18 June 1999 Edition/Previous Editions Obsolete

B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4
Pyrotechnics (select the single largest value)	0

What evidence do you have regarding pyrotechnics? Pyrotechnics were stored in this area but not used or demilitarized in the storage area.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3
High explosives (select the largest single value)	0

What evidence do you have regarding bulk explosives? All types of ammunition items were stored in this area, but again there was no demil or usage of the items noted in any documentation or interviews.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized.

VALUE	
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

E. Chemical Warfare Materiel (CWM) and Radiological Weapons: VALUE

Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5

Chemical and Radiological (select the largest single value 0

What evidence do you have regarding chemical or radiological? ?
Chemical Agent Identification Sets were on the installation, presumably stored in this area, but its usage was in Area C and Area F. Special weapons and their components were also stored in this area, but not used or demilitarized there.

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TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61)

0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

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PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

This was Special Weapons Storage Area. Conventional ammunition and probably CAIS items were also stored in this area. None of the stored items were used or demilitarized in this area. Recommend No DOD Action Indicated (NDAI).

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA B: AMMUNITION AREA

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA B: Ammunition Area

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance?
Was used as a conventional ammunition storage area. There was an ammunition maintenance building included in this area. All munitions were removed at closure of installation. No evidence of OE presence.

18 June 1999 Edition/Previous Editions Obsolete

B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4
Pyrotechnics (select the single largest value)	0

What evidence do you have regarding pyrotechnics? Pyrotechnics were stored in this area but not used or demilitarized in the storage area.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3
High explosives (select the largest single value)	0

What evidence do you have regarding bulk explosives? All types of ammunition items were stored in this area, but again there was no demil or usage of the items noted in any documentation or interviews.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized. VALUE	
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

E. Chemical Warfare Materiel (CWM) and Radiological Weapons: VALUE

Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5
Chemical and Radiological (select the largest single value	0

What evidence do you have regarding chemical or radiological? ?
Chemical Agent Identification Sets were on the installation, presumably stored in this area, but its usage was in Area C and Area F.

==========

TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61) 0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

==========

PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

This was used only as a storage area. No demilitarization or use of ammunition items took place in this area. Recommend No DOD Action Indicated (NDAI).

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA C: GAS INSTRUCTION BUILDING AND SOUTH AND WEST SKEET RANGES

RISK ASSESSMENT PROCEDURES FOR MILITARY MUNITIONS RESPONSE PROJECTS

Property Name:	SCHILLING AFB	Rater's Name:	RON THORNHILL
Property Location:	SALINE COUNTY, KS	Phone Number:	(918) 420-8395
FUDS Property/Project #:	B07KS025604	District:	DAC
Property Type:	AREA C	Office Symbol:	SJMAC-ESM
Score:	1	Date Completed:	01 SEPTEMBER 2004

RISK ASSESSMENT:

This risk assessment (RAC) procedure was developed to address explosives safety hazards related to munitions. This procedure does not address environmental hazards associated with munitions constituents. The U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Directorate (CEHNC-OE) developed this procedure in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Corps of Engineers to prioritize the response action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from record searches, reports of Explosive Ordnance Disposal (EOD) actions, field observations (site visits), and interviews. This information is used to assess the risk involved based on the potential MMRP hazards identified for the project. The risk assessment evaluates two factors, hazard severity and hazard probability.

Part I - Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Check all that apply)

A. Conventional ordnance and ammunition:	VALUE
Projectiles, explosive (20 millimeter and larger)	10☐
Bombs, explosive	10☐
Grenades, hand or rifle, explosive	10☐
Landmine, explosive	10☐
Rockets, guided missile, explosive	10☐
Other Explosive item not previously stated	10☐
Bomb, practice (w/spotting charge)	6☐
Detonators, blasting caps, fuses, boosters, bursters	6☐
Practice ordnance (w/ spotting charges, other than bombs)	4☐
Small arms, complete round (.50 cal or less)	1☐
Small arms, expended (.50 cal or less)	0☐
Practice ordnance (w/o spotting charges)	0☐
Conventional ordnance and ammunition (enter largest single value checked)	0

What evidence do you have regarding conventional unexploded ordnance? None.

B. Pyrotechnics (for munitions not described above):

	VALUE
Munitions containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10☐
Munitions containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	10☐
Containers containing WP or other pyrophoric material or flame or incendiary material	6☐
Flares, signals, simulators, screening/burning smokes (other than WP)	4☐
Pyrotechnics (enter the single largest value checked)	0

What evidence do you have regarding pyrotechnics? None.

C. Bulk Explosives (HE) (not an integral part of conventional ordnance; un-containerized):

	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10☐
Secondary explosives (Demolition charges, PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8☐
Insensitive explosive substances (explosive contaminated soils, ammonium nitrate)	3☐
Bulk Explosives (HE) (enter the single largest value checked)	0

What evidence do you have regarding bulk explosives? None.

Property Name:
Project Number:
Property Type:

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized)

	VALUE
Solid or liquid propellants	6☐
Bulk Propellants (select 6 or 0)	0

What evidence do you have regarding bulk propellants? No evidence.

E. Recovered Chemical Warfare Materiel (RCWM), Weaponized Industrial Chemicals and Radiological Materiel:

	VALUE
Toxic chemical agents (H-Mustard, G-Nerve, V-Nerve and L-Lewisite)	25☒
Chemical Agent Identification Sets	20☒
Radiological Materiel (If rad waste is identified please call the HTRW–CX at 402-697-2555)	15☐
Weaponized Industrial Chemicals (Hydrogen Cyanide AC; Cyanogen Chloride, CK; Phosgene, CG)	10☐
Riot Control Agents (vomiting, tear)	5☐
Chemical and Radiological (enter the single largest value checked)	25

What evidence do you have regarding chemical or radiological? Documentation exists that CAIS were on site, but no evidence was presented showing disposition. CWM Training was conducted in Area C 100 square yards using live mustard agent.

TOTAL HAZARD SEVERITY VALUE (Sum of value A through E, maximum of 61) 25
Apply this value to Table 1 to determine Hazard Severity Category

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Property Name:
Project Number:
Property Type:

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I ☒	21 and/or greater
CRITICAL	II ☐	10 to 20
MARGINAL	III ☐	5 to 9
NEGLIGIBLE	IV ☐	1 to 4
**NONE	V ☐	0

*Apply Hazard Severity Category to Table 3 and complete Part II of this form.
**If hazard severity value is 0, complete Part II of this form. Then proceed to Part III and use a RAC score of 5 to determine your appropriate action.

PART II - Hazard Probability. The probability that a hazard has been, or will be, created due to the presence and other rated factors of unexploded ordnance, explosives, incendiary, pyrotechnic, radiological, or RCWM materials on a formerly used Department of Defense (DOD) site.

AREA, EXTENT, ACCESSIBILITY OF MMRP HAZARD (Check all that apply)

A. Locations of MMRP hazards:

	VALUE
On the surface	5☐
Within tanks, pipes, vessels, or other confined areas	4☐
Inside walls, ceilings, or other building/structure	3☐
Subsurface	2☒
Location (enter the single largest value checked)	2

What evidence do you have regarding the location of MMRP? Items could be buried.

Property Name:
Project Number:
Property Type:

B. Distance to nearest inhabited location/structure likely to be at risk from MMRP hazard (road, park, playground, building, etc.).

	VALUE
Less than 1,250 feet	5☒
1,250 feet to 0.5 mile	4☐
0.5 mile to 1.0 mile	3☐
1.0 mile to 2.0 Miles	2☐
Over 2 miles	1☐
Distance (enter the single largest value checked)	5

What are the nearest inhabited structures/buildings? The former base includes businesses, residential areas and schools.

C. Number(s) of building(s) within a 2-mile radius measured from the MMRP hazard area, not the installation boundary.

	VALUE
26 and over	5☒
16 to 25	4☐
11 to 16	3☐
6 to 10	2☐
1 to 5	1☐
0	0☐
Number of buildings (enter the single largest value checked)	5

Narrative: The former base includes businesses, residential areas and schools.

Property Name:
Project Number:
Property Type:

D. Types of Buildings (within 2-mile radius)

	VALUE
Educational, childcare, residential, hospitals, hotels, commercial, shopping centers	5☒
Industrial, warehouse, etc.	4☐
Agricultural, forestry, etc.	3☐
Detention, correctional	2☐
No buildings	0☐
Types of buildings (enter the single largest value checked)	5

Describe the types of buildings: Industrial, residential, educational and commercial buildings are within a 2 mile radius.

E. Accessibility to site refers to access by humans to military munitions. Use the following guidance:

	VALUE
No barrier nor security system	5☐
Barrier is incomplete (e.g., in disrepair or does not completely surround the site). Barrier is intended to deny egress from the site, as for a barbed wire fence for grazing	4☒
A barrier (any kind of fence in good repair) but no separate means to control entry. Barrier is intended to deny access to the site.	3☐
Security Guard, but no barrier	2☐
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel continuously monitors and controls entry; or, an artificial or natural barrier (e.g., fence combined with a cliff) which completely surrounds the area; and, a means to control entry at all times through the gates or other entrances (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the area).	0☐
Accessibility (enter the single largest value checked)	4

Describe the site accessibility: The area is partially fenced.

Property Name:
Project Number:
Property Type:

F. Site Dynamics. This deals with site conditions that are subject to change in the future, but may be stable at the present. Examples would be excessive soil erosion on beaches or streams, increasing land development that could reduce distances from the site to inhabited areas or otherwise increase accessibility.

	VALUE
Expected	5☒
Not anticipated	0☐
Site Dynamics (enter the single largest value checked)	5

Describe the site dynamics: Further development of the area is likely.

TOTAL HAZARD PROBABILITY VALUE 26
(Sum of largest values for A through F (maximum of 30). Apply this value to Hazard Probability Table 2 to determine the Hazard Probability Level.

TABLE 2
HAZARD PROBABILITY*

DESCRIPTION VALUE	LEVEL	HAZARD PROBABILITY
FREQUENT	A ☐	27 or greater
PROBABLE	B ☒	21 to 26
OCCASIONAL	C ☐	15 to 20
REMOTE	D ☐	8 to 14
IMPROBABLE	E ☐	less than 8

*Apply Hazard Probability Level to Table 3.

Property Name:
Project Number:
Property Type:

Part III - Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL	FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:					
CATASTROPHIC I	1 ☐	1 ☒	2 ☐	3 ☐	4 ☐
CRITICAL II	1 ☐	2 ☐	3 ☐	4 ☐	4 ☐
MARGINAL III	2 ☐	3 ☐	4 ☐	4 ☐	4 ☐
NEGLIGIBLE IV	3 ☐	4 ☐	4 ☐	4 ☐	4 ☐

None (V) = RAC 5 ☐

RISK ASSESSMENT CODE (RAC)

RAC 1-4 Recommend and approve further action as appropriate. Refer to EP 1110-1-18 for discussion of MMRP projects and the process to be followed for execution of project response actions.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Recommend and approve NDAI and follow instructions for project closeout in accordance with current program guidance.

PART IV - Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

The ASR presented evidence of CWM use in Area C. Documentation exists that CAIS were on site, but no evidence was presented showing disposition. On at least one occasion, live mustard agent was used during CWM Training in an area 100 square yards. Recommend a RAC 1.

Property Name:
Project Number:
Property Type:

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA D: AIRCRAFT TARGET BUTT

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA D: Aircraft Target Butt

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance?
.50 caliber small arms ammunition and 20mm ammunition was used against this target butt. The target butt has since been removed and there are no remains of any projectiles in this area.

18 June 1999 Edition/Previous Editions Obsolete

B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4

Pyrotechnics (select the single largest value) 0

What evidence do you have regarding pyrotechnics? No historic evidence of any use of Pyrotechnics in this area.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3

High explosives (select the largest single value) 0

What evidence do you have regarding bulk explosives? No historic evidence of any use of Bulk HE in this area.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized.

VALUE	
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

E. Chemical Warfare Materiel (CWM) and Radiological Weapons: VALUE

Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5

Chemical and Radiological (select the largest single value 0

What evidence do you have regarding chemical or radiological? ? No historic evidence of any use of CWM or Radioactive items in this area.

==========

TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61) 0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

==========

PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

Target butt has been removed, site is leveled. No evidence of any remaining OE presence. Recommend No DOD Action Indicated (NDAI).

Schilling AFB
B07KS025604 - AREA D

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA E: AIRCRAFT BURNING/TRAINING AREA

RISK ASSESSMENT PROCEDURES FOR MILITARY MUNITIONS RESPONSE PROJECTS

Property Name:	SCHILLING AFB	Rater's Name:	RON THORNHILL
Property Location:	SALINE COUNTY, KS	Phone Number:	(918) 420-8395
FUDS Property/Project #:	B07KS025604	District:	DAC
Property Type:	AREA E	Office Symbol:	SJMAC-ESM
Score:	5	Date Completed:	01 SEPTEMBER 2004

RISK ASSESSMENT:

This risk assessment (RAC) procedure was developed to address explosives safety hazards related to munitions. This procedure does not address environmental hazards associated with munitions constituents. The U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Directorate (CEHNC-OE) developed this procedure in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Corps of Engineers to prioritize the response action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from record searches, reports of Explosive Ordnance Disposal (EOD) actions, field observations (site visits), and interviews. This information is used to assess the risk involved based on the potential MMRP hazards identified for the project. The risk assessment evaluates two factors, hazard severity and hazard probability.

Part I - Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Check all that apply)

A. Conventional ordnance and ammunition:	VALUE
Projectiles, explosive (20 millimeter and larger)	10☐
Bombs, explosive	10☐
Grenades, hand or rifle, explosive	10☐
Landmine, explosive	10☐
Rockets, guided missile, explosive	10☐
Other Explosive item not previously stated	10☐
Bomb, practice (w/spotting charge)	6☐
Detonators, blasting caps, fuses, boosters, bursters	6☐
Practice ordnance (w/ spotting charges, other than bombs)	4☐
Small arms, complete round (.50 cal or less)	1☐
Small arms, expended (.50 cal or less)	0☐
Practice ordnance (w/o spotting charges)	0☐
Conventional ordnance and ammunition (enter largest single value checked)	0

What evidence do you have regarding conventional unexploded ordnance? The ASR presented evidence of explosive initiators and "LENS CHARGES" being used in training scenerios (fire fighting). The classified nature of these charges and detailed procedures of disposition of debris minimizes potential of MEC presence. Additionally, there was no physcial evidence found during the site visit.

B. Pyrotechnics (for munitions not described above):

	VALUE
Munitions containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10☐
Munitions containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	10☐
Containers containing WP or other pyrophoric material or flame or incendiary material	6☐
Flares, signals, simulators, screening/burning smokes (other than WP)	4☐
Pyrotechnics (enter the single largest value checked)	0

What evidence do you have regarding pyrotechnics? None.

C. Bulk Explosives (HE) (not an integral part of conventional ordnance; un-containerized):

	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10☐
Secondary explosives (Demolition charges, PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8☐
Insensitive explosive substances (explosive contaminated soils, ammonium nitrate)	3☐
Bulk Explosives (HE) (enter the single largest value checked)	0

What evidence do you have regarding bulk explosives? None.

Property Name:
Project Number:
Property Type:

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized)

	VALUE
Solid or liquid propellants	6☐
Bulk Propellants (select 6 or 0)	0

What evidence do you have regarding bulk propellants? No evidence.

E. Recovered Chemical Warfare Materiel (RCWM), Weaponized Industrial Chemicals and Radiological Materiel:

	VALUE
Toxic chemical agents (H-Mustard, G-Nerve, V-Nerve and L-Lewisite)	25☐
Chemical Agent Identification Sets	20☐
Radiological Materiel (If rad waste is identified please call the HTRW–CX at 402-697-2555)	15☐
Weaponized Industrial Chemicals (Hydrogen Cyanide AC; Cyanogen Chloride, CK; Phosgene, CG)	10☐
Riot Control Agents (vomiting, tear)	5☐
Chemical and Radiological (enter the single largest value checked)	0

What evidence do you have regarding chemical or radiological? No evidence.

TOTAL HAZARD SEVERITY VALUE (Sum of value A through E, maximum of 61) 0
Apply this value to Table 1 to determine Hazard Severity Category

---

Property Name:
Project Number:
Property Type:

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I ☐	21 and/or greater
CRITICAL	II ☐	10 to 20
MARGINAL	III ☐	5 to 9
NEGLIGIBLE	IV ☐	1 to 4
**NONE	V ☒	0

*Apply Hazard Severity Category to Table 3 and complete Part II of this form.
**If hazard severity value is 0, complete Part II of this form. Then proceed to Part III and use a RAC score of 5 to determine your appropriate action.

PART II - Hazard Probability. The probability that a hazard has been, or will be, created due to the presence and other rated factors of unexploded ordnance, explosives, incendiary, pyrotechnic, radiological, or RCWM materials on a formerly used Department of Defense (DOD) site.

AREA, EXTENT, ACCESSIBILITY OF MMRP HAZARD (Check all that apply)

A. Locations of MMRP hazards:

	VALUE
On the surface	5☐
Within tanks, pipes, vessels, or other confined areas	4☐
Inside walls, ceilings, or other building/structure	3☐
Subsurface	2☐
Location (enter the single largest value checked)	0

What evidence do you have regarding the location of MMRP? None.

Property Name:
Project Number:
Property Type:

B. Distance to nearest inhabited location/structure likely to be at risk from MMRP hazard (road, park, playground, building, etc.).

	VALUE
Less than 1,250 feet	5☐
1,250 feet to 0.5 mile	4☐
0.5 mile to 1.0 mile	3☐
1.0 mile to 2.0 Miles	2☒
Over 2 miles	1☐
Distance (enter the single largest value checked)	2

What are the nearest inhabited structures/buildings? Several of the former AFB buildings exist today being used by Salina Airport Authority (SAA) or private businesses.

C. Number(s) of building(s) within a 2-mile radius measured from the MMRP hazard area, not the installation boundary.

	VALUE
26 and over	5☒
16 to 25	4☐
11 to 16	3☐
6 to 10	2☐
1 to 5	1☐
0	0☐
Number of buildings (enter the single largest value checked)	5

Narrative: There are over 26 buildings are within a 2-mile radius.

Property Name:
Project Number:
Property Type:

D. Types of Buildings (within 2-mile radius)

	VALUE
Educational, childcare, residential, hospitals, hotels, commercial, shopping centers	5☒
Industrial, warehouse, etc.	4☐
Agricultural, forestry, etc.	3☐
Detention, correctional	2☐
No buildings	0☐
Types of buildings (enter the single largest value checked)	5

Describe the types of buildings: Industrial, residential, educational and commercial buildings are within a 2 mile radius.

E. Accessibility to site refers to access by humans to military munitions. Use the following guidance:

	VALUE
No barrier nor security system	5☐
Barrier is incomplete (e.g., in disrepair or does not completely surround the site). Barrier is intended to deny egress from the site, as for a barbed wire fence for grazing	4☐
A barrier (any kind of fence in good repair) but no separate means to control entry. Barrier is intended to deny access to the site.	3☒
Security Guard, but no barrier	2☐
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel continuously monitors and controls entry; or, an artificial or natural barrier (e.g., fence combined with a cliff) which completely surrounds the area; and, a means to control entry at all times through the gates or other entrances (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the area).	0☐
Accessibility (enter the single largest value checked)	3

Describe the site accessibility: The area is fenced.

Property Name:
Project Number:
Property Type:

F. Site Dynamics. This deals with site conditions that are subject to change in the future, but may be stable at the present. Examples would be excessive soil erosion on beaches or streams, increasing land development that could reduce distances from the site to inhabited areas or otherwise increase accessibility.

	VALUE
Expected	5☐
Not anticipated	0☒
Site Dynamics (enter the single largest value checked)	0

Describe the site dynamics: No expected future changes in this area.

TOTAL HAZARD PROBABILITY VALUE 15
(Sum of largest values for A through F (maximum of 30). Apply this value to Hazard Probability Table 2 to determine the Hazard Probability Level.

TABLE 2
HAZARD PROBABILITY*

DESCRIPTION VALUE	LEVEL	HAZARD PROBABILITY
FREQUENT	A ☐	27 or greater
PROBABLE	B ☐	21 to 26
OCCASIONAL	C ☒	15 to 20
REMOTE	D ☐	8 to 14
IMPROBABLE	E ☐	less than 8

*Apply Hazard Probability Level to Table 3.

Property Name:
Project Number:
Property Type:

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA F: GAS CHAMBER BUILDING

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA F: Gas Chamber Building

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance?
This area was not used for conventional munitions.

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B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4
Pyrotechnics (select the single largest value)	0

What evidence do you have regarding pyrotechnics? No historical evidence to indicate the presence of pyrotechnics.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3
High explosives (select the largest single value)	8

What evidence do you have regarding bulk explosives? No historical evidence to indicate the presence of bulk HE.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized.

VALUE	
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

E. Chemical Warfare Materiel (CWM) and Radiological Weapons: VALUE

Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5

Chemical and Radiological (select the largest single value 0

What evidence do you have regarding chemical or radiological? ? This was a two-room gas chamber, used for exposing/training troops to riot control agents and toxic gases. No gases were used outside the building. The building was used only for a few years then razed.

==========

TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61) 0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

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PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

This was a two-room gas chamber used to train/expose troops
to riot control agents and toxic gases. All chemicals were used
indoors only. The building only appears on the 1946 map and was
razed a few years later due to northerly expansion of the
installation. Recommend No DOD Action Indicated (NDAI).

Schilling AFB
B07KS025604 - AREA F

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA G: EAST SKEET RANGE

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA G: East Skeet Range

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance?
This area was used as skeet range for 12 gauge shot gun ammunition only.

B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4
Pyrotechnics (select the single largest value)	0

What evidence do you have regarding pyrotechnics? No historical evidence to indicate the presence of pyrotechnics.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3
High explosives (select the largest single value)	8

What evidence do you have regarding bulk explosives? No historical evidence to indicate the presence of bulk HE.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized. VALUE	
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

Schilling AFB
B07KS025604 - AREA G

E. Chemical Warfare Materiel (CWM) and Radiological Weapons: VALUE

Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5
Chemical and Radiological (select the largest single value	0

What evidence do you have regarding chemical or radiological? ? No historical evidence to indicate the presence of CWM or Radiological items.

==========

TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61) 0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Schilling AFB
B07KS025604 - AREA G

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

==========

PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

This was a skeet and trap range used only for 12 gauge shotgun ammunition. This was the newest of the several ranges that were at Schilling AFB. Currently businesses are built over the area. Recommend No DOD Action Indicated (NDAI).

Schilling AFB
B07KS025604 - AREA G

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA H: NORTH SKEET RANGE

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA H: North Skeet Range

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance?
This area was used as double skeet and trap range for 12 gauge shot gun ammunition only.

B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4
Pyrotechnics (select the single largest value)	0

What evidence do you have regarding pyrotechnics? No historical evidence to indicate the presence of pyrotechnics.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3
High explosives (select the largest single value)	0

What evidence do you have regarding bulk explosives? No historical evidence to indicate the presence of bulk HE.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized.	VALUE
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

Schilling AFB
B07KS025604 - AREA H

E. Chemical Warfare Materiel (CWM) and Radiological Weapons: VALUE

Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5
Chemical and Radiological (select the largest single value	0

What evidence do you have regarding chemical or radiological? ? No historical evidence to indicate the presence of CWM or Radiological items.

==========

TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61) 0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

==========

PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

This was a double skeet and trap range used only for 12 gauge
shotgun ammunition. This area is currently used by the Kansas
State University. Recommend No DOD Action Indicated (NDAI).

Schilling AFB
B07KS025604 - AREA H

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA I: MISSILE MAINTENANCE BUILDING

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA I: Missile Maintenance Building

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance?
This building was used for the testing, assembly and maintenance of Atlas F missiles. No munitions were fired or demilitarized in the building.

18 June 1999 Edition/Previous Editions Obsolete

B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4
Pyrotechnics (select the single largest value)	0

What evidence do you have regarding pyrotechnics? No historical evidence to indicate the presence of pyrotechnics.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3
High explosives (select the largest single value)	8

What evidence do you have regarding bulk explosives? No historical evidence to indicate the presence of bulk HE.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized.

VALUE	
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

E. Chemical Warfare Materiel (CWM) and Radiological Weapons: VALUE

Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5
Chemical and Radiological (select the largest single value	0

What evidence do you have regarding chemical or radiological? ? No historical evidence to indicate the presence of CWM or Radiological items.

==========

TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61) 0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Schilling AFB
B07KS025604 - AREA I

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

==========

PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

This building was used to test, assemble and perform
maintenance on Atlas F missiles. No ammunition was fired or
demilitarized in this building. Building is currently used by
Raytheon for aircraft parts storage. Recommend No DOD Action
Indicated (NDAI).

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA J: RIOT CONTROL GAS CHAMBER

RISK ASSESSMENT PROCEDURES FOR
ORDNANCE AND EXPLOSIVES (OE) SITES

Site Name: Schilling AFB	Rater's Name: William C. Rutledge
Site Location: Salina, KS	Phone Number: (918) 420-8121
DERP Project #: B07KS025604	Organization: SJMAC-ESL
Date Completed: 28 Jan 2003	Score: 5

OE RISK ASSESSMENT: AREA J: Riot Control Gas Chamber

This risk assessment procedure was developed in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Team (USAESCH-OE) to prioritize the remedial action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from records searches, reports of Explosive Ordnance Disposal (EOD) Detachments actions, field observations, interviews, and measurements. This information is used to assess the risk involved based on the potential OE hazards identified at the site. The risk assessment is composed of two factors, hazard severity and hazard probability. Personnel involved in visits to potential OE sites should view the USAESCH-OE videotape entitled "A Life Threatening Encounter: OEW".

Part 1. Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Circle all that apply)	VALUE
A. Conventional ordnance and ammunition:	
Medium/large caliber (20mm and larger)	10
Bombs, explosive	10
Grenades, hand or rifle, explosive	10
Landmine, explosive	10
Rockets, guided missile, explosive	10
Detonators, blasting caps, fuzes, boosters, bursters	6
Bombs, practice (w/spotting charges)	6
Grenades, practice (w/spotting charges)	4
Landmine, practice (w/spotting charges)	4
Small arms, complete round (.22 cal - .50 cal)	1
Small arms, expended	0
Practice ordnance (wo/spotting charges)	0

Conventional ordnance and ammunition (largest single value) 0

What evidence do you have regarding conventional unexploded ordnance?

This area was not used for conventional munitions.

8 June 1999 Edition/Previous Editions Obsolete

B. Pyrotechnics (for munitions not described above):	VALUE
Munition (containers) containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10
Munition containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	6
Flares, signals, simulators, screening smokes (other than WP)	4
Pyrotechnics (select the single largest value)	0

What evidence do you have regarding pyrotechnics? No historical evidence to indicate the presence of pyrotechnics.

C. Bulk High Explosives (HE) (not an integral part of conventional ordnance; uncontainerized):	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10
Demolition charges	10
Secondary explosives (PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8
Military dynamite	6
Less sensitive explosives (Ammonium Nitrate, Explosive D, etc.)	3
High explosives (select the largest single value)	8

What evidence do you have regarding bulk explosives? No historical evidence to indicate the presence of bulk HE.

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized.

	VALUE
Solid or liquid propellants	6
Propellants	0

What evidence do you have regarding bulk propellants? No historical evidence to indicate the presence of bulk propellants.

E. Chemical Warfare Materiel (CWM) and Radiological Weapons:

	VALUE
Toxic chemical agents (choking, nerve, blood, blister)	25
War Gas Identification Sets	20
Radiological	15
Riot Control Agents (vomiting, tear)	5

Chemical and Radiological (select the largest single value 0

What evidence do you have regarding chemical or radiological? ?
In a personal interview it was stated that building 1050 was used as a gas chamber for riot control agents. Several base maps show this building as a WAC dormitory and later as a nursery. There are no supporting documents to this claim. Building has been razed.

==========

TOTAL HAZARD SEVERITY VALUE (Sum of values A through E (maximum of 61)

0

Apply this value to Table 1 to determine Hazard Severity Category

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I	21 and/or greater
CRITICAL	II	10 to 20
MARGINAL	III	5 to 9
NEGLIGIBLE	IV	1 to 4
**NONE	V	0

*Apply Hazard Severity Category to Table 3

**If hazard severity value is 0, you do not need to complete Part II of this form. Proceed to Part III and use a RAC score of 5 to determine your appropriate action.

Part III. Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL		FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:						
CATASTROPHIC	I	1	1	2	3	4
CRITICAL	II	1	2	3	4	5
MARGINAL	III	2	3	4	4	5
NEGLIGIBLE	IV	3	4	4	5	5

RISK ASSESSMENT CODE (RAC)

RAC 1 Expedite INPR, recommending further action by CEHNC - Immediately call CEHNC-OE-S (comm 205-895-1582/1598).

RAC 2 High priority on completion on INPR - Recommend further action by CEHNC.

RAC 3 Complete INPR - Recommend further action by CEHNC.

RAC 4 Complete INPR - Recommend further action by CEHNC.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Submit NDAI and RAC to CEHNC.

==========

PART IV. Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

According to a personal interview this building had a riot control agent gas chamber. All maps for this building indicate that it was used for a WAC dormitory and later as a nursery. No available documentation supports this statement. Building has been razed. Recommend No DOD Action Indicated (NDAI).

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NO. B07KS025604

RISK ASSESSMENT SHEET

for

AREA K: REMAINING AREA

RISK ASSESSMENT PROCEDURES FOR MILITARY MUNITIONS RESPONSE PROJECTS

Property Name:	SCHILLING AFB	Rater's Name:	RON THORNHILL
Property Location:	SALINE COUNTY, KS	Phone Number:	(918) 420-8395
FUDS Property/Project #:	B07KS025604	District:	DAC
Property Type:	AREA K	Office Symbol:	SJMAC-ESM
Score:	4	Date Completed:	01 SEPTEMBER 2004

RISK ASSESSMENT:

This risk assessment (RAC) procedure was developed to address explosives safety hazards related to munitions. This procedure does not address environmental hazards associated with munitions constituents. The U.S. Army Engineering and Support Center, Huntsville (USAESCH), Ordnance and Explosives Directorate (CEHNC-OE) developed this procedure in accordance with MIL-STD 882C and AR 385-10. The Risk Assessment Code (RAC) score will be used by the U.S. Army Corps of Engineers to prioritize the response action(s) at Formerly Used Defense Sites (FUDS). The risk assessment should be based on the best available information resulting from record searches, reports of Explosive Ordnance Disposal (EOD) actions, field observations (site visits), and interviews. This information is used to assess the risk involved based on the potential MMRP hazards identified for the project. The risk assessment evaluates two factors, hazard severity and hazard probability.

Part I - Hazard Severity. Hazard severity categories are defined to provide a qualitative measure of the worst credible event resulting from personnel exposure to various types and quantities of unexploded ordnance.

TYPE OF ORDNANCE: (Check all that apply)

A. Conventional ordnance and ammunition:	VALUE
Projectiles, explosive (20 millimeter and larger)	10☐
Bombs, explosive	10☐
Grenades, hand or rifle, explosive	10☐
Landmine, explosive	10☐
Rockets, guided missile, explosive	10☐
Other Explosive item not previously stated	10☐
Bomb, practice (w/spotting charge)	6☐
Detonators, blasting caps, fuses, boosters, bursters	6☐
Practice ordnance (w/ spotting charges, other than bombs)	4☐
Small arms, complete round (.50 cal or less)	1☒
Small arms, expended (.50 cal or less)	0☐
Practice ordnance (w/o spotting charges)	0☐
Conventional ordnance and ammunition (enter largest single value checked)	1

What evidence do you have regarding conventional unexploded ordnance? The ASR presented evidence of .50 caliber and 20mm ammunition. This area is not associated with a range, however, interviews identified dates, amounts of ammunition found and locations. The information in the interview gives creedence that small arms ammunition was found, however it is unwarranted to assign a conventional ordnance and ammunition score of 10 as this is likely isolated incidents.

Property Name:
Project Number:
Property Type:

B. Pyrotechnics (for munitions not described above):

	VALUE
Munitions containing White Phosphorus (WP) or other pyrophoric material (i.e., spontaneously flammable)	10☐
Munitions containing a flame or incendiary material (i.e., Napalm, Triethylaluminum metal incendiaries)	10☐
Containers containing WP or other pyrophoric material or flame or incendiary material	6☐
Flares, signals, simulators, screening/burning smokes (other than WP)	4☐
Pyrotechnics (enter the single largest value checked)	0

What evidence do you have regarding pyrotechnics? None.

C. Bulk Explosives (HE) (not an integral part of conventional ordnance; un-containerized):

	VALUE
Primary or initiating explosives (Lead Styphnate, Lead Azide, Nitroglycerin, Mercury Azide, Mercury Fulminate, Tetracene, etc.)	10☐
Secondary explosives (Demolition charges, PETN, Compositions A, B, C, Tetryl, TNT, RDX, HMX, HBX, Black Powder, etc.)	8☐
Insensitive explosive substances (explosive contaminated soils, ammonium nitrate)	3☐
Bulk Explosives (HE) (enter the single largest value checked)	0

What evidence do you have regarding bulk explosives? None.

Property Name:
Project Number:
Property Type:

D. Bulk propellants (not an integral part of rockets, guided missiles, or other conventional ordnance; uncontainerized)

	VALUE
Solid or liquid propellants	6☐
Bulk Propellants (select 6 or 0)	0

What evidence do you have regarding bulk propellants? No evidence.

E. Recovered Chemical Warfare Materiel (RCWM), Weaponized Industrial Chemicals and Radiological Materiel:

	VALUE
Toxic chemical agents (H-Mustard, G-Nerve, V-Nerve and L-Lewisite)	25☐
Chemical Agent Identification Sets	20☐
Radiological Materiel (If rad waste is identified please call the HTRW–CX at 402-697-2555)	15☐
Weaponized Industrial Chemicals (Hydrogen Cyanide AC; Cyanogen Chloride, CK; Phosgene, CG)	10☐
Riot Control Agents (vomiting, tear)	5☐
Chemical and Radiological (enter the single largest value checked)	0

What evidence do you have regarding chemical or radiological? No evidence.

TOTAL HAZARD SEVERITY VALUE (Sum of value A through E, maximum of 61) 1
Apply this value to Table 1 to determine Hazard Severity Category

---

Property Name:
Project Number:
Property Type:

TABLE 1
HAZARD SEVERITY*

DESCRIPTION	CATEGORY	HAZARD SEVERITY VALUE
CATASTROPHIC	I ☐	21 and/or greater
CRITICAL	II ☐	10 to 20
MARGINAL	III ☐	5 to 9
NEGLIGIBLE	IV ☒	1 to 4
**NONE	V ☐	0

*Apply Hazard Severity Category to Table 3 and complete Part II of this form.
**If hazard severity value is 0, complete Part II of this form. Then proceed to Part III and use a RAC score of 5 to determine your appropriate action.

PART II - Hazard Probability. The probability that a hazard has been, or will be, created due to the presence and other rated factors of unexploded ordnance, explosives, incendiary, pyrotechnic, radiological, or RCWM materials on a formerly used Department of Defense (DOD) site.

AREA, EXTENT, ACCESSIBILITY OF MMRP HAZARD (Check all that apply)

A. Locations of MMRP hazards:

	VALUE
On the surface	5☐
Within tanks, pipes, vessels, or other confined areas	4☐
Inside walls, ceilings, or other building/structure	3☐
Subsurface	2☒
Location (enter the single largest value checked)	2

What evidence do you have regarding the location of MMRP? Items were uncovered during excavation operations.

Property Name:
Project Number:
Property Type:

B. Distance to nearest inhabited location/structure likely to be at risk from MMRP hazard (road, park, playground, building, etc.).

	VALUE
Less than 1,250 feet	5☒
1,250 feet to 0.5 mile	4☐
0.5 mile to 1.0 mile	3☐
1.0 mile to 2.0 Miles	2☐
Over 2 miles	1☐
Distance (enter the single largest value checked)	5

What are the nearest inhabited structures/buildings? The former base includes businesses, residential areas and schools.

C. Number(s) of building(s) within a 2-mile radius measured from the MMRP hazard area, not the installation boundary.

	VALUE
26 and over	5☒
16 to 25	4☐
11 to 16	3☐
6 to 10	2☐
1 to 5	1☐
0	0☐
Number of buildings (enter the single largest value checked)	5

Narrative: The former base includes businesses, residential areas and schools.

Property Name:
Project Number:
Property Type:

D. Types of Buildings (within 2-mile radius)

	VALUE
Educational, childcare, residential, hospitals, hotels, commercial, shopping centers	5☒
Industrial, warehouse, etc.	4☐
Agricultural, forestry, etc.	3☐
Detention, correctional	2☐
No buildings	0☐
Types of buildings (enter the single largest value checked)	5

Describe the types of buildings: Industrial, residential, educational and commercial buildings are within a 2 mile radius.

E. Accessibility to site refers to access by humans to military munitions. Use the following guidance:

	VALUE
No barrier nor security system	5☐
Barrier is incomplete (e.g., in disrepair or does not completely surround the site). Barrier is intended to deny egress from the site, as for a barbed wire fence for grazing	4☒
A barrier (any kind of fence in good repair) but no separate means to control entry. Barrier is intended to deny access to the site.	3☐
Security Guard, but no barrier	2☐
A 24-hour surveillance system (e.g., television monitoring or surveillance by guards or facility personnel continuously monitors and controls entry; or, an artificial or natural barrier (e.g., fence combined with a cliff) which completely surrounds the area; and, a means to control entry at all times through the gates or other entrances (e.g., an attendant, television monitors, locked entrances, or controlled roadway access to the area).	0☐
Accessibility (enter the single largest value checked)	4

Describe the site accessibility: The area is partially fenced.

Property Name:
Project Number:
Property Type:

F. Site Dynamics. This deals with site conditions that are subject to change in the future, but may be stable at the present. Examples would be excessive soil erosion on beaches or streams, increasing land development that could reduce distances from the site to inhabited areas or otherwise increase accessibility.

	VALUE
Expected	5☒
Not anticipated	0☐
Site Dynamics (enter the single largest value checked)	5

Describe the site dynamics: Further development of the area is likely.

TOTAL HAZARD PROBABILITY VALUE 26
(Sum of largest values for A through F (maximum of 30). Apply this value to Hazard Probability Table 2 to determine the Hazard Probability Level.

TABLE 2
HAZARD PROBABILITY*

DESCRIPTION VALUE	LEVEL	HAZARD PROBABILITY
FREQUENT	A ☐	27 or greater
PROBABLE	B ☒	21 to 26
OCCASIONAL	C ☐	15 to 20
REMOTE	D ☐	8 to 14
IMPROBABLE	E ☐	less than 8

*Apply Hazard Probability Level to Table 3.

Property Name:
Project Number:
Property Type:

Part III - Risk Assessment. The risk assessment value for this site is determined using the following Table. Enter the results of the Hazard Probability and Hazard Severity values.

TABLE 3

PROBABILITY LEVEL	FREQUENT A	PROBABLE B	OCCASIONAL C	REMOTE D	IMPROBABLE E
SEVERITY CATEGORY:					
CATASTROPHIC I	1 ☐	1 ☐	2 ☐	3 ☐	4 ☐
CRITICAL II	1 ☐	2 ☐	3 ☐	4 ☐	4 ☐
MARGINAL III	2 ☐	3 ☐	4 ☐	4 ☐	4 ☐
NEGLIGIBLE IV	3 ☐	4 ☒	4 ☐	4 ☐	4 ☐

None (V) = RAC 5 ☐

RISK ASSESSMENT CODE (RAC)

RAC 1-4 Recommend and approve further action as appropriate. Refer to EP 1110-1-18 for discussion of MMRP projects and the process to be followed for execution of project response actions.

RAC 5 Usually indicates that No DOD Action Indicated (NDAI) is necessary. Recommend and approve NDAI and follow instructions for project closeout in accordance with current program guidance.

PART IV - Narrative. Summarize the documented evidence that supports this risk assessment. If no documented evidence was available, explain all the assumptions that you made.

The ASR presented evidence of .50 caliber and 20mm ammunition. This area is not associated with a range, however, interviews identified dates, amounts of ammunition found and locations. The information in the interview gives creedence that small arms ammunition was found, however it is unwarranted to assign a conventional ordnance and ammunition score of more than1 as this is likely isolated incidents.. Historical records indicate an orderly closure and removal of stored MEC in adjacent areas. There was no evidence of CWM in this area. Recommend RAC 4.

Property Name:
Project Number:
Property Type:

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
for
FORMERLY USED DEFENSE SITES

ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT for the former SCHILLING AFB SALINA, KANSAS PROJECT NUMBER B07KS025604

May 2003

Prepared For
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ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

ACKNOWLEDGMENT

The following persons provided support as indicated.

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*Team Leader

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

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ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

1. INTRODUCTION

a. Subject and Purpose

(1) This report presents the findings of a historical records search and site inspection for ordnance and explosives (OE) presence located at the former Schilling AFB. Schilling AFB has been known previously as Smoky Hill Army Air Field (AAF), Smoky Hill Air Field (AF), Smoky Hill Air Force Base (AFB) and finally Schilling Air Force Base. For purposes of this report the name Schilling AFB will be inclusive of the above listed names. Schilling AFB had conventional ammunition, chemical warfare materiel (CWM), and special weapons (SW). The investigation was performed under the authority of the Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP/FUDS).

(2) The investigation focused on a 4,134.72 acre site located to the southwest of Salina, Kansas (see plate 1). Smoky Hill AAF was used by the U.S. Army from 1942 through November 1947, at which time it was transferred to the newly established U.S. Air Force. The U.S. Air Force operated Schilling AFB until 03 April 1967.

(3) The purpose of this investigation was to characterize the site for potential OE presence, to include conventional ammunition, CWM, and special weapons. This was achieved through evaluation of all historical records available, interviews, and the on-site visual inspection results.

b. Scope

(1) This report presents the site history, site description, real estate ownership information, and determination of ordnance presence based on available records, interviews, and the site inspection. It further provides a complete evaluation of all information to assess actual and potential current day ordnance presence.

(2) For the purpose of this report, OE presence consists of live ammunition, live ammunition components, CWM or explosives which have been lost, abandoned, discarded, buried, fired, or thrown from demolition pits or burning pads. These items were either manufactured, purchased, stored, used, and/or disposed of

by the War Department/Department of Defense (DOD). Such ammunition/components are no longer under accountable record control of any DOD organization or activity.

(3) **Expended** small arms ammunition (.50 cal or smaller) is **not** considered OE. OE further includes "explosive soil" which refers to any mixture in soil, sands, clays, etc., such that the mixture itself is explosive. Generally, 10 percent or more by weight of secondary explosives in a soil mixture is considered explosive soil.

2. PREVIOUS INVESTIGATIONS/PROJECTS

a. 1991 Preliminary Assessment of Eligibility, Former Schilling Air Force Base, Kansas

(1) A Preliminary Assessment of Eligibility (PAE) for Schilling AFB was conducted under the DERP/FUDS by the Corps of Engineers, Northwestern Division. The Findings and Determination of Eligibility (FDE) concluded that the 4,134.72 acre site had been formerly acquired, leased, and purchased by the U.S. Army (then transferred to the U.S. Air Force).

(2) The FDE concluded that there were eligible categories under the DERP/FUDS program. Since the site was operated by the U.S. Army and U.S. Air Force as a military air base, an Ordnance and Explosives (OE) project was recommended, DERP/FUDS Project Number B07KS025604 (see table 2-1 and document E-1). This PAE also refers to CON/HTW project number B07KS025602 and HTW project number B07KS025603 which are in progress at this time.

b. 1996 Archive Search Report for the former Osage Precision Bombing Range #3

ASR states that this Precision Bombing Range (PBR) was assigned to Smoky Hill AFB. Approval was given for the use of AN-M30 and M30A1 100-pound High Explosive Bombs. ASR goes on further to add that debris was found from 100 pound practice bombs and miniature bombs (see document E-2).

c. 1995 Archive Search Report for the former Pottawatomie Precision Bombing Range #1

ASR indicates that range was transferred to Smoky Hill AAF and that 500 pound water filled bombs, 100 pound sand filled bombs with spotting charge, and possibly 100 pound High Explosive bombs were used on this range (see document E-3).

d. 1996 Archive Search Report for the former Wabaunsee Precision Bombing Range #2

ASR notes that this bombing range was reassigned to Smoky Hill AAF on 03 August 1943. Range was used from December 1942 until 23 September 1946. Range was used for air-to-ground practice as well as PBR. Munitions used on this range were .50 caliber, 100 and 500 pound practice bombs (see document E-4).

TABLE 2-1
DERP/FUDS PRELIMINARY ASSESSMENT PROJECTS

Project Number	DERP Category	Present Phase	Comments	Location
B07KS025604	OE	SI	Ordnance and Explosives	Salina, KS (see plates 1-4)
	BD/DR	-	None Recommended	
B07KS025602	CON/HTW	In Process	Presence Confirmed	
B07KS025603	HTW	In Process	Presence Confirmed	

3. SITE DESCRIPTION

a. Existing Land Usage

(1) Schilling AFB was located in Saline County, Kansas. The site occupies the Salina Municipal Airport and surrounding airport facilities (see document L-17 and photograph K-1).

(2) Schilling AFB consisted of 4,134.72 acres of farmland located in the southwest portion of Salina, Kansas. The site is owned by the Salina Airport Authority (SAA), Kansas State University, various businesses, and private residences.

(3) Table 3-1 shows current land usage.

TABLE 3-1
CURRENT LAND USAGE

AREA	FORMER USAGE	PRESENT OWNER	PRESENT USAGE	SIZE/ ACRES	COMMENTS
A	Special Weapons Storage Area	SAA	Storage and Maintenance	113.1	See Plate 4
B	Ammunition Area	SAA	Storage and Open Field	15.8	See Plate 4
C	Gas Instruction Building and South and West Skeet Ranges	SAA	Farming	11.3	See Plate 4
D	Aircraft Target Butt	SAA	Farming	59.3	See Plate 4
E	Aircraft Burning/Training Area	SAA	Open Field, Glide Path	11.7	See Plate 4
F	Gas Chamber Building	Private Owner	Mixing Plant	0.2	See Plate 4
G	East Skeet Range	Private Owners	Car Repair, Pipe Bending	5.8	See Plate 4
H	North Skeet Range	Kansas State University	University	6.5	See Plate 4
I	Missile Maintenance Building	SAA	Storage	1.4	See Plate 4
J	Riot Control Gas Chamber	SAA	Open Field	0.4	See Plate 4
K	Remaining Area	SAA, Kansas State University, and Private	Airport, Industrial and Residential	3,909.22	See Plate 4
TOTAL ACRES				4,134.72	

b. Climatic Data

(1) Material in paragraphs 3b(2) through (8) was extrapolated data from the United States Department of Agriculture (USDA) Soil Conservation Service and the High Plains Regional Climate Center (reference B-37 and B-38).

(2) The climate of Saline County is typical continental, as can be expected of a location in the interior of a large landmass in the middle latitudes. It is characterized by large daily and annual variations in temperature. Winters are cold because of frequent outbreaks of polar air. The cold temperatures prevail only from December to February. Warm summer temperatures prevail for about 6 months every year. They provide a long growing season for the crops grown in the county. Spring and fall are relatively short.

(3) Saline County is generally along the western edge of the flow of moisture-laden air from the Gulf of Mexico. Shifts in this current result in a rather large range in the amount of precipitation. Precipitation is heaviest from May through September, when much of it falls during late evening or nighttime thunderstorms. Precipitation in dry years is marginal for agricultural production. Even in wet years, crops commonly are adversely affected by prolonged periods without rain.

(4) In winter, the mean temperature is 31.5°F and the average daily minimum temperature is 20.9°F. The lowest recorded temperature, which occurred at Salina on 13 February 1905, is -31.0°F. In the summer, the mean temperature is 78.5°F and the mean daily minimum temperature is 45.1°F. The highest recorded temperature, which occurred at Salina on 13 August 1936, is 118.0°F.

(5) The total annual precipitation is 29.80 inches. Of these, 21.31 inches or 72 percent, usually falls between April and September. The growing season for most crops falls within this period. In 2 years out of 10, the rainfall in April through September is less than 15.78 inches or more than 25.25 inches. The heaviest 1 day rainfall during the period of record was 5.85 inches on 21 May 1971.

(6) Severe windstorms and tornadoes accompany well developed thunderstorms, but they are infrequent and of local extent. Losses from hail are more severe, but they are not so great as those in counties to the west.

(7) The average seasonal snowfall is 19.2 inches. The highest recorded seasonal snowfall is 52 inches, which occurred during the winter of 1959 - 1960. On the average, 20 days of the year have at least 1 inch of snow on the ground.

(8) The sun shines 76 percent of the time in summer and 64 percent in winter. The prevailing wind is from the south. Average wind speed is highest, 13.0 miles per hour, in March and April. Average annual wind speed is 11.0 miles per hour.

c. Topography

(1) Information in paragraph 3c(2) was taken from the United States Department of Agriculture (USDA) Soil Conservation Service (reference B-38).

(2) Most of Saline County is in the Central Kansas Sandstone Hills major land resource area. The eastern edge of the county, however, is in the Central Loess Plains land resource area. The soils in the county, generally deep or moderately deep, are nearly level to strong sloping, and have a silty, clayey, or loamy subsoil. The highest elevation, more than 1,600 feet above sea level, is in an area in the western part of the county near Brookville. The lowest elevation, about 1,150 feet, is along the Smoky Hill River, in an area in the eastern part near Solomon.

(3) The area of the specific site varies from 1,200 feet to 1300 feet above sea level. The area is flat, perhaps a few very gentle rolls, but otherwise a perfect place for an airport. The grounds are farmed, mowed, paved or buildings have been erected.

d. Geology and Soils

(1) Material in paragraph 3d(2) was extracted from the United States Department of Agriculture (USDA) Soil Conservation Service (reference B-38).

(2) Site Specific Geology/Soils

The Schilling AFB area consists basically of two types of soil: Crete silt loam, 0 to 2 percent slopes and Crete silt loam, 2 to 5 percent slopes.

a) Crete silt loam 0 to 2 percent slope, this deep, nearly level, moderately well drained soil is on broad flats in the uplands. Individual areas are irregular in shape and range from 10 to 2,000 acres in size.

1) Typically, the surface layer is dark grayish brown silt loam about 6 inches thick. The subsoil is about 40 inches thick. It is grayish brown, firm silty clay loam in the upper part; brown and pale brown, firm, calcareous silty clay loam in the lower part. The substratum to a depth of about 60 inches is light yellowish brown, calcareous silt loam. In

some places, the subsurface layer is silty clay or silty clay loam and the upper part of the subsoil is clay. In other places the subsoil is pale brown. In some small areas, in depressions, the soil is subject to ponding.

2) Permeability is slow in the subsoil and moderate or moderately slow in the substratum. Surface runoff is slow. Available water capacity is high. Natural fertility also is high. The surface layer is friable and can be easily tilled throughout a fairly wide range in moisture content. The shrink-swell potential is high in the subsoil.

3) Nearly all of the acreage is used for cultivated crops. This soil is well suited to wheat, grain sorghum, forage sorghum, and alfalfa. The clayey subsoil, however, restricts the movement of water and air and root development and slowly releases water to plants. Applying a system of conservation tillage that leaves all or part of the crop residue on the surface and adding other organic material improve fertility and tilth and increase the rate of water infiltration.

4) This soil is poorly suited to dwellings and septic tank absorption fields. It is moderately well suited to sewage lagoons. The shrink-swell potential is a limitation on sites for dwellings. Proper designing and reinforcing foundations and installing sealed foundation drains help to prevent the structural damage caused by shrinking and swelling. Slab-on-grade foundations should not be used. The slow permeability restricts the absorption of effluent in septic tank absorption fields. It can be overcome by enlarging the field or by installing the lateral lines below the subsoil. Seepage is a limitation on sites for sewage lagoons. It can be controlled by sealing the lagoon.

b) Crete silt loam 2 to 5 percent slopes, this deep, moderately sloping, moderately well drained soil is on convex side slopes in the uplands. Individual areas are irregular in shape and range from 10 to several hundred acres in size.

1) Typically, the subsurface layer is dark grayish brown silt loam about 6 inches thick. The subsurface layer is grayish brown silt loam about 4 inches thick. The subsoil is about 40 inches thick. The upper part is grayish brown, firm silty clay loam: the next part brown and pale brown, very firm silty clay: and the lower part is pale brown, firm, calcareous silty clay loam. The substratum to a depth of about

60 inches is light yellowish brown, calcareous silt loam. In places the lower part of the subsoil and the substratum are reddish yellow and reddish brown.

2) Included with this soil in mapping are small areas of the well drained Geary, Lancaster, Tobin, and Wells soils. These soils are less clayey than the Crete soil. Geary and Wells soils and the moderately deep Lancaster soils are on the lower side slopes. Tobin soils are along narrow drainage ways and are occasionally flooded. Included soils make up about 20 percent of the map unit.

3) Permeability is slow in the subsoil of the Crete soil and moderate or moderately slow in the substratum. Surface runoff is medium. Available water capacity is high. Natural fertility also is high. The surface layer is friable and can be easily tilled throughout a fairly wide range in moisture content. The shrink-swell potential is high in the subsoil.

4) This soil is moderately well suited to wheat, sorghum, and alfalfa. The clayey subsoil absorbs and releases moisture slowly. Water erosion is a hazard if cultivated crops are grown. Terracing, farming on the contour, applying a system of conservation tillage, and leaving crop residue on the surface help to control erosion, conserve moisture and improve tilth.

5) The shrink-swell potential is a severe limitation if this soil is used as a site for dwellings. Properly designed and reinforced foundations and installing sealed foundation drains help to prevent the structural damage caused by shrinking and swelling. Slab-on-grade foundations should not be used.

6) Slope and Seepage are limitations on sites for sewage lagoons. Some land shaping commonly is needed to overcome the slope. Seepage can be controlled by sealing the lagoon. The slow permeability restricts the absorption of effluent in septic tank absorption fields. Increasing the size of the field or installing the lateral lines below the subsoil improves the functioning of the septic tank system.

e. Hydrology

(1) Information in paragraphs 3e(2) through (4) was taken from the United States Department of Agriculture (USDA) Soil Conservation Service (reference B-38).

(2) Most of Saline County is drained into the Smoky Hill River and its tributaries, which flow north and east across the county. The northern part of the county is drained by the Saline and Solomon Rivers. Spring Creek, Mulberry Creek, and Gypsum Creek are other major tributaries in the county.

(3) Many upland areas do not have an adequate supply of water for domestic and livestock uses. Rural water districts help to distribute water to these areas. The water supply generally is better in the valleys along the major streams. Some of the soils in these valleys are irrigated. The irrigation water is drawn from wells or local streams or is surface water impounded by dams.

(4) Of the 1307 wells measured in 1998, slightly less than half (651) had depths to water of less than 100 feet (30 meters), with slightly more than 1% with depths greater than 300 feet (91 meters). Most of the wells measured (71%) currently are used for irrigation.

f. Natural Resources

There are four species of animals and one type of plant that are listed as being threatened, endangered or rare that may be around the former Schilling AFB area.

Table 3-2 presents a listing of endangered animal/plant species in this area of Salina, Kansas and any possible historical sites within and around the project area (reference B-75).

TABLE 3-2
NATURAL, HISTORICAL AND CULTURAL RESOURCES

Resource Classification	Type	Comment Federal	Comment State
Birds	Bald Eagle	T(PD)	T
	Whooping Crane	E	E
Mammals	Grey Bat	E	E
	Black-footed Ferret	E	E
Plants	Western Prairie Fringed Orchid	T	T
Historical and Cultural	Contact State Historical Preservation Officer		

E = Endangered
PD = Proposed Delisting
T = Threatened

g. Historical and Cultural Resources

Contact with the State Historical Preservation Officer (SHPO) is required prior to any intrusive remedial activities on this site.

4. HISTORICAL ORDNANCE PRESENCE

a. Chronological Site Summary

(1) The former Smoky Hill Army Air Field was originally located approximately 2 miles Southwest of Salina, Kansas. Encroachment has now made Salina Municipal Airport a part of the city of Salina, Kansas. On 28 April 1942, the U.S. Army was issued an order granting the government's application for condemnation of the property and giving the army immediate possession. The original request was for the complete sections of Township 14 South, Range 4 West, Section 33 and 34, and Township 15 South, Range 4 West, Sections 3 and 4 (see document H-1).

(2) Construction of the air base was considered to have officially begun on 05 May 1942. In August 1942, the base acquired 480 more acres. Constructed were two 7,500 feet long runways and two 10,000 feet long runways; the latter being later expanded to 13,337 feet. Smoky Hill AAF was declared operational on 23 December 1942 (see document F-10, H-9).

(3) Under the Army's command, Smoky Hill AAF was built quickly to support the needs of training WWII pilots for bombing missions. The official name of Smoky Hill Army Air Field (December 1942 - November 1947) or SHAAF was changed to Smoky Hill Air Field on 20 November 1947. On 23 January 1948, the name was changed to Smoky Hill Air Force Base or SHAFB to reflect the transfer to the newly established U.S. Air Force. On 16 March 1957, the final name change was made to Schilling AFB, in honor of a decorated Kansas fighter pilot (see document F-5 and F-10).

(4) The original ammunition area was constructed in 1942, more land was acquired south of the area and on or about 1952 a new ordnance area was built directly south of the ammunition area. In 1955 a special weapons storage area was constructed. The construction of this area encompassed the ordnance area (see documents F-10, H-4, L-1, L-2, L-4, L-5, L-8, L-9, L-10, L-11, L-12 and L-13).

(5) The air base had B-17, B-24, B-29 and B-47 bombers assigned to it during its operation. Right up until the time of closing, B-52 bombers were scheduled to replace the B-47 bombers at Schilling AFB. Table 4-1 lists aircraft armament and Table 4-2 lists units and missions that were supplied to the air base. Smoky Hill AAF had three bombing ranges assigned to its command; the ranges were 75 to 90 miles away. A target butt was also available on the air base to support the weapons sighting of the aircraft (see document F-6, F-7, F-10, F-13, F-17, H-5, K-4 and L-3).

(6) The Department of Defense deactivated Smoky Hill AFB on 20 April 1950. A skeleton crew (one Captain, four airmen, and 21 civilians) remained on the installation as caretakers until a future disposition could be determined. On 01 August 1951 Smoky Hill AFB was reopened as a prestigious Strategic Air Command Base. Over 24 million dollars was to be used to completely rebuild the structures and runways of the base (see documents H-3 and F-18).

(7) The mission of SAC at the time was to be prepared to fly nuclear strikes on the Soviet Union. At all times, two B-47 bombers would be fueled and loaded with special weapons ready for launch within 15 minutes. The B-47 fully loaded with fuel and weapons could not be depended upon to take off with only the power supplied by the engines. Engine power was supplemented by use of Jet Assisted Take Off (JATO) units (see documents F-8, F-10 and H-10).

(8) Schilling AFB originally had a gas instruction building west of the Ammunition Area, and later established a gas chamber north of the sewage disposal plant. The gas chamber near the sewage disposal plant was removed a few years later due to the northwardly growth of the administrative area of Schilling AFB. One and one half M1 detonating gas identification sets (Chemical Agent Identification Sets (CAIS)) were issued to Schilling AFB (see documents D-7, E-5, F-14, F-15, F-16, L-1, L-6, L-7, L-8, L-9, L-10 and L-11).

(9) There were several skeet ranges on the air base at various locations and at different times. A total of one double, and 4 single skeet ranges were established (see documents L-1, L-4, L-5, L-8, L-10 and L-15).

(10) Atlas F missiles arrived at Schilling AFB on 24 July 1961. These were the first Atlas F hardened silos constructed and operational in the U.S., and part of a 12 satellite system assigned to Schilling AFB. These silos were not on Schilling AFB and will not be addressed in this ASR, but the maintenance, assembly and testing of these missiles was accomplished on the air base (see document F-10 and L-16).

(11) An area in the southeastern section of the air base was used for firefighting training purposes. Training involved unusable aircraft that were doused in gasoline and set on fire. Site was also used at least once to train firefighters and Explosive Ordnance Disposal (EOD) personnel how to react when aircraft carrying special weapons are involved in hazardous incidents. Sometime on or about August 1959, explosive lens charges from deactivated special weapons were used for this purpose (see documents F-11 and F-12).

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(12) As the base evolved through the years, building numbers were changed to accommodate new numbering methods or to make room for new construction. The latest building numbers will be used throughout this report. Table 4-3 has been created to depict the various building numbers assigned.

(13) Several firing ranges and one housing area were operated by Schilling AFB but located on Camp Philips (see documents F-2 and F-10).

(14) In November 1964, it was announced that Schilling AFB would be included in the 95 installations to be closed. Special Order G-17, was enacted on 03 April 1967, officially closing Schilling AFB. The Salina Airport Authority managed the bulk of the relinquished property. Acreage was also provided to Department of Education, private businesses and residence (see documents E-1, F-10, G-4, G-5, H-6 and H-7, and photograph J-38).

Table 4-1
Aircraft Armament

Plane Designation	.30 Cal	.50 Cal	20mm	Bombs (maximum)
B-17 Flying Fortress:	Yes	Yes	No	6,000 pounds
B-24 Liberator:	No	Yes	No	8,000 pounds
B-29 Superfortress:	No	Yes	Yes	20,000 pounds
B-47 Stratojet:	No	Yes	No	22,000 pounds

TABLE 4-2
UNITS ASSIGNED TO
SMOKY HILL AAF / SMOKY HILL AF / SCHILLING AFB

Designation	Time Period	Aircraft Assigned
376th Base Headquarters Squadron	09/42 - 11/45	Admin
21st Bomb Wing	10/42 - 05/43	B-17
346th Bomb Group	10/42 - 02/43	B-17
58th Bomb Operations Training Wing	05/43 - 06/43	B-17
58th Bomb Wing	09/43 - 03/44	B-17
73rd Bomb Operations Training Wing	06/43 - 10/43	B-29
73rd Bomb Wing	01/43 - 02/44	B-29
462nd Bomb Group	07/43 - 07/43	B-29
400th Bomb Group	07/43 - 09/43	B-24
468th Bomb Group	08/43 - 03/44	B-29
472nd Bomb Group	09/43 - 11/43	B-29
XX Bomber Command	11/43 - 02/44	B-29

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TABLE 4-2 (continued)
UNITS ASSIGNED TO
SMOKY HILL AAF / SMOKY HILL AF / SCHILLING AFB

Designation	Time Period	Aircraft Assigned
499th Bomb Group	12/43 - 07/44	B-29
XXI Bomber Command	03/44 - 06/44	B-29
17th Bomb Operations Training Wing	03/44 - 03/44	B-29
39th Bomb Group	04/44 - 01/45	B-29
382nd Bomb Group	12/44 - 07/45	B-29
485th Bomb Group	09/45 - 08/46	B-29
44th Bomb Group	12/45 - 07/46	B-29
519th Air Service Group	11/45 - 01/47	Admin
405th Air Service Group	02/46 - 01/47	Admin
92nd Bomb Group (Inactive)	10/46 - 06/47	Admin
49th Combat Wing, Provisional	01/47 - 11/47	B-29
97th Bomb Wing/Group	08/46 - 05/48	B-29
301st Bomb Wing/Group	11/47 - 12/49	B-29
22nd Bomb Wing/Group	05/48 - 05/49	B-29
4108th Base Service Squadron	12/49 - 06/52	Admin
802nd Air Division	06/52 - 06/60	B-29/B-47/ KC-97
802nd Medical Group	06/52 - 06/65	Hospital
310th Bomb Wing/ Strategic Aerospace Wing	09/52 - 06/65	B-29/B-47/ KC-97/KC-135
40th Bomb Wing	01/53 - 06/60	B-29/B-47
40th Air Refueling Squadron	01/53 - 03/63	KC-97
550th Strategic Missile Squadron	04/61 - 06/65	Atlas F Missile
22nd Strategic Air Division	07/62 - 07/63	B-47/B-52* KC-97/KC-135 Atlas F Missile
310th Combat Support Group	06/60 - 06/65	Admin
4253rd Air Base Squadron	06/65 - 04/67	Admin

*Although B-52 Bombers were assigned to 22nd Strategic Air Division, no B-52 aircraft were assigned to the element stationed at Schilling AFB

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Table 4-3 Building numbers		
Purpose	**Location**	**Original / Change #1 / Change #2**
Assembly and Maintenance	Ammunition Area	80 / 1112 / 1127
Segregated Storage Magazine	Ammunition Area	82 / 1115 /
Chemical Bomb Magazine	Ammunition Area	83 / 1114 /
Pyrotechnics Magazine	Ammunition Area	84 / 1116 /
Small Arms Ammunition	Ammunition Area	85 / 1117 /
Black Powder Igloo	Ammunition Area	86 / 1113 / 1149
Gas Instruction	West of Ammunition Area	90 / 1125
Target Butt	Target Butt	1100 /
Riot Control Gas Chamber	South Administrative Area	1050 / 1250 /
Gas Chamber	North of Sewage Disposal Plant	57
Missile Maintenance	East end of "Taxiway 6 (D)"	8 / 6 / 606
Ordnance Area Magazines (x5)	Middle Igloo Row in SW Area	1144 – 1140 / 1067 – 1027
SW Igloos (North x6)	Igloos North of Ordnance Area	1134–1139/1079 – 1029
SW Igloos (South x5)	Igloos South of Ordnance Area	1145 – 1149 / 1066 – 1026
SW Maintenance	South east corner SW Area	1160 / 1021
Ammunition Workshop	East of SW Maintenance	1161 / 1042
Pyrotechnics Storage	South of Sw Igloos	1151 / 1034
Segregated Storage	South of Pyrotechnic Storage	1150 / 1033

b. Review of Ordnance Related Records

(1) Research efforts began with a thorough review of all reports, historical documents, and reference material gathered during the archival records search. During the review, an effort was made to focus on the area of potential OE presence as described in the Inventory Project Report (INPR) (see document E-1).

(2) Very few ordnance related documents were found for Schilling AFB. The following correspondence was found relating to, or can be inferred from, the ordnance activities that took place at Schilling AFB. They are as follows:

(a) The Preliminary Assessment of Eligibility (PAE) for Schilling AFB, states that an area east of the Special Weapons Storage Area was used for the burning of flares and incendiary devices. No evidence of this occurring could be found. This location was a landfill area that had previous fires. The fires from the landfill blocked the sight of pilots on the glide path and were therefore closed and another landfill area was used (see document E-1 and I-2).

(b) The Archives Search Report for Osage Precision Bombing Range, states from 1949 through 1953, Smoky Hill AFB was the primary operator of this range. Practice bombs (100 pound and miniature) were primarily used on this range, but conditional approval was given to use AN-M30 and M30A1 100 pound HE bombs (see document E-2).

(c) The Archives Search Report for Pottawatomie Precision Bombing Range, indicates that Smoky Hill AAF was the operator of this range from 1944 until the range's closing in 1946. On this range 100 and 500 pound practice bombs were used, the ASR also suggests that possibly 100 pound HE bombs may have been used (see document E-3).

(d) The Archives Search Report for Wabaunsee Precision Bombing Range, states that from 1943 through 1946 this range was operated by Smoky Hill AAF. This range was used for air-to-ground gunnery as well as precision bombing. Only 100 and 500 pound practice bombs were used on this site, along with .50 caliber small arms ammunition (see document E-4).

(e) A Survey and Analysis Report (Draft) lists various hazards and precautions necessary for Chemical Agent Identification Sets (see document E-5).

(f) The 802d Air Division History from, 01 to 31 January 1959 refers to JATO and bomb loading of aircraft (see document F-2).

(g) The 802d Air Division History, 01 to 30 April 1959 states that EOD personnel spent time in the field practicing the destruction of charges and booby traps. Also described is practice special weapons loadings on aircraft and Assisted Take-Off (ATO) loading. Included is a document mentioning the scheduled arrival of the B-52 bombers and their supported special weapons armament (GAM-77). It is unknown if the special weapons for the B-52 were ever delivered to Schilling AFB, since the B-52 were never assigned to the air base. Delivery of the special weapon (GAM-77) was to be dependent on the availability of a missile maintenance building, which was made available and was in operation for the Atlas F missile system (see document F-3).

(h) The 802d Air Division History, 01 to 30 November 1959 mentions ATO bottles, and contains a report listing squadron training of MK-6, Mk-15, Mk-28, Mk-36, Mk-39, and MB-4 special weapons loadings (see document F-4).

(i) Jane's All the World's Aircraft describes the armament systems for the aircraft assigned to Schilling AFB (see document F-6 and F-7).

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(j) The article, "Loadin' JATO", gives some insight into loading JATOs onto aircraft at Smoky Hill AFB. It also speaks of nuclear loaded aircraft being on alert, ready for take off within 15 minutes (see document F-8).

(k) A thesis, "No Bugles Will Blow, No Trumpets Will Sound", describes the arrival of the Atlas F missiles to Schilling AFB, and the special weapons storage area being built (see document F-10).

(l) The 802d Air Division History, 01 to 31 August 1959 states that explosive lens charges would be sent to Schilling AFB for the firefighters and EOD to learn how to react when an aircraft carrying special weapons is involved in a hazardous incident (see document F-11).

(m) The 802d Air Division History, 01 Jan 1943 through 31 December 1943 mentions the construction and operations concerning the gas chambers, gas instruction taking place at Smoky Hill AAF, the use of chlorine gas in the chambers, and the use of mustard gas in the chamber and for decontamination training of buildings and ground (see document F-14).

(n) Smoky Hill AAF History, March 1945, indicates that all personnel were given gas chamber exercise with tear gas and chlorine. It also mentions the hospital participating in an incendiary and decontamination exercise (see document F-15).

(o) A draft report: Areas Used by the Chemical Warfare Service During the 1900's, states that Smoky Hill AAF had an M4 HS vapor detector kit and one and one half M1 detonating gas identification sets on hand. The document describes the two-room gas chamber, and the use of mustard and chlorine gas in training (see document F-16).

(3) Sources that were checked in the search for any OE information included:

(a) National Archives
(b) Regional Archives
(c) The Military History Institute
(d) U.S. Army Center for Military History
(e) Emergency Ordnance Disposal Units (EOD)
(f) Local Police Department
(g) Local Sheriff's Department
(h) County Court House
(i) Local Residents

For a complete list of sources checked, see Appendix A (Reference Sources) and Appendix B (References and Abstracts).

(4) No clearance documents were found pertaining to Schilling AFB. The local Sheriff's Office reported no findings of ammunition at the air base.

c. Interviews with Site Related Personnel

(1) In an attempt to verify that the U.S. Army/U.S. Air Force did in fact use Schilling AFB as an Air Base, interviews were conducted with individuals who had knowledge of the area.

(2) Telephone interview: Mr. Rogers was asked if the Salina Airport Authority (SAA) would be able to support a SI visit between 23 and 24 October 2002. He replied that they could and that he could provide Mr. Kneubuhl to assist us. He stated that Mr. Kneubuhl was stationed at Schilling and that he has been employed by the SAA since 1967. Mr. Rogers was also asked if he knew any other possible sources of information from the Schilling AFB timeframe, and he did not (see document I-1).

(3) Personal interview: Mr. Kneubuhl stated that he was stationed at Schilling AFB from 1957 through 1961 and worked as an airframe repairman. Mr. Knuebuhl has worked with the Salina Airport Authority (SAA) since the property was transferred from the U.S. Air force to the SAA. Mr. Kneulbuhl and Mr. Rogers (SAA Executive Director) allowed the SI team to view and make photocopies of installation layouts from several different time periods during the Schilling AFB timeframe. Mr. Kneubuhl guided the SI team through the former Schilling AFB sites. During the site visit, Mr. Kneubuhl stated that ammunition, 11 each complete .50 caliber rounds (found in two locations) and 1 each complete 20mm round had been discovered (during various maintenance projects) (see plate 2). He surmised as did the SI team that these rounds were not from firing ranges or poor storage accountability, but from individuals that did not know what to do with their remaining issue of ammunition (see document I-2).

(4) Personal interview: Ms. Gaekwad, an attorney legally representing the SAA, provided a map that indicated the actual location of building 57, used for chemical gas chamber and some documentation that also stated that the building was used for chemical training. She was very knowledgeable on the hazardous waste clean up issues that were being addressed between the SAA and the U.S. Army Corp of Engineers. The SI team explained that this visit was for the purpose of possible OE presence, and that the hazardous waste issues were already being addressed by the Kansas City Corps of Engineers. Ms. Gaekwad was able to assist the SI team where ordnance was concerned (see document I-3).

5. SITE ELIGIBILITY

a. Confirmed Formerly Used Defense Site

(1) Former land usage by the U.S Army / U.S. Air Force was previously confirmed as summarized in section 4 of this report. At various undocumented times, land was acquired to allow for the growth of the air base (i.e. runway expansion, housing area, special weapons storage area, and administrative area).

(2) Schilling AFB was used as military air base by the U.S. Army and the U.S. Air Force from 1942 through 1967. Land was relinquished to the Salina Airport Authority and various other organizations between May and August 1967 (see documents G-1, G-2, G-3 and H-8).

b. Potential Formerly Used Defense Site

No potential formerly used defense sites were found during this investigation.

6. VISUAL SITE INSPECTION

a. General Procedures and Safety

(1) On 23 and 24 October 2002, members of the site inspection (SI) team traveled to the former Schilling AFB in Salina, Kansas. The primary task of the SI team was to assess OE presence and potential due to the U.S. Army and the U.S. Air Force former usage of Schilling AFB as an air base between 1942 and 1967.

(2) Permission to access the former Schilling AFB (presently the Salina Municipal Airport) was granted by the Executive Director of the Salina Airport Authority (SAA). An employee with SAA made arrangements for entry into the portions of the former air base that were leased or owned by entities other than the SAA.

(3) A site safety plan was developed prior to the site visit.

(4) Photographs were taken at locations depicted in plate 5.

(5) Prior to the site visit, a thorough review was made of available reports, historical documents, texts, and technical ordnance reference materials gathered during the ASR historical records search. This review was made to ensure team awareness of potential ordnance types and hazards.

b. Area A: Special Weapons Storage Area

(1) This entire area is owned by the SAA, but leased to other individuals and businesses. Magazine row 1026 through 1066, and the area where buildings 1033 and 1034 formerly were, are leased to the Salina Public Works. Building 1034, formerly a pyrotechnics magazine, and building 1033, formerly a segregated storage magazine, no longer exist. The foundation from building 1034 is still partially visible in the front lawn of the current Salina Public Works office. Where building 1033 was located is currently a parking lot (see photographs J-19, J-20 and J-21).

(2) In 1955 a Special Weapons Storage Area was completed in the southwest corner of the air base. The contract consisted of eleven air conditioned concrete igloo type ordnance facilities and an inspection building. The new storage igloos were built on both sides of the five existing conventional ammunition igloos of the Ordnance Area (six to the north and five to the south). Also built in this area were a special weapons maintenance building, an ammunition inspection building, a pyrotechnics magazine, a segregated storage magazine, a spare parts magazine and an outdoor storage pad (see documents F-1, F-10, H-4, L-1, L-2, L-4, L-5, L-8, L-9, L-10, L-11, L-12, L-13, L-14 and K-3).

(3) There are three types of the special weapons storage igloos in the Special Weapons Storage Area; they are the "S" (standard), "A", and "C" type structures. The "A" type structures come in two designs, the "A" and the "A-2", both stored special weapons components, also known as "bird cages". The "A" type was designed to house atomic bomb detonator pits, while the "A-2" was designed to house booster capsules for the thermonuclear or hydrogen bomb. Generally both types of structures are referenced as "A" structures. The interiors of these structures are divided into four separate concrete walled rooms. An "A" structure stored 120 detonators, 30 per room. "C" type structures contained a single concrete vault room within the structure. The "C" structures were used to maintain the pits and capsules stored in the "A" structures (see document F-9).

(4) Of the 11 special weapons igloos in the Special Weapons Storage Area at Schilling AFB, two are type "A", one is a type "C", and the remaining eight are type "S". The two "A" structures are buildings 1059 and 1039. Access to the two "A" 1gloos was not possible at time of site inspection. The one "C" igloo 1026 was inspected (see photographs J-26 through J-31).

(5) The remaining five conventional igloos in the Special Weapons Storage Area are of normal igloo construction (see photograph J-25). Other former special weapons igloos are used for storage or skeet clubs (see photographs J-22 through J-24 and J-39 through J-42).

(6) Building 1042, former ammunition inspection building, has been paved over sometime recently (see photograph J-32).

(7) Building 1021, special weapon maintenance building, has been enlarged approximately 900 percent from the time that the building was relinquished to the Salina Airport Authority (SAA). The former Air Force owned building had three drive through bays. No OE presence was observed (see photographs J-33 through J-37 and document L-20).

(8) This area is being used productively for various types of storage, and maintenance/production. Under the Corps of Engineer HTW and/or CON/HTW project(s) a search was made for possible low radioactive waste vaults, but none were found. **No OE presence** was observed.

c. Area B: Ammunition Area

(1) This was the old munition area used prior to SAC acquiring Schilling AFB. All magazines and buildings used in this area were for conventional munitions. Reference of building 1114 as a chemical bombs structure, at that time referred to smoke type bombs (e.g. FS, WP, RWP, Napalm etc.)(see document L-1).

(2) The original Ammunition Area constructed in 1942 consisted of four magazines, one igloo, an outdoor storage pad, one maintenance building, and one inert storage building (an additional magazine was added circa 1945). In 1952, additional land was acquired directly south of the Ammunition Area. About 1954, a new ordnance area was constructed just south of the ammunition area. This area consisted of five igloos for the purpose of ammunition storage. The old Ammunition Area was then used for small arms ammunition and inert storage (see documents K-3, L-9, and L-10).

(3) Of the original seven ordnance buildings built in this area, only one is still useable (building 1127). Five of the buildings have been completely removed (see photograph J-14, J-15 and J-16). The outdoor storage pad has been completely broken up; some stones/gravel/rocks from the pad are still visible.

(4) Building 1149 (previously used as a black powder magazine) is still partially standing, but not in a useable condition. This building was leased out until the roof caved in, making it unserviceable for storage purposes in its present state See photograph J-11, J-12 and J-13).

(5) Building 1127 (previously used as an ammunition maintenance building) is still serviceable and being used by the SAA for equipment storage (see photograph J-17 and J-18).

(6) This area is mostly an open cut grass field, with the exception of the two buildings described above. **No OE presence** was observed.

d. Area C: Gas Instruction Building and South and West Skeet Ranges

(1) This area consisted of three skeet ranges. The first, most southerly, was a single skeet and trap range, apparently built during the original design of the air base in 1942. To the west side of this area were two skeet and trap ranges separated by the north to south road that went in front of the former gas instruction building (see documents L-8 and L-10). These two ranges only appear on a single map from 1955. Nothing remains of these three ranges. Both areas are currently used for farming (see photographs J-9 and J-10).

(2) The building that remains standing was a radio transmitter building 1088, approximately 100 yards to the north of this building was the former Gas Instruction Building 1098 (not to be confused with the Gas Chamber building 57 in Area F). There are no remnants of this building remaining. This area too is now used for farming (see photograph J-8).

(3) Documentation indicates that an approximate 100 square yards of land was to be used for exercises using liquid Mustard for the purpose of decontamination training on the ground and a building. It would be presumed that the Gas Instruction building itself was the building used for decontamination practice, since the only other building (radio transmitter building 1088) in this area was not constructed until five years after this directive was issued. As previously stated, the Gas Instruction building no longer exists, but it is unknown as

to possible ground seepage of Mustard agent from these exercises. This document also claims the need for 22 chemical markers to cordon off the 100 square yard property (see document F-14).

(4) The majority of this area is being used productively for farming. One building exists, a former radio transmitter building. It is now quite dilapidated but is occasionally leased out for storage use. In this building were sheared .30 caliber shell casings, but these were obviously remains of the last tenant.

e. Area D: Aircraft Target Butt

(1) This area was used as a firing butt for adjusting the aircraft guns. The firing berm and related building no longer exist. The parking apron for the firing butt is completely covered with excavated soil that was removed under either the Corps of Engineer B07KS025602 or B07KS025603 project.

(2) The berm was previously located approximately 83 feet in front of the Apron #1 (see photograph J-7 and documents F-17, K-4 and L-3). The firing butt has been completely removed.

(3) The taxiway and the firing butt apron are presently being used for the treatment of contaminated soil (air washing) by SAA. Remaining land is open area, with a portion being used to accumulate broken concrete and unnecessary items (e.g. wood, barb wire, etc.). **No OE presence** was observed.

f. Area E: Aircraft Burning/Training Area

(1) This area was normally used by firefighters to practice extinguishing aircraft fires. It was approximately an 11.7-acre area at the south end of the northwest-southeast runway (see plate 3 and photograph K-2).

(2) In August 1959, a directive was given for EOD personnel and firefighters to train on how to react when an aircraft carrying special weapons is involved in a hazardous incident. This training was to involve the use of lens charges from special weapons that were being deactivated (see documents F-11 and F-12).

(3) Nothing remains of this area. It is now a grassy area in the glide path for the Northwest-Southeast Runway (see photograph J-6).

g. Area F: Gas Chamber Building

(1) This former gas chamber, building 57, was used to train troops in the identification and protection from riot control and toxic gases. This gas chamber use appears to have been short lived as it is only depicted in a 1946 map. Documentation indicates that chlorine and mustard gases were used in this two-room gas chamber. No gases were used outside of this building. This building no longer exists (see photograph J-3 and H-2, documents F-14, F-15 and L-7).

(2) This area is being used productively as a mixing plant. **No OE presence** was observed.

h. Area G: East Skeet Range

(1) This was the most easterly skeet range on the installation. This range was a single skeet and trap range. This range did not appear on any maps until March 1960.

(2) This area is presently being used by several private businesses (see photograph J-4 and document L-15). **No OE presence** was observed.

i. Area H: North Skeet Range

(1) This was the most northerly range on the installation. This was a double skeet and trap range. This range appears on the map in May 1944, but use of this range was overcome by the expansion of the air base flight line area between 1952 and 1953 (see document L-5, L-8 and L-9).

(2) This area is used by the Kansas State University Campus (see photograph J-5). **No OE presence** was observed.

j. Area I: Missile Maintenance Building

(1) Building 606 was originally built as an aircraft hanger in 1942. Upon notification that Schilling AFB would receive the Atlas F missile system, building 606 was converted to a Missile Assembly building used by the 650th Strategic Missile Squadron. The first of the Atlas missiles arrived at Schilling AFB on 24 July 1961. After testing, the missile was taken to an off post silo. Atlas missiles were positioned at twelve locations around the Salina area. It is unknown what types of maintenance occurred in this building (see document F-3, F-10, F-18 and L-11 and L-16).

(2) The SI team walked through and around this building that is currently owned by Raytheon Corporation for use as a parts storage building (see photographs J-1 and J-2). **No OE presence** was observed.

k. Area J: Riot Control Gas Chamber

(1) Building 1050, according to Interview I-2, was reportedly used as a riot control, gas chamber. All documents relating to this building indicate that it was used as a WAC dormitory and later as a nursery. This building no longer exists. No evidence could be found other than from personal interview I-2 that indicates that this building was used for this purpose.

(2) This area is an empty grass covered area. **No OE presence** was observed.

l. Area K: Remaining Area

(1) The remaining area was randomly walked by the SI team, and no ordnance was found. Previously, in 1985 1 each 20mm complete round was found just west of the control tower. In 1984, 6 complete .50 caliber rounds were discovered while digging a trench on the north side of the Northeast-Southwest runway. In 1998, 5 complete .50 caliber rounds were discovered on the west side of Arnold Avenue, between Schilling Road and General Jim Road (see plate 2). All of these instances appeared to be cases of random dumping of munitions. There were not any 20mm or .50 caliber ranges on post, other than the Target Butt. Apparently these items came from the aircraft returning from the air gunnery ranges (see document I-2 and plate 2).

(2) This area is being used by the SAA and other owners for business, industrial and residential purposes.

7. EVALUATION OF ORDNANCE HAZARDS

a. General Procedures

(1) The site was evaluated to determine confirmed, potential, or no ordnance presence. Confirmed ordnance presence is based on verifiable historical evidence or direct witness of OE items (with explosive components and/or inert debris/fragments) since site closure. Verifiable historical records evidence consists of ordnance items located on site and documented by the local bomb squad, Army Explosives Ordnance Disposal team, newspaper articles, correspondence, current findings, etc. Direct witness of ordnance items consists of the inspection team directly locating ordnance items by visual inspection. Additional field data is not needed to identify a confirmed sub-site.

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(2) Potential ordnance presence is based on a lack of confirmed OE presence. Potential ordnance presence is inferred from records, present-day site features, non-verifiable direct witness, or indirect witness. Inference from historical records would include common practice in production, storage, usage, or disposal, at that time, which could have allowed present day ordnance presence. Potential ordnance presence could also be based on indirect witness or from present day site features. Additional field data is needed to confirm potential ordnance sub-sites.

(3) Sub-sites free of OE presence are based on a lack of confirmed or potential ordnance evidence. Historical records evidence and present day site inspections do not indicate confirmed or potential ordnance presence. There is no reasonable evidence, either direct or inferred, to suggest present day ordnance presence. Additional field data is not needed to assess sub-sites with no OE presence.

b. Area A: Special Weapons Storage Area

Based on the review of historical documents, interviews with persons familiar with the site, and the visual inspection of the area, this site should be considered to have **no OE presence.**

c. Area B: Ammunition Area

Based on the review of historical documents, interviews with persons familiar with the site and the visual inspection of the area, this site should be considered to have **no OE presence.**

d. Area C: Gas Instruction Building and South and West Skeet Ranges

Based on the review of historical documents (specifically document F-14), interviews with persons familiar with the site and the visual inspection of the area, it would suggest there is a **potential OE presence** by soil absorption due to CWM usage.

e. Area D: Aircraft Target Butt

Based on the review of historical documents, interviews with persons familiar with the site and the visual inspection of the area, this site should be considered to have **no OE presence.**

f. Area E: Aircraft Burning/Training Area

Based on the review of historical documents, interviews with persons familiar with the site, visual inspection of the area, and the fact that explosive items were burned here, there is **potential OE presence** by explosives being absorbed into the soil.

g. Area F: Gas Chamber Building

Based on the review of historical documents, interviews with persons familiar with the site and the visual inspection of the area, this site should be considered to have **no OE presence.**

h. Area G: East Skeet Range

Based on the review of historical documents, interviews with persons familiar with the site and the visual inspection of the area, this site should be considered to have **no OE presence.**

i. Area H: North Skeet Range

Based on the review of historical documents, interviews with persons familiar with the site and the visual inspection of the area, this site should be considered to have **no OE presence.**

j. Area I: Missile Maintenance Building

Based on the review of historical documents, interviews with persons familiar with the site and the visual inspection of the area, this site should be considered to have **no OE presence.**

k. Area J: Riot Control Gas Chamber

Based on the review of historical documents, interviews with persons familiar with the site and the visual inspection of the area, this site should be considered to have **no OE presence.**

l. Area K: Remaining Area

The eleven .50 caliber small arms ammunition rounds and one 20mm round were discovered in the remaining area. These rounds were uncovered during maintenance operations involving excavation. 5 each .50 caliber rounds were found during street renovation along Arnold Avenue in 1998, 6 each .50 caliber rounds were found during trench digging on the north side of the intersection of the NE-SW and N-S runway in 1984, and the one 20mm round was found near the control tower in 1985 (see plate 2 and document I-2). Items that have been found in this area are not due to ranges in these areas or poor storage practices. Based on interviews, documentation and site inspection, this 3,896.12-acres, although no OE presence was observed, the presence of OE has been **confirmed**.

8. SITE ORDNANCE TECHNICAL DATA

a. End Item Technical Data

(1) There is very little information as to what types of munitions were actually used or stored at Schilling AFB. Munition types were assumed from other ASR reports on bombing ranges used by Schilling AFB, on the types of aircraft used and their typical armament, by basic names of buildings and areas of Schilling AFB, and items specifically mentioned in documents (see documents F-2, F-3, F-4, F-6, F-7, F-8, F-9, F-11, F-13, F-14, F-16, L-1, L-4, L-5, L-10, and L-12).

(2) Table 8-1 is a listing of OE items presumed to have been stored or used at Schilling AFB. Items were determined from the criteria described above, and some examples are generic in nature due to unknown specifics (see documents D-1 through D-14). No explosive or chemical data is available on the special weapons items.

TABLE 8-1
AMMUNITION USED AND EXPLOSIVES / CHEMICAL FILLERS

Item	Type / Model	Filler Weight
CONVENTIONAL:		
Cartridge, .50 Cal.		
	M1 Blank	43 grains E.C. blank pwdr
	M1 Ball	Soft Steel
	M1 Incd	Incendiary
	M1 Tracer	Tracer
	M2 Ball	Soft Steel
	M2 AP	Tungsten Chrome Steel
Propelling Charge		Single base or Double-base (DB) powder
Cartridge, Ball 20mm	Mk I	Steel shot
Primer, percussion	M36	2.1 gr primer mixture
Propelling charge		0.06# DB powder
Cartridge, AP-T 20mm	M75	Solid steel shot
Primer, percussion	M36	2.1 gr primer mixture Mercury Fulminate Potassium Chlorate Antimony Sulfide
Propelling Charge		0.07# FNH powder, Type II
Tracer		Tracer mixture

TABLE 8-1
AMMUNITION USED AND EXPLOSIVE / CHEMICAL FILLERS(continued)

Item	Type / Model	Filler Weight
Cartridge, HE-I 20mm	Mk I	0.025# Tetryl PLUS 175.2 gr incendiary mix
Fuze, percussion	D.A., No. 253 Mk I-II-III	
Detonator		Mercury Fulminate
Booster cup		Mercury Fulminate
Booster charge		Tetryl
Primer, percussion	M36	2.1 gr primer mixture Mercury Fulminate Potassium Chlorate Antimony Sulfide
Propelling Charge		0.07# FNH powder, Type II
Cartridge, Shotgun	12 gage	1.125 oz. Lead shot
Primer, percussion		F.A. 70
Propelling charge		26 gr. smokeless powder
Bombs, Practice		
3 to 4.5 pound	Mk 4, AN-Mk5, Mk 23, Mk 36 M 43	Zinc, Cast Iron
20 pound	M48	Inert
Fuze, PD	M110	
Signal	M48	.13# Black powder
23 pound	M71	Inert
23 pound	M73	Inert
100 pound	M38A2	Sand/water filled
500 pound	Mk 21	Sand/water filled
Bomb, HE		
Bomb, 100 lb GP	**AN-M30**	53.3# 50/50 Amatol or 56.6# TNT
Fuze, Tail	M100	Black powder, lead Azide, Tetryl
Tail Booster	M102	Tetryl
Fuze, Nose	An-M103	Black powder, lead Azide, Tetryl
Nose Booster	M104	Tetryl

TABLE 8-1
AMMUNITION USED AND EXPLOSIVE / CHEMICAL FILLERS(continued)

Item	Type / Model	Filler Weight
Blasting Caps		
Electric	M4	RDX Lead Azide Lead Styphnate
Non-Electric	M7	RDX Lead Azide Lead Styphnate
Cord, Detonating		PETN
Spotting Charge		
Signal Cartridge	M1A1	10 gm zinc oxide 3 lbs black powder 3 gm smokeless powder Titanium Tetrachloride
	AN-Mk 4	3 grams black powder, 3 grams smokeless powder 10 grains zinc oxide Titanium Tetrachloride
	AN-Mk 5	3 grams black powder, 3 grams smokeless powder 10 grains zinc oxide Titanium Tetrachloride and fluorescein
Black Powder	Bulk/uploaded	Black Powder
JATO		Unknown propellant Unknown squib/igniter
CHEMICAL:		
Chlorine Agent	Chlorine Gas	Chlorine
CN	Tear gas	CN Pellet or powder
Mustard Agent	Mustard Gas	
War Gas ID set, Detonating	M1	Mustard, Lewisite, Chloropicrin, and Phosgene (Total-26oz.)

TABLE 8-1 AMMUNITION USED AND EXPLOSIVE / CHEMICAL FILLERS(continued)		
Item	Type / Model	Filler Weight
War Gas ID set, with blasting cap	K951	3 gr. mixture of mercury of fulminate & potassium
SPECIAL WEAPONS:		
	GAM-77	Unknown
	Mk-6	Unknown
	MK-15	Unknown
	Mk-28	Unknown
	MK-36	Unknown
	MK-39	Unknown

b. Chemical Data of Ordnance Fillers

Table 8-2 has been developed to provide information on the explosives/chemical compounds used in the ordnance cited in table 8-1.

TABLE 8-2 CHEMICAL DATA OF ORDNANCE FILLERS		
Explosive Materiel	Synonym(s)	Chemical Formula
Amatol (50-50) or (80-20)		
Ammonium Nitrate		NH_4NO_3
TNT	2,4,6-trinitrotoluene	$C_6H_2CH_3(NO_2)_3$
Antimony Sulfide		Sb_2S_3
Black Powder		
72% Potassium Nitrate	Saltpeter; Niter	KNO_3
12% Sulfur		S
16% Charcoal		C
Chloracetophenone	CN, Tear Gas	$C_6H_5COH_2Cl$
Chlorine		Cl_2
Chlorpicrin	PS, Nitrochlorform	$C(NO_2)CL_3$
Double-base (DB) Powder	Ballistite	
60% Nitrocellulose	Guncotton;Pyroxylin	$[C_6H_8O_5(NO_2)_3]_n$
39% Nitroglycerin		$CH_2NO_3CHNO_3CH_2NO_3$
0.75% Diphenylamine	stabilizer DPA	$(C_6H_5)_2NH$

TABLE 8-2
CHEMICAL DATA OF ORDNANCE FILLERS (continued)

Explosive Materiel	Synonym(s)	Chemical Formula
Flourescein		$C_{20}H_{12}O_5$
FNH Powder, Type II (see Single-Based Powder)		
Incendiary Compositions		
IM-11		
50% Barium Nitrate		$Ba(NO_3)_2$
50% Magnesium Aluminum Alloy		Mg & Al
IM-23		
50% Potassium Perchlorate		$KClO_4$
50% Magnesium Aluminum Alloy		Mg & Al
IM-28		
40% Barium Nitrate		$Ba(NO_3)_2$
50% Magnesium Aluminum Alloy		Mg & Al
10% Potassium Perchlorate		$KClO_4$
IM-68		
24% Barium Nitrate		$Ba(NO_3)_2$
50% Magnesium Aluminum Alloy		Mg & Al
25% Ammonium Nitrate		NH_4NO_3
IM-69		
40% Barium Nitrate		$Ba(NO_3)_2$
50% Magnesium Aluminum Alloy		Mg & Al
10% Iron Oxide, Ferric		Fe_2O_3
IM-136		
49% Potassium Perchlorate		$KClO_4$
49% Magnesium Aluminum Alloy		Mg & Al
IM-142		
48% Barium Nitrate		$Ba(NO_3)_2$
46% Magnesium Aluminum Alloy		Mg & Al
IM-144		
50% Barium Nitrate		$Ba(NO_3)_2$
50% Red Phosphorus		P_4
IM-162		
25% Incendiary Composition IM-23		
75% Zirconium		Zr
IM-163		
50% Incendiary Composition IM-23		
50% Zirconium		Zr
Lead Azide	Azide	$Pb(N_3)_2$
Lead Styphnate	lead 2,4,6-trinitioresorcinate	$PbO_2C_6H(NO_2)_3,H_2O$

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TABLE 8-2
CHEMICAL DATA OF ORDNANCE FILLERS (continued)

Explosive Materiel	Synonym(s)	Chemical Formula
Mercury Fulminate	Mercuric Cyanate	$Hg(CNO)_2$
Lewisite	L, Chlorvinyldichlorarsine	$ClCH:CHAsCL_2$
Mustard Agent	Mustard Sulfur Mustard	$(ClCH_2CH_2)_2S$
PETN Pentaerythrite Tetranitrate; Pentaerythritol Tetranitrate		$C(CH_2ONO_2)_4$
Phosgene	CG	$COCl_2$
Potassium Chlorate		$KClO_3$
Primer Mixture		
Mercury Fulminate	Mercuric Cyanate	$Hg(CNO)_2$
Potassium Chlorate		$KClO_3$
Antimony Sulfide		Sb_2S_3
RDX	Cyclonite	$C_3H_6N_6O_6$
Single-based Powder		
84% Nitrocellulose	Guncotton; Pyroxylin	$[C_6H_8O_5(NO_2)_3]_n$
10% Dibutylphthalate	Gelling agent	$C_6H_4(CO_2C_4H_9)_2$
5% Dinitrotoluene	DNT	$C_6H_3CH_3(NO_2)_2$
0.6%Diphenylamine	Stabilizer DPA	$(C_6H_5)_2NH$
Smokeless Powder		
(see nitrocellulose)		
Flashless-nonhygroscopic (FNH)		
Nonhygroscopic (NH)		
Tetryl	Trinitrophenyl-methylnitramine	$(NO_2)_3C_6H_2N(NO_2)CH_3$
Titanium Tetrachloride		$TiCl_4$
TNT 2,4,6-trinitrotoluene; triton; trotyl; trilite; trinol; tritolo		$CH_3C_6H_2(NO_2)_3$

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TABLE 8-2 CHEMICAL DATA OF ORDNANCE FILLERS (continued)		
Explosive Materiel	Synonym(s)	Chemical Formula
Tracer Compositions		
R-256		
8.3% Calcium Resinate		
26.7% Strontium Peroxide		SrO_2
26.7% Magnesium Powder		Mg
33.3% Strontium Nitrate		$Sr(NO_3)_2$
R-284		
17% Polyvinyl Chloride		
28% Magnesium Powder		Mg
55% Strontium Nitrate		$Sr(NO_3)_2$
R-321		
16% Polyvinyl Chloride		
26% Magnesium Powder		Mg
52% Strontium Nitrate		$Sr(NO_3)_2$
Zinc Oxide	Chinese White	ZnO

9. OTHER ENVIRONMENTAL HAZARDS

No other environmental issues other than those already addressed by projects B07KS025602 (CON/HTW) and B07KS0256603 (HTW) were discovered during this investigation.

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX A

REFERENCE SOURCES

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
FEDERAL			
DEPARTMENT OF DEFENSE			
HEADQUARTERS			
Defense Supply Center, Richmond DSCR-JNB 8000 Jefferson Davis Highway Richmond, VA 23297	Staff	(800) 826-0342 DSN 287-2485	Provided new aeronautical/nautical charts.
Defense Technical Information Center 8725 John J. Kingman Road Suite 0944 Fort Belvoir, VA 22060-6218	Computer Search (DTIC)	(703) 427-8274	No relevant information found on this site.
Department of Defense Explosives Safety Board Historical Accident Database 2461 Eisenhower Ave Alexandria, VA 22331-0600	Computer Search (DDESB)(ESMAM)	(703) 325-1369	No relevant information found on this site.
Defense Technical Information Center Secure STINET 8725 John J. Kingman Road Suite 0944 Fort Belvoir, VA 22060-6128	Computer Search (Secure STINET)	(703) 767-8228	No relevant information found on this site.
ARMY			
774th Ord Co. (EOD) Bldg 720, Ary Rd Ft Riley, KS	SSG Covella OPNS NCOIC	(785)239-3314	No relevant information found on this site.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
ARMY (continued)			
U.S. Army Operations Support Command Historical Office ATTN: AMSOS-PA (Historian) Bldg. 390 Rock Island, IL 61299-6000	Staff	(309) 794-1450 DSN (793)	No relevant information found on this site.
MANSCEN Library 597 Engineer Loop Bldg 3202, Suite 200 Ft. Leonard Wood, MO 65473-8928	Base Historian, Dr. Wright	(573) 563-4109, DSN (676)	No relevant information found on this site.
SJMAC-ESL Defense Ammunition Center 1 C Tree Road, Bldg 35 McAlester, OK 74501-9053	FUDS Reference Library	(918) 420-8742	Provided some relevant documentation on climate, and topographic maps.
Rock Island Arsenal Museum ATTN: SMARI-CFS-M Bldg. 60 Rock Island, IL 61299-5000	Chris Leinicke	(309) 794-5021 DSN (793) FAX (309) 782-3598	Provided technical manuals. Not staffed to do research.
U.S. Army Center of Military History 103 Third Avenue Ft. McNair, DC 20319-5058	Staff	(202) 685-2733 DSN (325)	See Appendix B, Section II, Part B.
U.S. Army Military History Institute Library 22 Ashburn Drive Carlisle Barracks Carlisle, PA 17013-5008	Louise Frend John Slonaker	(717) 245-3103 DSN (242) Fax DSN 242-4370	No relevant information found on this site.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
ARMY (Continued)			
U.S. Army Military History Institute Archives Branch 22 Ashburn Drive Carlisle Barracks Carlisle, PA 17013-5008	David Keough	(717) 245-3189	No relevant information found on this site.
U.S. Army Ordnance Museum Aberdeen Avenue, Bldg. 2601 Aberdeen PG, MD 21005-5201	Dr. Atwater	(410) 278-3602	No relevant information found on this site.
U.S. Army Military History Institute Photo Archives 22 Ashburn Drive Carlisle Barracks Carlisle, PA 17013-5008	Mike Winey	(717) 245-3434	No relevant information found on this site.
U.S. Army SBCCOM ATTN: AMSSB-SCI-H E5027 E5183 Black Hawk Road Aberdeen PG, MD 21010-5423	Kathleen Ciolfi	(410) 436-4430 DSN (584)	No relevant information found on this site.
U.S. Army Defense Ammunition Center John L. Byrd Technical Library for Explosives Safety ATTN: SJMAC-ESM 1 C Tree Rd, Bldg. 35 McAlester, OK 74501-9053	Chris Holiday	(918) 420-8772 DSN (956)	No relevant information found on this site.
Scientific & Technical Information Library System Defense Ammunition Center John Byrd Jr. Technical Library for Explosives Safety ATTN: SJMAC-ESM 1 C Tree Road, Bldg. 35 McAlester. OK 74501-9053	Computer Search (STILAS)	(918) 420-8772 DSN (956)	No relevant information found on this site.

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REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
ARMY (continued)			
USACE – Kansas City District ATTN: CENWK-PM-ED 601 East 12th St Kansas City, MO 64106-2896	John Vento	(816)983-3357	Provided historical documents and seismic data.
USACE, Office of History Humphreys Engineer Center ATTN: CEHO-ZA 7701 Telegraph Road Alexandria, VA 22315-3865	Staff	(703) 428-6554	See Appendix B, Section II, Part A and B.
AIR FORCE			
Air Force Historical Research Agency (AFHRA) Information Systems Division 600 Chennault Circle, Bldg 1405 Maxwell AFB, AL 36112-6424	IRIS System Essie Roberts	(334) 953-6884/2439 DSN (493) FAX (334) 953-7428	No relevant information found on this site.
Air Force Historical Research Agency (AFHRA) Research Division 600 Chennault Circle, Bldg. 1405 Maxwell AFB, AL 36112-6424	Joe Caver Dennis Case	(334) 953-5834 DSN (493)	Provided historical documentation.
Air Force Combat Climatology Center (AFCCC) ATTN: AFCCC-DOD 151 Patton Ave, Room 120 Asheville, NC 28801-5002	Air Force Staff	(828) 271-4291, DSN 673-9004	No relevant information found on this site.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
AIR FORCE (continued)			
Air University Library 600 Chennault Circle, Bldg 1405 Maxwell AFB, AL 36112-6424	Reference Services	(334) 953-2888	No relevant information found on this site.
NAVY			
Marine Corps Historical Center 901 M St. SE Bldg. 58 Washington Navy Yard Washington, DC 20374-5040	Staff	(202) 433-3447	No relevant information found on this site.
Naval Construction Battalion Center (NCBC) NAVFAC Historian CB Logistics Center, Code 092 (Bldg 99) 4111 San Pedro St. Port Hueneme, CA 93043	Carol Marsh	(805) 982-5563 DSN (551)	No relevant information found on this site.
Naval Construction Battalion Center (NCBC) Technical Information Center ATTN: Code 72 1100 23rd Avenue Port Hueneme, CA 93043	Brian Thompson	(805) 982-1124 DSN (551)	No relevant information found on this site.
Naval Historical Center Operational Archives 901 M St. SE Washington Navy Yard Washington, DC 20374	Staff	(202) 433-2833 DSN (288)	No relevant information found on this site.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
NAVY (continued)			
Naval Historical Center Navy Department Library 901 M St. SE Washington Navy Yard Washington, DC 20374	Staff	(202) 433-4132 DSN (288)	No relevant information found on this site.
Naval Historical Center Naval Aviation History Branch 901 M St. SE Washington Navy Yard Washington, DC 20374	Staff	(202) 433-4407 DSN (288)	No relevant information found on this site.
NATIONAL ARCHIVES AND RECORDS ADMINISTRATION			
NARA-Archives I Old Military and Civil Textual Division Pennsylvania Ave & 7th St NW Washington, DC 20408	Staff	(202) 208-1903 (202) 219-6273 (202) 208-0370	See Appendix B, Section II, Parts A and B.
NARA-Archives II Motion Picture, Sound, and Video Branch 8601 Adelphi Road College Park, MD 20740	Staff	(301) 713-7060	See Appendix B, Section II, Parts A and B.
NARA-Archives II Still Picture Branch 8601 Adelphi Road College Park, MD 20740	Staff	(301) 713-6660	See Appendix B, Section II, Parts A and B.
NARA- Central Plains Region Records Center 2312 East Bannister Road Kansas City, MO 64131	Barbara Larsen	(816)823-5034	See Appendix B, Section III, Parts A and B.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (continued)			
NARA-Archives II (Cartographic & Architectural Branch) 8601 Adephi Road College Park, MD 20740	Staff	(301)713-7040	See Appendix B, Section II, Parts A and B.
NARA-Central Plains Region Archives 2312 East Bannister Rd Kansas City, MO 64131	Barbara Larsen	(816)823-5034	See Appendix B, Section III, Parts A and B.
National Personnel Records Center Military Personnel Records 9700 Page Avenue St. Louis, MO 63132-5100	Wilson Sullivan John Daily	(314) 538-4085	See Appendix B, Section III, Parts A and B.
NARA-Archives II Textual Reference Branch 8601 Adelphi Road College Park, MD 20740	Staff	(301) 713-7250	See Appendix B, Section II, Part A.
Washington National Records Center 4205 Suitland Rd Suitland, MD 20746-8001	Staff	(301) 457-7000	See Appendix B, Section II, Parts A and B.
LIBRARY OF CONGRESS			
Library of Congress Prints and Photographs Division 101 Independence Ave SE Washington, DC 20540-4650	Staff	(202) 707-5000	See Appendix B, Section II, Parts A and B.
Library of Congress Geography and Map Division 101 Independence Ave SE Washington, DC 20540-4650	Staff	(202) 707-5000	See Appendix B, Section II, Parts A and B.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
DEPARTMENT OF AGRICULTURE			
USDA, Aerial Photography Field Office P.O. Box 30010 2222 West 2300 South Salt Lake City, UT 84131-0010	Sherrie Holyoak	(801) 975-3503	No relevant information found on this site.
USDA Consolidated Farm Service Agency 1410 E. Iron Ave Salina, Kansas 67401	Staff	(785)825-8269 Press 2	No relevant information found on this site.
USDA Natural Resource Conservation Service 1410 E. Iron Ave Salina, Kansas 67401	Staff	(785)825-8269 Press 3	Hours M-F 0730-1630. Provided Soil Survey.
DEPARTMENT OF COMMERCE			
NGS, Information Services NOAA, N/NGS12 National Geodetic Survey SSMC-3,#92021315 East-West Highway Silver Springs, MD 20910-3282	Joan Rikon	(301) 713-2692 Fax 713-4172	No relevant information found on this site.
NOAA National Climatic Data Center Federal Bldg. 151 Patton Ave, Room 120 Asheville, NC 28801-5501	Customer Service	(828) 271-4800, press 2 FAX (828) 271-4876	Provided climatic data.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
DEPARTMENT OF INTERIOR			
Department of Interior U.S. Geological Survey EROS Data Center Sioux Falls, SD 57198	Customer Service	(605) 594-6151	Provided aerial photographs.
U.S. Geological Survey Information Services Denver Federal Center P.O. Box 25286, Bldg. 810 Denver, CO 80225	Customer Service	(303) 202-4700 1-800-435-7627 FAX (303) 202-4693	Provided topographical maps.
U.S. Geological Survey Earth Science Information Center (ESIC) Denver Federal Center P.O. Box 25286, Bldg. 810 Denver, CO 80225	Paula Erickson Steve Reiter Steve Johnson	(303) 202-4200 Fax (303) 202-4188 1-800-435-7627	No relevant information provided for this site.
STATE			
Kansas Department of Wildlife & Parks 900 Jackson Street, Suite 502 Topeka, KS 66612-1253	Web Site	(785)296-2281	Obtained endangered species information for Saline County from www.endangeredspecie.com
State Historical Preservation Office (SHPO) Kansas State Historical Society 6425 SW 6th Ave Topeka, KS 66615-1099	Dr. Ramon Powers William Banks Bob Hoard	(785)272-8681	Provided input as to historical findings for site.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
STATE (continued)			
Kansas Highway Patrol Troop C 2019 E. Iron Ave Salina, KS 67401	CPT Steve Ragan LT Peters	(785) 827-3065	Special Response Team/ Bomb Squad.
COUNTY			
Saline County Appraiser 300 West Ash, Room 108 Salina, KS 67402-5040	Rod Broberg	(785)309-5800	No relevant information found on this site.
Saline County Register of Deeds 300 West Ash, Room 212 Salina, KS 67402-5040	Rebecca Seeman	(785)309-5855	Provided copies of property ownership. Documents Included in Appendix G.
Saline County Sheriff's Dept 251 N. 10th Salina, KS 67402	Sheriff Glen Kochanowski	(785)826-6500	No relevant information found on this site.
CITY			
Salina Fire Department		(785)826-7340	No relevant information found on this site.
Salina Police Department 255 N. 10th St. Salina, KS 67401		(785)826-7210	No relevant information found on this site.
Salina Public Library 301 West Elm St. Salina, KS 67401	Librarian	See Website Printout	Provided copies of newspaper articles and historical publications.
	NON GOVERNMENT AGENCIES		
NATIONAL			
Coast Defense Study Group, Inc. 1560 Somerville Rd Bel Air, MD 21015	Publication Mark Berhow	N/A	No relevant information found on this site.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
NATIONAL (continued)			
Council on America's Military Past 518 W. Why Worry Lane Phoenix, AZ 85021	Heliogram Publication	(800) 396-4693	No relevant information found on this site.
FirstSearch 6565 Frantz Road Dublin, OH 43017-3395	Computer Search	(918)420-8772	No relevant information found on this site.
On-line Computer Library Center 6565 Frantz Road Dublin, OH 43017-3395	Computer Search (OCLC)	(918)420-8772	No relevant information found on this site.
LOCAL			
State Historical Society of Wisconsin Library 816 State St Madison, WI 53706	Staff	(608) 264-6534 Fax 264-6520	Five military newspapers relevant to the Schilling / Smoky Hill Era. No relevant information found on this site.
American Legion 142 South 7th St Salina, KS 67401		(785) 825-1075	No relevant information found on this site.
Schilling AFB Personnel P. O. Box 2012 Salina, KS 67402	Joan Johnson	(785)823-5065	No relevant information found on this site. Recommended 40th Bomb Wing Website (see entry below).
40th Bomb Wing Website	Webmaster	Website	No relevant information found on this site.

APPENDIX A
REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
LOCAL (continued)			
VFW - Post 1432 LTC J D Riddell Post 1108 W. Crawford St. Salina, KS 67401		(785)825-4909	No relevant information found on this site.
Salina Airport Authority 3237 Arnold Ave Salina, KS 67401	Timothy Rogers Executive Director	(785)827-3914 Fax: 827-221	Provided knowledgeable person for interviewing and access to all sites.
Salina Airport Authority 3237 Arnold Ave Salina, KS 67401	Donald C. Kneubuhl Manager of Special Projects	(785)827-3914 Fax: 827-221	Provided access to the site, arranged for entry into other leased/owned properties, copies of drawings and other information, and interview I-1.
Clark, Mize & Linville P.O. Box 380 129 S. Eighth St. Salina, KS 67402-0380	Ilene Munk Gaekwad Attorney at Law	(785) 823-6325 Fax: 823-1868	Provided a map and documents included in Appendix F.
Smoky Hill Museum P.O. Box 101 211 West Iron Ave. Salina, KS 67402-0101	Lisa Upshaw Curator of Collections	(785) 309-5776 Fax: 826-7414	Provided copies of pictures and documents from historical collections.

ORDNANCE AND EXPLOSIVES
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SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX B

REFERENCES AND ABSTRACTS

APPENDIX B

SECTION I

Bibliography

B-1 ER 1110-1-8153, Ordnance and Explosives Response, U.S. Army Corps of Engineers, Washington DC, 14 May 1999.

B-2 EP 1110-1-18, Ordnance and Explosives Response, U.S. Army Corps of Engineers, Washington DC, 24 April 2000.

B-3 Defense Environmental Restoration Program for Formerly Used Defense Sites, Ordnance and Explosive Waste, Archives Search Report Instructions, Version 2.2, U.S. Army Corps of Engineers, Rock Island District, 17 April 1995.

B-4 Defense Environmental Restoration Program for Formerly Used Defense Sites, Ordnance and Explosive Waste, Archives Search Report Procedural Document, U.S. Army Corps of Engineers, Huntsville Division, dated June 1994.

B-5 Site Safety Plan for OE Investigations w/Appendix B-104, U.S. Army Corps of Engineers, Rock Island District, dated 25 June 1992.

B-6 Inventory Project Report (INPR) Schilling Air Force Base, Department of the Army, Northwestern Division, Corp of Engineers, dated 25 February 2001(see document E-1):
- Findings and Determination of Eligibility, Site No. B07KS025600.
- Site Survey Summary Sheet for DERP/FUDS Site No. B07KS025600, dated 10 July 1991.
- Project Summary Sheet for DERP/FUDS OEW Site No. B07KS025600, dated 30 July 1991.

B-7 DRAFT - Survey and Analysis Report, Second Edition, U.S. Army Program Manager for Chemical Demilitarization, dated December 1996 (see document E-5).

B-8 Archive Search Report, Findings, Osage Precision Bombing Range #3, prepared by U.S. Army Corp of Engineers Huntsville Division, dated July 1995(see document E-2).

B-9 Archives Search Report, Findings, Pottawatomie Precision Bombing Range #1, prepared by U.S. Army Corps of Engineers Huntsville Division, dated July 1995 (see document E-3).

B-10 Archives Search Report, Findings, Wabaunsee Precision Bombing Range #2, prepared by U.S. Army Corps of Engineers Rock Island District, dated September 1996 (see document E-4).

B-11 TM 9-1990, Small Arms Ammunition, 23 May 1942 (Excerpt) (see document D-1).

B-12 OS 9-20 Vol 2, Ordnance School Text, Artillery Ammunition Volume 2, February 1943 (Excerpt) (see document D-2).

B-13 OP 1280, Aircraft Bombs, 17 February 1945 (Excerpt) (see document D-3).

B-14 TM 9-1980, Bombs for Aircraft, 15 November 1944 (Excerpt) (see document D-4).

B-15 OP 998 (Second Rev.), Aircraft Pyrotechnics and Accessories, 29 May 1947 (Excerpt) (see document D-5).

B-16 TM 9-2900, Military Explosives, 29 August 1940 (Excerpt) (see document D-6).

B-17 Report, Information Package on Chemical Agent Identification Sets (CAIS), undated, prepared by the U.S. Army Chemical Materiel Destruction Agency, Program Manager for Non-Stockpile Chemical Materiel (Excerpt) (see document D-7).

B-18 Listing, Complete List of All U.S. Nuclear Weapons, 01 October 1997, http://nuketesting.enviroweb.org/hew/Usa/Weapons/Allbombs.html (Excerpt) (see document D-8).

B-19 Memorandum, History 802d Air Division and 802d Air Base Group, 1 - 30 June 1958 (see document F-1).

B-20 Memorandum, History 802d Air Division and 802d Air Base Group, 1 - 31 January 1959 (see document F-2).

B-21 Memorandum, History 802d Air Division, 1 - 30 April 1959 (see document F-3).

B-22 Memorandum, History 802d Air Division, 1 - 30 November 1959 (see document F-4).

B-23 Memorandum, referencing the changes of official designations for U.S. Air Force installations, Department of the Air Force, 12 January 1948 (see document F-5).

B-24 Reference Book, Jane's All The World's Aircraft 1945/6, 1945 (see document F-6).

B-25 Reference Book, Jane's All The World's Aircraft 1957-58, 1957 (see document F-7).

B-26 Article, Loadin' JATO, undated, www.bobnfumi.com/story48.html (see document F-8).

B-27 Article, Weapon Storage Sites / Q Area, www.globalsecurity.org/wmd/facility/q_area-intro.htm, undated (see document F-9).

B-28 Thesis, No Bugles Will Blow, No Trumpets Will Sound, A Narrative History of Smoky Hill/Schilling Air Force Base, Salina, Kansas 1942 To 1967, 12 August 1983, Willis J. McClure (see document F-10).

B-29 Memorandum, 802d Air Division and 802d Combat Support Group, 01 - 31 August 1959 (see document F-11).

B-30 Article, In The Beginning..., http://nuclearhistory.tripod.com/testing.html (see document F-12).

B-31 Memorandum, Subject: Bombing and Gunnery Ranges, Headquarters Smoky Hill Army Air Field, 28 April 1944 (see document F-13).

B-32 Documents, 802d Air Division History, 01 Jan 1943 - 31 Dec 1943 (see document F-14).

B-33 Document, Smoky Hill AAF, Mar 1945 (Excerpt) (see document F-15).

B-34 Document, Areas Used by the Chemical Warfare Service During the 1900's DRAFT, Program Manager for Non-Stockpile Chemical Demilitarization (Excerpt) (see document F-16).

B-35 Memorandum, Subject: Shooting-in-Butts, Fifth Heavy Bombardment Processing Headquarters, Smoky Hill Army Air Field, 06 August 1943 (see document F-17).

B-36 Article, Schilling AFB Smoky Hill AFB, www.globalsecurity.org/wmd/facility/schilling.htm, undated (see document F-18).

B-37 Publication, Soil Survey of Saline County, Kansas, U.S. Department of Agriculture, Soil Conservation Service, May 1992.

B-38 High Plains Regional Climate Center, Salina Airport, http://www.hprcc.unl.edu/cgi-bin/cli_perl_lib/cliMAIN.pl?ks7160, 1960 - 2000.

B-39 Explanatory Statement of Proposed Negotiated Sales of Surplus Real Property Submitted Pursuant To The Provisions of Section 203(e)(6) of the Federal Property and Administrative Services Act of 1949, as Amended (40 U.S.C. 484(e)(6)), with cover letter dated 30 August 1966 (see document G-1).

B-40 Memorandum, Proposed Negotiated Sale Portion of Schilling Air Force Base (1,544.57 ac.) Salina, Kansas. D-Kan-420Y, 22 July 1966, Regional Administrator, GSA, with cover letter dated 05 October 1966(see document G-2).

B-41 Report, Attorney's Report As Pertains To 4789.271 Acres Of Land Located At Schilling Air Force Base County(s) Of Saline State Of Kansas, dated 14 May 1965, Attorney Real Estate Division (see document G-3).

B-42 Form, Report Of Excess Real Property, Standard Form 118 December 1953, dated 17 May 1965, Chief Management & Disposal Branch Real Estate Division with Form, Buildings, Structures, Utilities, and Miscellaneous Facilities, Standard Form 118a and 118b December 1953, attached (see document G-4).

B-43 Form, Real Property Records And Reports For Air Bases, AAF Form No. 140, undated (see document G-5).

B-44 Article, "U.S. Files Condemnation On The Land", 28 April 1942, The Salina Journal (see document H-1).

B-45 Article, "Bomber Base Brings The World To Doorstep Of Salina, KAS.", 01 August 1948, The Salina Journal (see document H-2).

B-46 Article, "Air Force Acts Swiftly", dated sometime in the last week of July 1951, The Salina Journal (see document H-3).

B-47 Article, "SHAFB Fund Approved $6 Million Is Okayed By House Committee", 15 May 1952, The Salina Journal (see document H-4).

B-48 Souvenir Album, "Schilling Air Force Base...15 Years Of Service To The Nation", 16 March 1957, Dedication Ceremony (see document H-5).

B-49 Article, "Schilling Door Opened To Business Commercial Development Can Become A Reality", 09 February 1966, The Salina Journal (see document H-6).

B-50 Article, "Ghostly Vapor Trails in Skies As Proud Schilling AFB Dies", 03 April 1967, The Salina Journal (see document H-7).

B-51 Article, "No Trumpets Will Blow as a Salina Era Ends", 18 June 1967, The Salina Journal (see document H-8).

B-52 Article, "Through The Years", 14 November 1989, The Salina Journal (see document H-9).

B-53 Article, "Turning Swords Into Plowshares", 19 November 1989, The Salina Journal (see document H-10).

B-54 Map, Smoky Hill Airfield Layout Plan, August 1942 (see document L-1).

B-55 Map, Smoky Hill Airfield General Layout of Reservation, 15 August 1942 (see document L-2).

B-56 Map, Smoky Hill Airfield Layout Plan Target Butt Area, 31 August 1942 (see document L-3).

B-57 Map, Smoky Hill Airfield Layout Plan, 09 November 1942 (see document L-4).

B-58 Map, Smoky Hill Army Air Field General Layout Plan, and Smoky Hill Army Air Field Construction Program, 1 May 1944 with Summary of Army Air Base Facilities (see document L-5).

B-59 Map, Smoky Hill Army Air Field Air-To-Ground Radio Transmitter, 16 November 1944 (see document L-6).

B-60 Map, Smoky Hill Army Air Field General Plan Showing Street Names & Building Numbers, 1946 (see document L-7).

B-61 Map, Smoky Hill AFB Rehabilitation of Buildings Group 1 Location Plan, 04 October 1951 (see document L-8).

B-62 Map, Smoky Hill AFB Storage Igloos & Facilities Location Plan F.Y. 1953, January 1953 (see document L-9).

B-63 Map, Smoky Hill AFB Topographic and Planimetric Map, 29 September 1955 (see document L-10).

B-64 Map, Smoky Hill AFB Master Plan, Basic Layout Plan, 28 January 1957 (see document L-11).

B-65 Map, Schilling AFB Munitions Area Base Map, 23 January 1958 (see document L-12).

B-66 Map, Schilling AFB Munitions Area with Explosive Arcs, undated (see document L-13).

B-67 Map, Smoky Hill Air Force Base Ordnance Storage Area General Layout, 01 December 1958 (see document L-14).

B-68 Map, Schilling AFB Master Plan Basic Layout Plan, March 1960 (see document L-15).

B-69 Map, Schilling Air Force Base Missile Assembly Building, 06 March 1960 (see document L-16).

B-70 Map, Land Use Plan, Schilling AFB, 15 March 1965 (see document L-17).

B-71 Building Layout, Preliminary Drawing for Construction, dated 21 February 2002 (see document L-18).

B-72 Letter, Target Butt Test, Headquarters Smoky Hill Army Air Field, Office of the Post Engineer, 25 September 1943 (see document K-4).

B-73 Listing, Endangered Species In Kansas, 03 Sep 2000, www.endangeredspecies.com.

B-74 Reference Book, Jane's All The World's Aircraft 1964-65, 1964 (see document D-9).

B-75 Article, North American GAM-77 "Hound Dog", www.wpafb.af.mil/musum/research/bombers/b5/b5-73.htm, undated (see document D-10).

B-76 TM 43-0001-38, Army Ammunition Data Sheets for Demolition Materials, Department of the Army, 25 July 1994 (see document D-11).

B-77 TM 9-1900, Ammunition General, Department of the Army, 01 June 1956 (see document D-12).

B-78 Book, Handbook of Chemical and Biological Warfare Agents, Ellison D. Hank, 1999 (see document D-13).

B-79 OP 1280, Aircraft Bombs, Department of the Army, 17 February 1945 (see document D-14).

SECTION II

NATIONAL CAPITOL REGION ARCHIVES FINDINGS

PART A

POSITIVE FINDINGS

SCHILLING AFB

SECTION II
NATIONAL CAPITAL REGION ARCHIVES FINDINGS
PART A
POSITIVE FINDINGS

SALINA USD #305 (SCHILLING AIR FORCE BASE), KS

Also Researched Under: Smokey Hill Army Air Base, KS; Schilling Air Force Base, KS; US Highway 40, KS; US Highway 81, KS; Salina Highway, KS; Salina Airport, KS; Salina Airport Authority; and Schilling Atlas "F" Strategic Missile Support Base, KS

NARA - ARCHIVES II - TEXTUAL BRANCH
COLLEGE PARK, MD

RG 18 (Records of the Army Air Corps)

Entry 2A: Adjutant General's Unclassified Decimal File, 1944
Box 2247
Correspondence Relative to Declaration Of Smokey Hill Army Airfield Precision Bombing Range No. 1 As Excess to Strategic Air Command Requirements, 26 July - 3 September 1946

Entry 2A: Adjutant General's Unclassified Decimal File, 1944
Box 2262
Correspondence Relative to Post - World War II Status of Smokey Hill Army Airfield, 4 - 20 September 1946

Entry 2A: Adjutant General's Unclassified Decimal File, 1944
Box 2262
Letters Relative to Post - World War II Status of Smokey Hill Army Airfield, 8 - 17 July 1946

Entry 2A: Adjutant General's Unclassified Decimal File, 1944
Box 2262
Letters Relative to Retention of Smokey Hill Army Airfield as Part of Post - World War II Interim Army Air Force, 20 March - 12 April 1946

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SALINA USD #305 (SCHILLING AIR FORCE BASE), KS

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Entry 292: Air Adjutant General's Unclassified Central Decimal File, Oct 1942 - May 1944
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Entry 295: Correspondence Relating to Airfields, 1939 - 1942
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Series: USAF
Item: 43503A
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SCHILLING AFB

SECTION II
NATIONAL CAPITAL REGION ARCHIVES FINDINGS
PART B
NEGATIVE FINDINGS

SALINA USD #305 (SCHILLING AIR FORCE BASE), KS

Also Researched Under: Smokey Hill Army Air Base, KS; Schilling Air Force Base, KS; US Highway 40, KS; US Highway 81, KS; Salina Highway, KS; Salina Airport, KS; Salina Airport Authority; and Schilling Atlas "F" Strategic Missile Support Base, KS

CENTER OF MILITARY HISTORY - HISTORICAL RESEARCH BRANCH
WASHINGTON, DC

Historical Data Cards
Posts, Camps, and Stations File
WW II Posts, Camps, and Stations

LIBRARY OF CONGRESS - GEOGRAPHY AND MAP DIVISION
WASHINGTON, DC

Sanborn Map Collection
US Department of the Interior, Geological Surveys

LIBRARY OF CONGRESS - PRINTS AND PHOTOGRAPHS DIVISION
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Entry 108: Secretary of the Army (Patterson), General Decimal File, 1946 - 1947
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Entry 158: Special Assistant for Construction - MJ Madigan, General Correspondence, 1940 - 1945
Entry 159: Special Assistant for Construction - MJ Madigan, Projects, 1940 - 1945
Entry 168: Office of the Undersecretary of War, Purchase and Contract Branch, Construction Section, Subject File, 1940 - 1947
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RG 121 (Records of the Public Building Service)
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U.S. ARMY CORPS OF ENGINEERS - OFFICE OF HISTORY
ALEXANDRIA, VA

Book of Military Reservations
Dale Floyd Collection
Image Collections
Installation Books
Map Collection
Military Collection
Oral History Collections
Personal Papers Collection
Real Estate Records

WASHINGTON NATIONAL RECORDS CENTER
SUITLAND, MD

RG 77 (Records of the Office of the Chief of Engineers)
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Report, USACE, Subject: Preliminary Foundation Exploration, 17 Apr 1959
Map, Schilling Missile Sites, date unknown
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~~Spreadsheet, Subject: Deleted Line Items, FY56~~

RG 121, Records of the Public Buildings Service
Accn 6KRA-121-84-2, Box #8
SF 118, Subject: Report of Excess Property, 24 Mar 1955
SF 118, Subject: Report of Excess Property, 22 Jun 1955
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SF 118, Subject: Report of Excess Property, 8 Feb 1956
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SF 118, Subject: Report of Excess Property, 6 Dec 1957
Accn 6NN-291-95-1, Box #60
Report, Disposal #153,Subject: Disposal of Atlas "F" Silos, 30 Apr 1965

RG 291, Records of the Federal Property Resources Service
Accn 6NN-291-91-1, Box #21
Map, Topographical, Salina SW, Kansas 1955, Photorevised 1978
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Memo, Subject: Inspection Report Schilling AFB, 6 Jul 1965
Plan, Disposal, Subject: "Schilling AFB", 30 Jun 1965
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Map, Austin Boyer Acme Appraisals, Subject: Schilling AFB, date unknown
SF 188c, Subject: Related Personal Property, date unknown
Attorneys Report, Subject: "Schilling AFB", 14 May1965

SF 118, Subject: Schilling AFB (w/SF 118a & 118b), 17 May 1965
Accn 6NN-291-96-1&2, Box #94
Newspaper Clipping, The Salina Journal, "The Day Salina Changed Direction", Date unknown
Roster, Subject: Meeting at Schilling AFB, 13 Sep 1965
Memos, Subject: Response and Request for Schilling Property, June 1965
Memo(w/map), Subject: Land Use Plan Proposed by the People of Salina, 21 May 1965
Summary, Subject: Closure of Schilling AFB, date unknown
Summary, Subject: Schilling AFB Meetings 13-14 Jan 1965 (w/attachments), 26 Jan 1965
Memo, Subject: Proposed Negotiated Sale ...(1,544 acres), 22 July 1966
Packet, Request and Approval of Sale of Schilling AFB, Oct 1966
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Memo, FAA, Subject: Exchange of SAA Property, 21 Jan 1967
Memo, Subject: Map of Schilling AFB, 9 June 1966
Memo, DHEW, Subject: Approval for Schilling Institute, 26 Apr 1966
Memo, SAA, Subject: Occupation of Buildings at Schilling AFB, 15 Feb 1966
Schedule 'A' Excerpt, Subject: Declaration of Taking, date unknown
Accn 6NN-291-96-1&2, Box #95
Document, Subject: Buildings Requested as Part of Shilling Institute, date unk
Deed, Quitclaim, "Between USA and the Board of Education", 22 Mar 1967
Deed, Quitclaim, "Between USA and Salina Airport Authority, 11 May 1967
Memo, Subject: Surveyor's Certificate Salina Airport Authority, 1 May 1974
Deed, Quitclaim, "Between USA and Salina Airport Authority, 7 Mar 1967
Deed, Quitclaim, unsigned, with Tract Numbers/Descriptions, date unknown
Memo, Subject: SAA Application for Certain Portions of Schilling AFB, 3 Sep 1965
Deed, Certified Recorded Deed for Salina Airport Authority, 12 Sep 1966
Deed, Quitclaim (correction), "Between USA and Salina Airport Authority", 17 May 1974
Accn 6NN-291-96-1&2, Box #96
SF 118a, " Buildings, Structures, Utilities, and Misc Facilities, date post 1965
Packet, Description Cost and Pictures of Improvement, date unknown
Report, Subject: City Plan Salina Kansas, Sep 1964
The Salina Story, "Swords into Plowshares", Aug 1966

NARA, NATIONAL PERSONNEL RECORDS CENTER ST LOUIS, MO

RG 342, Records of the U.S. Air Force Commands, Activities, and Organizations
Accn 342-49G-6015, Box 1/1
Memo, SAC, Subject: "Schedule of ... 55 Group Program", 19 Sep 1947

Memo, Subject: Comments Concerning Annex 111 (Facilities), 10 Dec 1947
Memo, HQSAC, Subject: Facilities Requirements for 55 Group Program, 26 Nov 1947
Accn 342-46-A-3072, Box 1/1
Memo, SHAAF, Subject: Request for Materials and Work, 4 Jan 1944
Memo, SHAAF, Subject: Gas Chamber Post request No.4-43, 5 Feb 1944
Memo, HQ AA Forces, Subject: Request Ammunition Handling and Storage Facilities, 16 Oct 1944
AA Form 140, Real Property Records and Reports for Air Bases, date unknown
Memo, SHAAF, Subject: Post Request No. 7-68…System, 21 May 1947
Chart (oversize), Aeronautical, Salina, 9 Mar 1944
Accn 342-44-A-6003, Box 29/53
File, Acquisition of Land Documents, 1Nov 1942 to 3 Jan 1945
Map (oversize), Smokey Hill Air Field, 16 June 1942
Box # 51/53
Memo, HQ Continental AF, Subject: Letter of Transmittal, 11 Mar 1946
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Map, Installation, SHAAF, 1 May 1944
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Memo, War Department, Subject: Acquisition of Land, 9 May 1944
Accn 342-49-A-3045
Box #1/1
Memo, SAC, Subject: Training and Operational Facilities Required for Peacetime Airfields, 26 Sep 1947
Memo, 49th Combat Wing, Subject: SAB, 13 Oct 1947

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SCHILLING AIR FORCE BASE

NARA, CENTRAL PLAINS REGION
KANSAS CITY, MO

FEDERAL RECORDS CENTER

RG 16, Records of the Office of the Secretary of Agriculture
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RG 18, Records of the Office of the Army Air Forces
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RG 30, Records of the Bureau of Public Roads
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RG 96, Records of the Farmers Home Administration
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RG 319, Records of the Army Staff
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RG 77, Records of the Office the Chief of Engineers
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RG 92, Records of the Quartermaster General
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RG 96, Records of the Farmers Home Administration
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RG 111, Records of the Office of the Secretary of Agriculture
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RG 407, Records of the Adjutant General's Office
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RG 338, Records of the U.S. Army Commands
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Accn 18-49-L-4005
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ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX C

GLOSSARY

APPENDIX C

GLOSSARY

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AAF	Army Air Field
AFB	Air Force Base
ATO	Assisted Take-Off
BD/DR	Building Demolition/Debris Removal
CENWK	Corps of Engineers, Kansas City District
CEMVR	Corps of Engineers, Rock Island District
CFR	Code of Federal Register
CO	Commanding Officer
COE	Corps of Engineers
CON/HTRW	Containerized/Hazardous Toxic Radioactive Waste
CWM	Chemical Warfare Material
CWS	Chemical Warfare Service
DA	Department of the Army
DAC	Defense Ammunition Center
DERP	Defense Environmental Restoration Program
DOD	Department of Defense
EOD	Explosive Ordnance Disposal
EE/CA	Engineering Evaluation/Cost Analysis
EPA	Environmental Protection Agency
EXO	Explosive Ordnance
FDE	Findings and Determination of Eligibility
FUDS	Formerly Used Defense Site(s)
HTRW	Hazardous, Toxic, and Radiological Waste
HTW	Hazardous and Toxic Waste
INPR	Inventory Project Report
M	Model Number

MOU	Memorandum of Understanding
NDAI	No DOD Action Indicated
OE	Ordnance and Explosives
PAE	Preliminary Assessment of Eligibility
PBR	Precision Bombing Range
PN	Project Number or Part Number
QASAS	Quality Assurance Specialist (Ammunition Surveillance)
RD/RA	Remedial Design/Removal Action
SAA	Salina Airport Authority
SI	Site Investigation or Site Inspection
SW	Special Weapons
USACE	U.S. Army Corps of Engineers
USAESCH	U.S. Army Engineering and Support Center Hunstville
USATCES	U.S. Army Technical Center for Explosives Safety
UXO	Unexploded Ordnance
WW	World War

ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX D

TEXTS/MANUALS

APPENDIX D

TEXTS/MANUALS

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D-6 Removed

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CHAPTER 4

AMMUNITION, CALIBER .50

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SECTION I

GENERAL

	Paragraph
Types	78
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78. Types.—The ammunition described in this chapter is designed for use in all caliber .50 machine guns. It includes cartridges of the following types: armor-piercing, ball, tracer, incendiary, blank, dummy, and high-pressure test.

79. Identification.—*a.* In common with all other small-arms ammunition, caliber .50 cartridges are identified by the marking on the packing boxes and cartons and the identification card. These include the type, caliber, model, manufacturer's symbol, and ammunition lot number. For further information see section III, chapter 1.

b. Physical differences in the cartridges are described in the sections on the several cartridges.

80. Grades and uses.—For information concerning grades and uses see paragraph 13 and OFSB No. 3-5.

81. Packing and marking.—*a. Marking.*—The markings on boxes and cartons are described in section IV, chapter 1.

b. Packing.—The following table of packing data includes packing for all standard caliber .50 cartridges. Further information will be found in section V, chapter 1.

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Packing cartridges, caliber .50	Cartridges per carton	Cartons per box	Total rounds per box	Total weight of box, pounds	Cartridges per link belt packed in carton	Total rounds link belt assembled cartridges per box	Weight of box of assembled cartridges
AP M2	10	35	350	113			
AP M2 [1]					100	200	83
Ball M2	10	35	350	113			
Ball M2 [1]					100	200	83
Blank M1	10	45	450	81			
Dummy M1 or M2	10	35	350	99			
High-pressure test M1	10	30	300	108			
Tracer M1	10	35	350	111			
AP M2 (80) and tracer M1 (20)					100	200	83
Ball M2 (80) and tracer M1 (20)					100	200	83
AP M2 (40) and ball M2 (40) and tracer M1 (20)					100	200	81
Incendiary M1	10	35	350				

[1] Also packed 265 cartridges in link belts.

82. Component parts.—The following table lists component parts of caliber .50 cartridges. For description of the parts see sectio II, chapter 1. Components which differ from the standard type are described in the section on the specific cartridge.

	Cartridge case	Propellent powder	Bullet		
			Jacket	Filler	Core
AP M2	Brass	IMR 4814	Gilding metal.	Antimony lead.	Hard steel
Ball M2	Brass	IMR 4814	Gilding metal.	Antimony lead.	Soft steel.
Tracer M1 Tracer M2	Brass	IMR 4814	Gilding metal.	Point lead, rear tracer composition.	None.
Blank M1	Brass	IMR 4814	None	None	None.
Dummy M1	Tinned brass.	None.	Gilding metal.	Antimony lead.	Soft steel.
Dummy M2	Tinned brass.	None.	Tin coated gilding metal.	Antimony lead.	Soft steel.
High-pressure test M1.	Tinned brass.	IMR 4814	Gilding metal.	Forward slug antimony lead; rear antimony lead.	None.
Incendiary M1.	Brass	IMR 4814	Gilding metal.		

83. Component weights.—The following table gives the weights of the caliber .50 cartridges. The weights listed are the maximum limits permitted in the manufacture of these cartridges.

Component weights (in grains)	Weight of complete cartridge (approximate)	Weight of cartridge case	Weight of primer	Weight of propelling charge	Weight of bullet	Weight of core	Weight of jacket	Weight of filler
AP M2	1, 837	850	19. 06	250	718	410	253	56. 5
AP M2 (alternate)	1, 829				710	402		
Ball M2	1, 830	850	19. 06	250	711. 5	402	253	56. 5
Blank M1	889	850	19. 06	43				
Dummy M1	1, 620	850	16. 9		753	405	266	82
Dummy M2	1, 569	850				405 487	266	82
High-pressure test M1	2, 110	850	19. 06	240	1, 002	[1] 252	263	
Tracer M1	1, 789	850	19. 06	240	681	[2] 207	408	[3] 70
Incendiary M1		850	19. 06					

[1] Front slug.
[2] Rear slug.
[3] Tracer composition.

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SECTION II

CARTRIDGE, ARMOR-PIERCING, CALIBER .50, M2

Paragraph
Description 84
Exterior ballistics 85

84. Description.—*a. General.*—This cartridge (fig. 22) is a current standard item of issue for all caliber .50 machine guns. It is designed for use against armored aircraft, armored vehicles, concrete shelters, and similar bullet-resisting targets.

b. Visual identification.—This cartridge may be identified by the blackened tip of the bullet.

c. Components.—(1) The cartridge consists of a cartridge case primer, propelling charge, and bullet. The complete assembly weighs 1,800 grains.

(2) The cartridge case, primer, and propelling charge are described in section II, chapter 1.

(3) The bullet (fig. 21) consists of three parts—a gilding metal jacket, a hardened steel core, and a point filler of an antimony-lead alloy. The over-all length of the bullet is 2.29 inches and the point is blackened for approximately 9/16 inch. The base has a 9° taper beginning .386 inch from the base. The mouth of the case is crimped into cannelure at assembly and a minimum pull of 100 pounds is required to extract the bullet from the case.

85. Exterior ballistics.—*a. Maximum range.*—Approximately 7,200 yards.

b. Maximum pressure.—52,000 pounds per square inch.

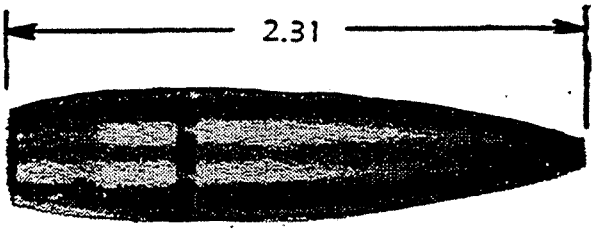
c. Velocity.—(1) At 78 feet, 2,900 feet per second.

(2) Muzzle, 2,935 feet per second.

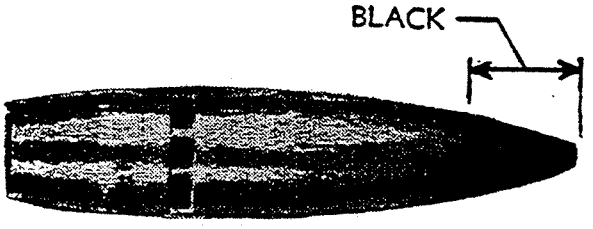
d. Accuracy.—At the time of acceptance, this ammunition will group within a mean radius not greater than 8.0 inches at 500 yards or 9.0 inches at 600 yards.

e. Table of fire.

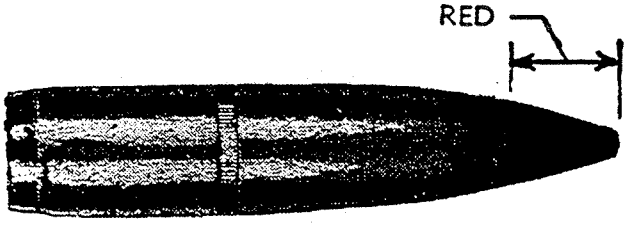
Range	Angle of elevation	Time of flight	Maximum ordinate	Angle of fall
Yards	*Mils*	*Seconds*	*Yards*	
0	0	0	0	0
200	1. 2	. 22	. 1	1. 4
400	2. 7	. 46	. 3	3. 3
600	4. 3	. 72	. 7	5. 2
800	6. 1	1. 00	1. 4	7. 4
1, 000	8. 2	1. 32	2. 4	10. 5
1, 200	10. 7	1. 69	3. 9	15. 4
1, 400	13. 7	2. 10	6. 0	22. 0
1, 600	17. 3	2. 56	8. 9	30. 5
1, 800	21. 5	3. 07	12. 7	40. 6
2, 000	26. 3	3. 61	17. 5	52. 3



BULLET, BALL, CAL. .50, M2



BULLET, ARMOR-PIERCING, CAL. .50, M2



BULLET, TRACER, CAL. .50, M1

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FIGURE 22.—Bullets, caliber .50.

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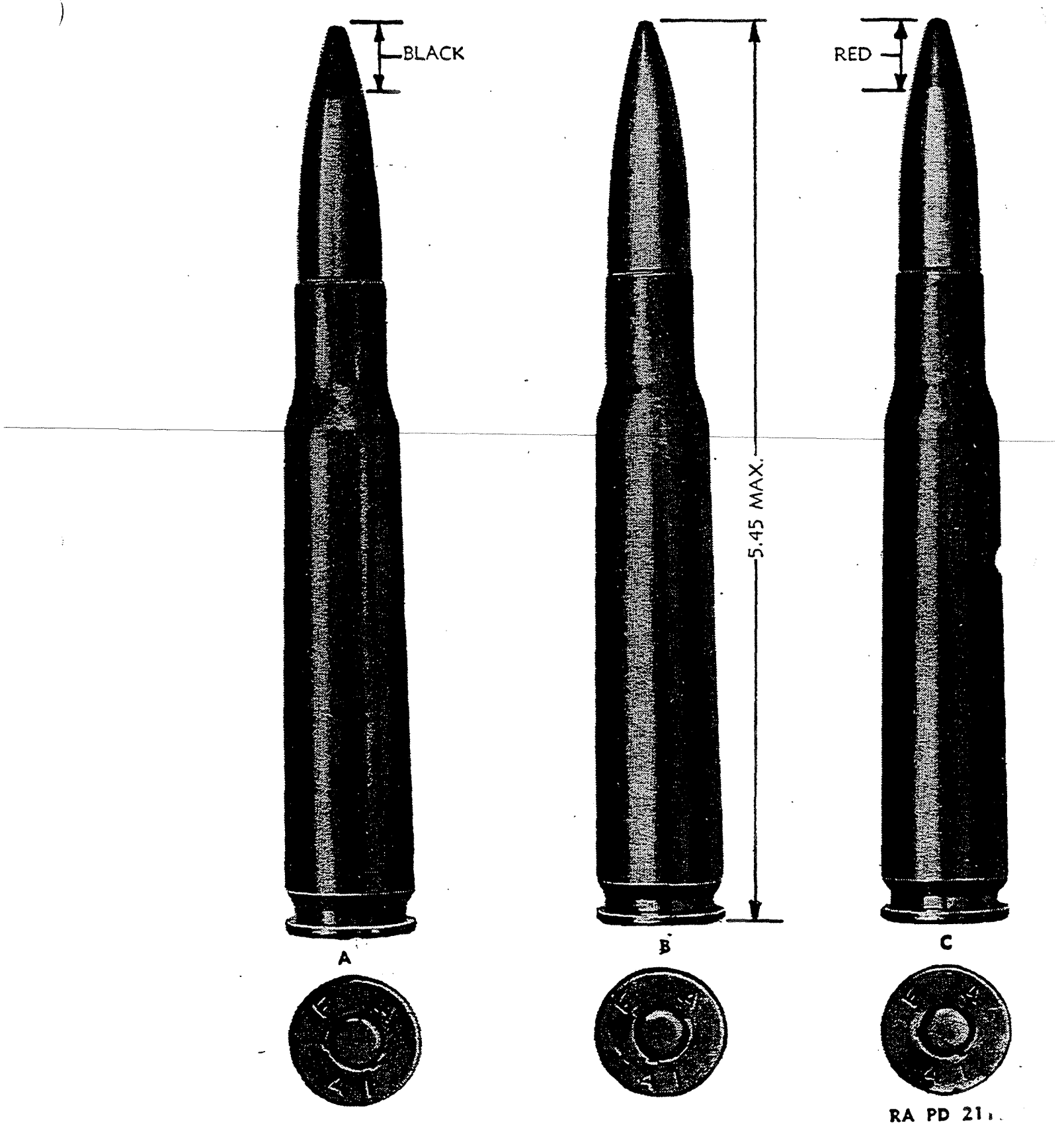

FIGURE 23.—Armor-piercing, ball, and tracer cartridges, caliber .50.

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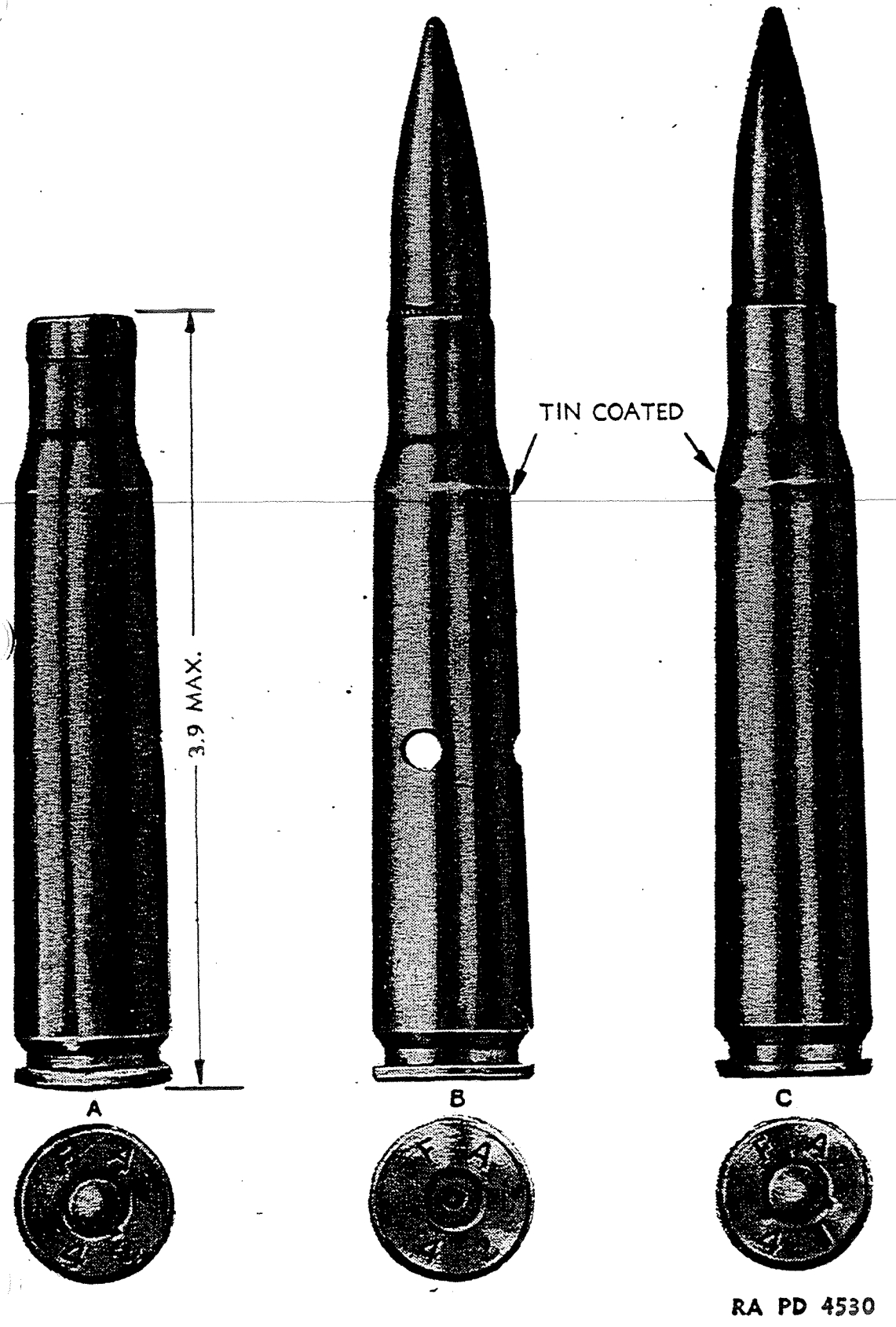

FIGURE 24.—Blank, dummy, and high-pressure test cartridges, caliber .50.

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b. Visual identification.—This cartridge may be identified by the point of the bullet, which is painted red to indicate the color of the trace.

c. Components.—(1) The cartridge consists of cartridge case, primer, propelling charge, and bullet. The complete assembly weighs 1,760 grains.

(2) The cartridge case, primer, and propelling charge are described in section II, chapter 1.

(3) The bullet (fig. 22) consists of three parts—a gilding metal jacket, a hardened lead slug which fills the forward end of the jacket, and tracer and igniter compositions which fill the balance. Unlike the bullets for armor-piercing and ball cartridges, this bullet is cylindrical to the base which is open to permit the propelling charge to ignite the tracer composition. The over-all length of the bullet is 2.4 inches. The mouth of the case is crimped into the cannelure at assembly and a minimum pull of 100 pounds is required to extract the bullet from the case.

89. Exterior ballistics.—*a. Maximum range.*—(1) *Bullet.*—3,500 yards.

(2) *Trace.*—The trace begins at a distance not greater than 250 feet from the weapon; the range of the trace is about 1,600 yards.

b. Maximum pressure.—52,000 pounds per square inch.

c. Velocity.—(1) At 78 feet, 2,830 feet per second.

(2) Muzzle, 2,865 feet per second.

d. Accuracy.—At the time of acceptance, this ammunition will group within a mean radii not greater than 20 inches at 600 yards.

e. Trajectory.—The trajectory of this ammunition approximates that of the caliber .50 ball and armor-piercing M2 ammunition at ranges near 1,000 yards.

SECTION V

CARTRIDGE, BLANK, CALIBER .50, M1

Paragraph
Description 90

90. Description.—*a. General.*—The cartridge, blank, caliber .50, M1 (fig. 24) is standard item of issue designed for use in caliber .50 machine gun with a blank firing attachment in order to operate the weapon for training purposes.

b. Visual identification.—This cartridge is identified by the absence of the bullet.

c. Components.—(1) This cartridge consists of case, wad, primer, and propelling charge.

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(2) The case has a slight annular groove about 1/4 inch from the mouth, which serves as the seat for the wad.

(3) The wad is a disk punched out of strawboard sheet, 1/16 inch thick, and is lacquered on both sides before the blanking operation.

(4) The powder charge consists of 43 grains of E. C. blank powder or equivalent.

(5) The primer is described in paragraph 9. After loading, a heavy coat of lacquer is applied to the wad and the mouth is crimped.

SECTION VI

CARTRIDGE, DUMMY, CALIBER .50, M2

Paragraph
Description 91

91. Description.—*a. General.*—This cartridge (fig. 24) is standard for use in all caliber .50 machine guns for training purposes. It may also be used for testing the mechanism of the gun.

b. Visual identification.—This cartridge is distinguished from live ammunition by the cartridge case, which is tin-coated, has three holes drilled in the side, and an empty primer pocket. It is distinguished from the cartridge, dummy, caliber .50, M1, by the bullet which is tin coated.

c. Components.—(1) This cartridge consists of cartridge case and bullet.

(2) The cartridge case is identical with service cases except, as noted above, it is tin-coated and has three holes drilled about the midpoint.

(3) The bullet consists of three parts, a tin-coated gilding-metal jacket, a soft steel core, and a point filler of hardened lead. The mouth of the case is crimped into the cannelure at assembly and a minimum pull of 100 pounds is required to extract the bullet from the case.

SECTION VII

CARTRIDGE, DUMMY, CALIBER .50, M1

Paragraph
Description 92

92. Description.—*a. General.*—This cartridge is limited standard for the same purposes and weapons as the dummy M2.

b. Visual identification.—This cartridge may be distinguished from the M2 by the bullet, which is not coated, and the fact that it has a single hole drilled in the case 2 inches from the base.

c. Components.—Except as noted above, this cartridge is identical with the cartridge, dummy, caliber .50, M2, for which see paragraph 91.

adjusted to give the required muzzle velocity. This is 2,025 feet per second for the old type and 1,990 feet per second for the M1925. The average maximum breech pressure is 40,000 pounds per square inch. The old type bullet will penetrate 58 pine boards 7/8 inch thick.

SECTION VII

CARTRIDGE, BLANK, 10-GAGE, FOR 37-MM GUNS, M1916, M3 AND M5

Paragraph
Description 107

107. Description.—*a. General.*—The cartridge, blank, 10-gage (fig. 27), is used with appropriate adapters in lieu of blank ammunition for 37-mm guns, M3, M5, and M1916. The adapters consist of a standard cartridge case modified in accordance with GA 1785 for the M3 and M5 guns, and with GA 1786 for the M1916 gun. This cartridge was formerly listed as shell, shotgun, 10-gage, blank. This ammunition is of commercial manufacture. The charge is black powder weighing 8 grains, and is kept in place by means of dry felt pads.

b. Packing.—Cartridge, blank, 10-gage, is packed 25 rounds per carton, 20 cartons (500 rounds) per box. The box may be of wood or heavy fiber. The box is 15 7/8 by 9 5/8 by 9 3/8 inches. The volume is 0.83 cubic feet. It weighs 37.5 pounds.

SECTION VIII

SHELL, SHOTGUN, 12-GAGE

Paragraph
Description 108
Packing and marking 109

108. Description.—*a. General.*—Shotgun shells (shot shells) (fig. 27) are procured by the Ordnance Department from several manufacturers for use in 12-gage sporting and riot-type shotguns. They are intended for guard or combat use and for hunting or trap shooting.

b. Visual identification.—Shells for guard and combat use have a brass head extending at least 1 inch along the case. Shells for sporting uses have a head extending only 1/2 inch along the case.

c. Components.—(1) The shell consists of a case, a primer, several wads, a propelling charge, and a load of lead shot.

(2) The case consists of a brass head and a paper case or shell body. In guard or combat shells, the head extends a distance of 1 inch along

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the case. (In some shells, the entire case is of brass.) In sporting shells, the head extends ½ inch. The head is reinforced by a base of compressed paper in which the primer pocket is formed. Some paper shells have a steel reinforcement, called the lining, under the brass head. The shell body is made of paper and waterproofed. The head is attached to the shell body by crimping.

(3) The primer is a commercial type suitable for ignition of the smokeless powder used.

(4) The propelling charge and shot load for each type are shown in the following table.

Type of shell	Propelling charge		Shot	
	Weight	Type	Weight in ounces	Size
Guard or combat	26 grains	Dense smokeless	1. 125	00
Trap shooting	3 drams	Bulk smokeless	1. 25	7½
Hawk load	do	do	1. 125	6

(5) The arrangement of paper and felt wads is shown in figure 2.

109. Packing and marking.—*a. Packing.*—(1) Shot shells are packed twenty-five per carton, twenty such cartons (500 rounds) per case. The case for domestic shipment may be wood or fiber; for oversea shipment, it will be metal-lined wood.

(2) *Packing box data.*—(*a*) *Size* in inches, 15 by 10⅜ by 9¾.

(*b*) *Area.*—1.08 square feet.

(*c*) *Volume.*—0.88 cubic foot.

(*d*) *Weight.*—65 pounds.

b. Marking.—In addition to the markings on the cartons and boxes, symbols indicating the powder charge and shot load are stamped on the closing wad. These shells can be identified further by the following, stamped on the head of the shell:

Manufacturer	Marking on head for—	
	Guard and combat load	Sporting load
Winchester Repeating Arms Co.	WRA 12 Leader	WRA 12 Ranger.
Remington Arms Co	Rem. UMC No. 12 Arrow	Rem. No. 12 Economy.
Western Cartridge Co	Western No. 12 Record	Western No. 12 XPert.
U. S. Cartridge Co	U. S. No. 12 Ajax	U. S. No. 12 Defiance.
Peters Cartridge Co	P-Peters No. 12 Ideal P-Peters No. 12 Premier	P-Peters No. 12 Victor.

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CHAPTER 8

AMMUNITION FOR 20-MM GUNS

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SECTION I. Ammunition for 20-mm automatic guns, M1 and AN-M2	156-161
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SECTION I

AMMUNITION FOR 20-MM AUTOMATIC GUNS M1 AND AN-M2

	Paragraph
Weapons	156
Types of ammunition	157
Shell, H.E.I., Mk. I	158
Shot, A.P., M75	159
Shell, fixed, practice, Mk. I (projectile, ball)	160
Packing	161

156. WEAPONS. - a. The 20-mm automatic guns, M1 and AN-M2, are for use as aircraft cannon. This type is mounted for firing from the nacelle of aircraft through the propeller hub or from a fixed mount in the wing.

b. The gun consists, basically, of a tube with its breech end fixed into a receiver which houses the major portion of the operating mechanism. The gun has combination gas and blowback operation and is air-cooled. It is capable of delivering fire at the rate of 600-700 rounds per minute. The guns may be fed either from a 60-round drum-type magazine or from a link-belt feeder.

c. The only difference between the M1 and AN-M2 guns is in the dimensions and shapes of some of the receiver parts. The characteristics of the 20-mm automatic guns, M1 and AN-M2, are as follows:

Weight of gun, without magazine or feeding mechanism	pounds	115.0
Over-all length	inches	100.63
Length of tube	inches	67.52
Rate of automatic fire (approx.)	rds./min.	600-700
Muzzle velocity	ft./sec.	2,850
Maximum chamber pressure	lbs./sq. in.	42,000
Recoil of gun (approximate)	inches	3/4 to 1
Recoil of bolt (approximate)	inches	9
Principle of operation		combination gas and blowback
Type of breechblock		longitudinal sliding

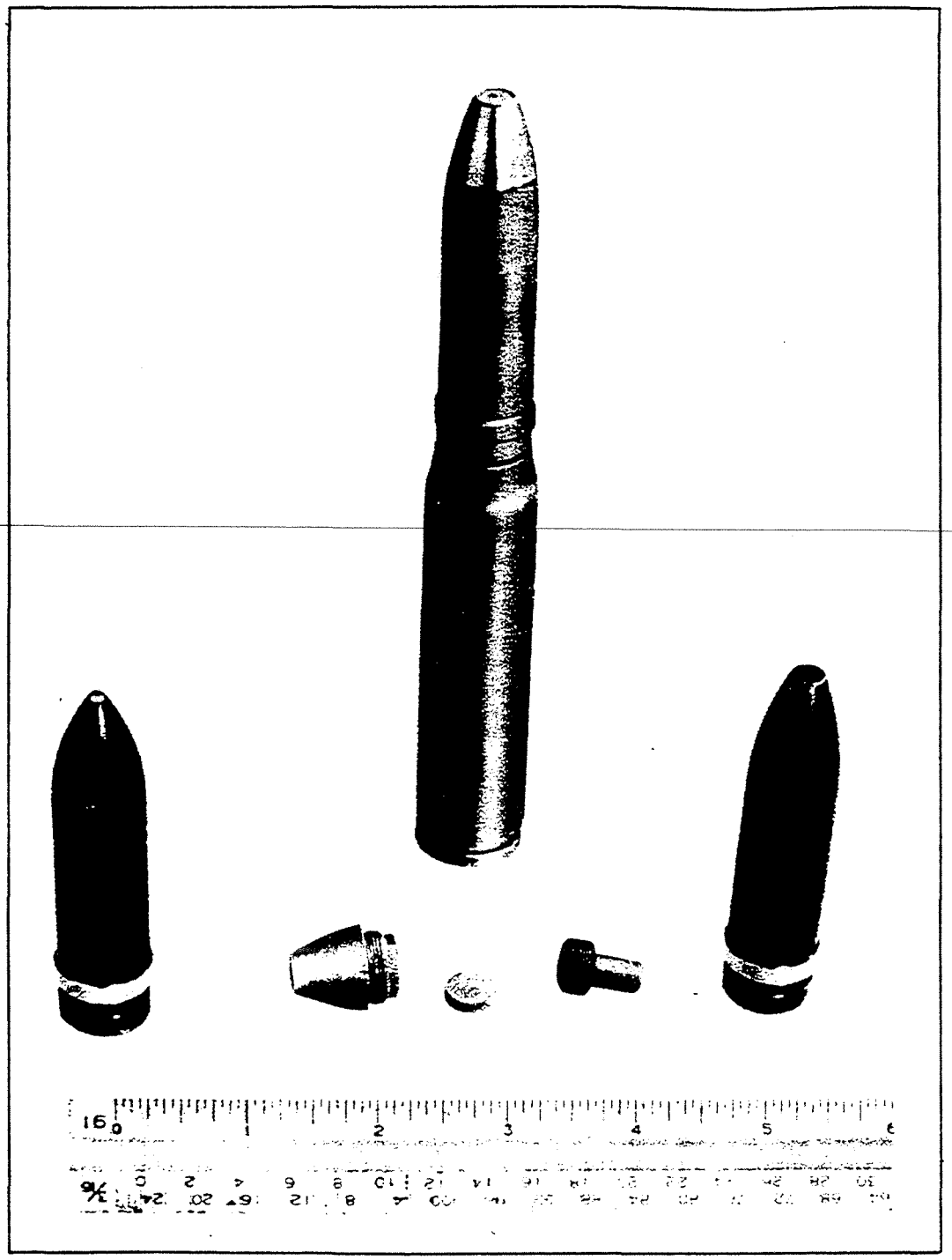

FIGURE 49. - AMMUNITION FOR 20-MM GUNS, M1 AND AN-M2.

157. TYPES OF AMMUNITION. - a. Ammunition for the 20-mm automatic guns, M1 and AN-M2, is issued in the form of fixed rounds with the cartridge case containing the propellant and the primer crimped rigidly to the projectile. The complete round is loaded into the gun as a unit.

b. Ammunition authorized for use in the 20-mm automatic guns is of three types: high-explosive incendiary, armor-piercing, and practice. (See fig. 49.) The correct nomenclature describing these rounds is as follows:

(1) Shell, fixed, H.E.I., Mk. I, w/fuze, percussion, DA, No. 253, Mk. I/A/, 20-mm automatic guns, M1 and AN-M2.

(2) Shot, fixed, A.P., M75, w/tracer, 20-mm automatic guns, M1 and AN-M2.

(3) Shell, fixed, practice, Mk. I, 20-mm automatic guns, M1 and AN-M2. (Commonly referred to as "projectile, ball".)

158. SHELL, H.E.I. MK. I. - a. Complete round. - The shell, fixed, H.E.I. Mk. I, w/fuze, percussion, DA, No. 253, Mk. I/A/, was adopted from the British in 1941. Little modification has followed except in the redesign of the cartridge case and primer. The fuzed projectile remains the same as may be sensed from the adopted British nomenclature. (/A/ is the British symbol for shell used in aircraft.) The over-all length of the fixed round is 7.19", and it weighs 0.57 lb. The shell is fired from aircraft guns against aircraft primarily, although it may be directed against ground targets. The complete round consists of the cartridge case, primer, propellant, and the projectile with its fuze and explosive incendiary charge.

b. Cartridge case. - (1) Cartridge case, M21A1. - This is the standard cartridge case for assembly with this round of ammunition. It is made of cartridge brass and has an over-all length of 4.342" and weighs 0.205 lb.

(2) Cartridge case, M21A1B1. - This case is identical to the M21A1 case except that it is made of steel and has a deeper extracting groove machined in the head. This case is "Substitute Standard".

(3) Cartridge case, M21. - This case is "Limited Standard" and its manufacture has ceased. Made of brass, it differs from the M21A1 case in that its primer recess is designed to receive the M37 (Berdan) primer. In this type of primer the anvil is not a component of the primer but is a part of the cartridge case. The case has several flash vents instead of the single vent found in the M21A1.

c. Primer. - The primer, percussion, M36, weighing 19.57 grains, is the standard primer for assembly in the cartridge cases, M21A1 and M21A1B1. It is the American type of primer with the anvil an integral part. The primer consists of a brass primer cup, a strip brass anvil, a foiling paper cover, and a primer mixture charge of 2.1 grains. The primer is staked into the cartridge case with five equally spaced stab crimps.

d. Propelling charge. - The standard propellant for this round is FNH powder, type II. This powder is made up of single perforation grains, a total of 0.07 lb. being poured loosely into the cartridge case.

e. Projectile. - (1) The projectile itself has an over-all length of 3.21" and weighs 0.29 lb. loaded and fuzed. It is made from cold-drawn steel, and two recesses are machined into the body, one to receive the copper rotating band and the other being the cannelure, which helps to crimp the projectile to the cartridge case.

(2) The thickness of the body at the base is only 0.15", and in order to prevent a premature detonation, a base cover is added. This cover prevents the possibility of the flame from the propelling charge initiating the explosive charge through flaws or cracks in the base of the shell.

(3) The charge is classified as confidential.

(4) The fuze, percussion, D.A., No. 253, Mk. I/A/ is made of brass and weighs approximately 0.06 lb. This fuze is nonbore-safe since its explosive train is not so interrupted as to prevent premature action of the bursting charge. It is threaded into the nose of the projectile and is secured by staking the metal of the projectile body into the fuze in three places. On the surface of the fuze appears the lot number of the fuze, the nomenclature of the fuze, and the manufacturer's initials or symbol. WARNING: Fuzes will not be disassembled. Any attempt to disassemble fuzes in the field is dangerous and is prohibited except under the specific directions of the Chief of Ordnance. The details of construction and functioning of the fuze are classified as confidential.

f. Identification. - From the rearmost portion of the bourrelet forward, the surface of the projectile is painted yellow, with the letters "H.E.I.", indicating type of filler, stencilled in black. The remainder of the surface of the projectile as far as the rotating band is painted red.

(1) The following information is stamped into the body midway between the rotating band and the bourrelet:

(a) The shell manufacturer's symbol or initials.
(b) The lot number of the shell.

(c) The month and year of manufacture.

(2) The cartridge case has stamped upon the rear face:

(a) The caliber and designation of the case.
(b) The symbol or initials of the manufacturer.
(c) The year of loading.

159. SHOT, A.P., M75. - a. Complete round. - The shot, A.P., M75, (see fig. 50) with tracer, was standardized in November 1941. Little modification has occurred other than the adoption of the M21A1 cartridge case and the M36 primer to replace the M21 case and the M37 primer. The shot is used primarily from aircraft against the armored surfaces of other aircraft although it may be used against lightly armored ground and sea-borne targets. The complete round is 7.22" in length and weighs 0.639 lb. as loaded into the gun.

b. Cartridge case. - The cartridge case, M21A1, is a standard component of this round. The M21A1B1 case is "Substitute Standard". (See par. 158 b.)

c. Primer. - The primer, percussion, M36, is standard in this round. (See par. 158 c.)

d. Propelling charge. - The propellant for the shot consists of 0.066 lb. of FNH powder, type II.

e. Projectile. - (1) The shot weighs 0.367 lb. and is 3.25" long. The projectile is rolled from cold-drawn bar stock steel, and a recess is machined into it for the copper rotating band and another recess forms the sharp-edged cannelure into which the cartridge case is crimped. The shot has an ogive radius of 1.875" except for the very tip.

(2) The tracer mixture is charged into a recess in the tail of the projectile. After the tracer charge is loaded, it is sealed by the assembling of a celluloid closing cup that is held in place by an adhesive compound.

f. Identification. - (1) The exterior surface of the projectile, except the rotating band, is painted with black lacquer enamel. The interior surface of the tracer cavity is painted with acid-proof black paint. Between the bourrelet and the rotating band the following information is stencilled in white:

(a) 20G.
(b) Shot, A.P., M75.
(c) With tracer.

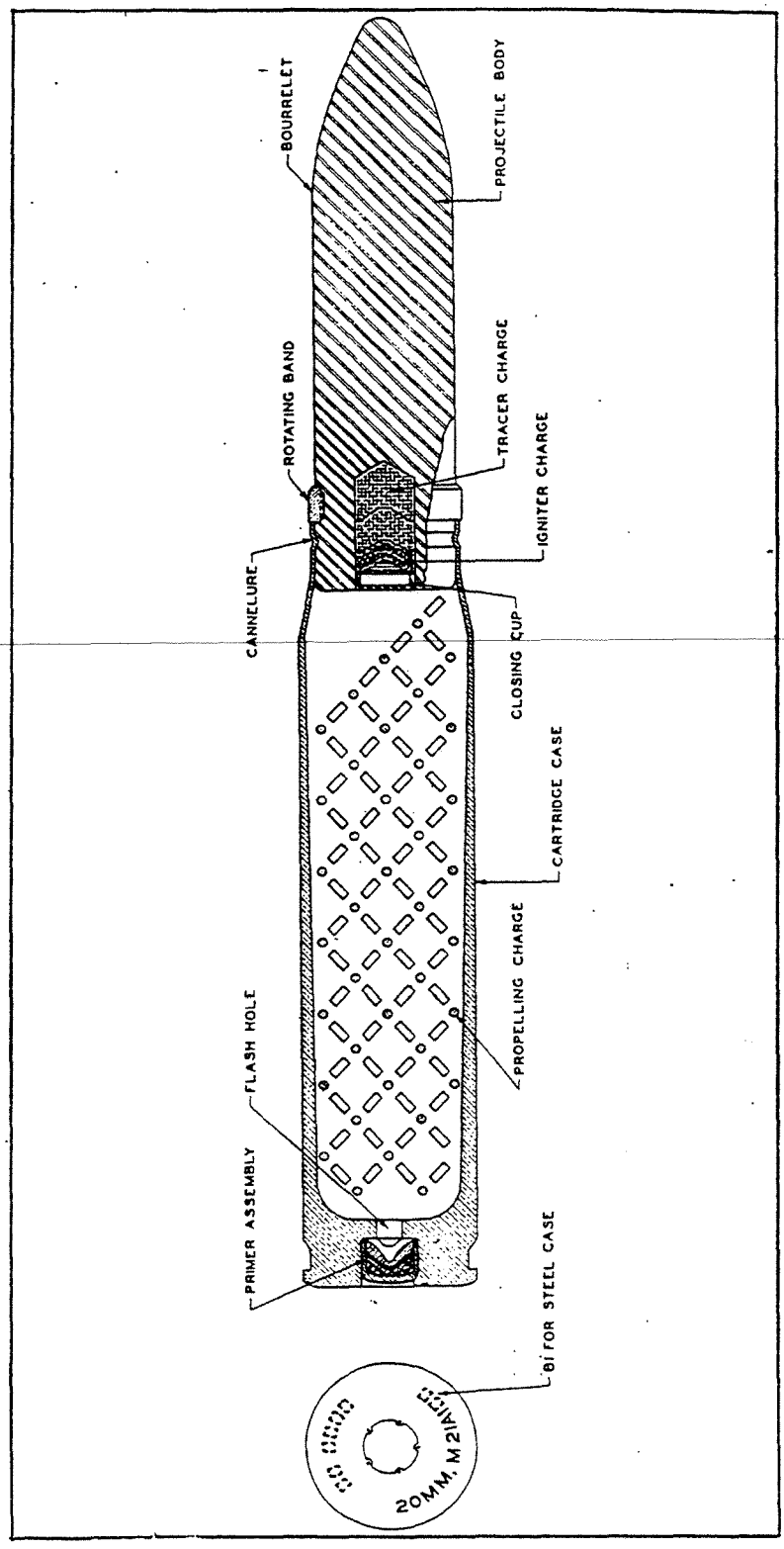

FIGURE 50. - SHOT, A.P., 20-MM, M75.

(2) Stamped on the rotating band, in letters and figures 1/16" high are:

(a) The lot number of the shot.
(b) The year of its manufacture.
(c) The initials or symbol of the manufacturer.
(d) The caliber and designation of the shot.

(3) The cartridge case has stamped upon the rear face:

(a) The caliber and designation of the case.
(b) The symbol or initials of the manufacturer.
(c) The year of loading.

160. SHELL, FIXED, PRACTICE, MK. I. (PROJECTILE, BALL).

a. Complete round. - The projectile, ball (standard nomenclature - shell, fixed, practice, Mk. I, for 20-mm automatic guns, M1 and AN-M2) (see fig. 51) is completely inert, hollow, and has no tracer. The round is used for practice and proof firing and is designed to simulate the H.E.I., Mk. I, for firing purposes. Since the projectile is cheap and easy to manufacture, its use for practice firing effects a considerable economy. The complete round is 7.23" in length and weighs 0.56 lb.

b. Cartridge case. - The brass cartridge case, M21A1, is standard for use in this round; the M21A1B1 steel case is classified as "Substitute Standard". (See par. 158b.)

c. Primer. - The primer, M36, is a standard component. (See par. 158c.)

d. Propelling charge. - The propellant for this round consists of 0.07 lb. of FNH powder made up of small grains with seven perforations. This powder is held loosely in the cartridge case.

e. Projectile. - The practice projectile measures 3.24" in length and weighs 1,935 grains as fired. It is rolled from steel bar stock, and two recesses are machined on the body. One is to seat the rotating band, while the other is the cannelure, which is machined with sharp edges to assist in the crimping of the case.

(1) The projectile is hollow; the cavity extends from the rear about seven-eighths the length of the projectile. A steel closing disk with a 45° chamfer is fitted into the recess in the base of the projectile.

(2) The nose of the projectile curves with a radius of ogive of 2.56" to a flattened tip. This flattened nose and the lack of any identifying marking on the projectile body serve to assist in differentiating this round

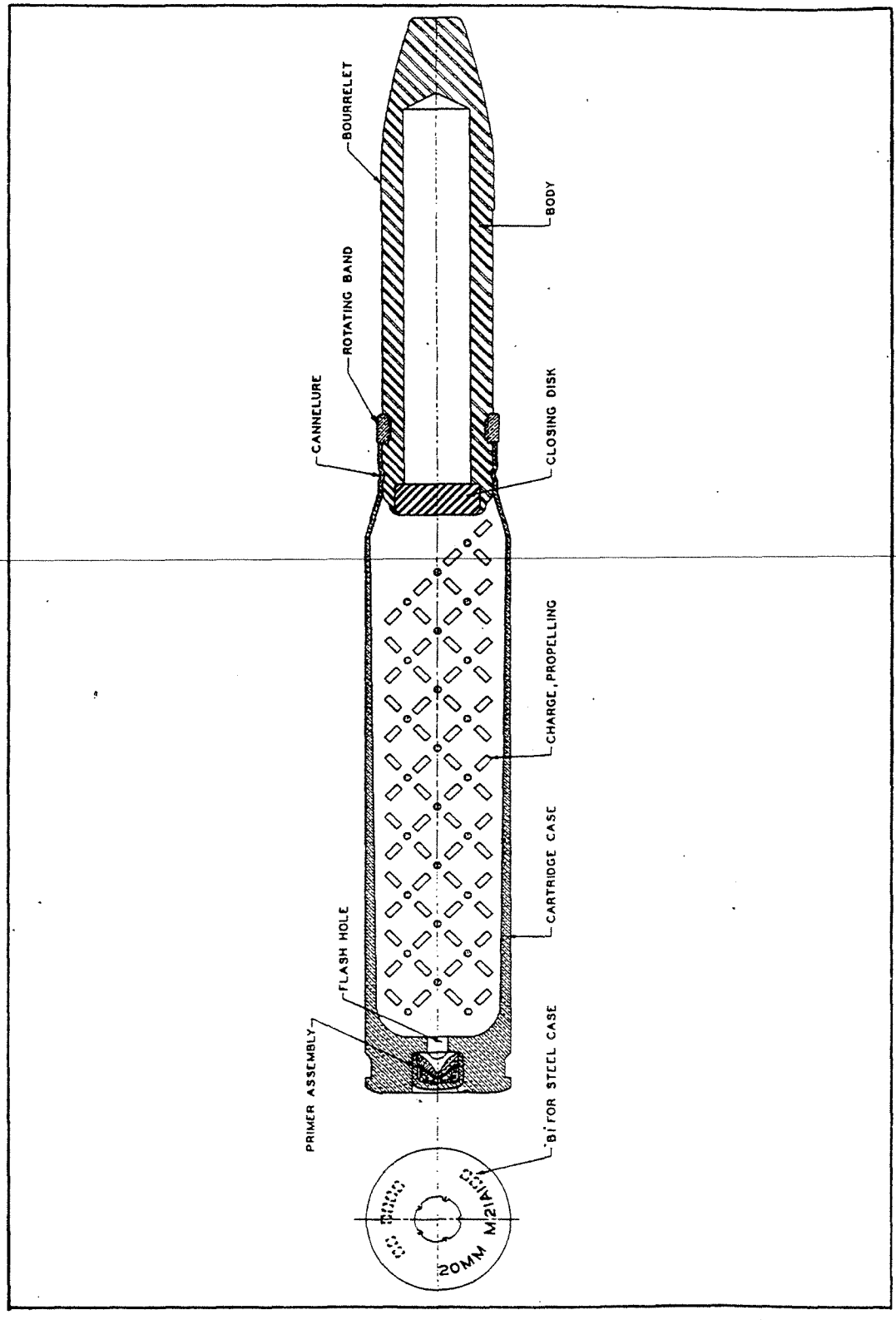

FIGURE 51. -SHELL, PRACTICE, 20-MM, MK. I. (PROJECTILE, BALL.)

from the round shot, A.P., M75.

f. Identification. - (1) The entire projectile, except for the rotating band, is painted black. This includes the rear face of the steel closing disk. There are no letters or figures stencilled on the body of the projectile.

(2) Midway between the bourrelet and the rotating band, the following information is stamped with one-eighth inch letters and figures:

(a) The initials or symbol of the manufacturer.
(b) The lot number of the projectile.
(c) The month and year of manufacture.

(3) The rear face of the cartridge case is marked as indicated in paragraph 159f(3).

161. PACKING. - The three complete rounds authorized for use in the 20-mm automatic guns, M1 and AN-M2, are packed similarly. Ten rounds are packed in a carton and twelve cartons (120 rounds) are packed in a wooden, metal-lined packing box.

a. Carton. - (1) The carton (see fig. 52) is made of heavy chipboard with the following dimensions: length, 7-19/32"; height, 2-3/8"; depth, 5-5/8". The label that covers the top and extends half way down the front and back sides is made of white gummed paper. On each side and on the top of the label is printed the contents of the carton: i.e., the number and type of rounds (on the label the ammunition is referred to as "cartridges", a British designation), the caliber of the gun and ammunition, and the designation of the gun. On the sides appear the lot number of the ammunition as additional information.

(2) The carton is in two sections, one of which is a cover that closes the open end of the carton after the 10 cartridges are inserted. The cartridges are placed in the carton, nose down, in two vertical rows of five. The cover is then placed and the label glued in place.

b. Packing box. - (1) The packing box, made of wood, is approximately 16-1/2" long; 8" high; and 12" wide. (See fig. 53.) The 12 cartons are placed in the metal liner in two vertical rows. One carton is provided with a tape trace passing under the center of the carton with the excess tape equally divided on the sides. This tape facilitates the removal of the first carton. The metal liner is sealed and additional fillers are added on top to provide a tight fit for the cover. Hasps are provided to close the cover, and a length of strapping added to prevent the cover from opening.

(2) If the packing box contains practice ammunition, a 2" blue stripe is painted around the middle of the box under the strapping. Two

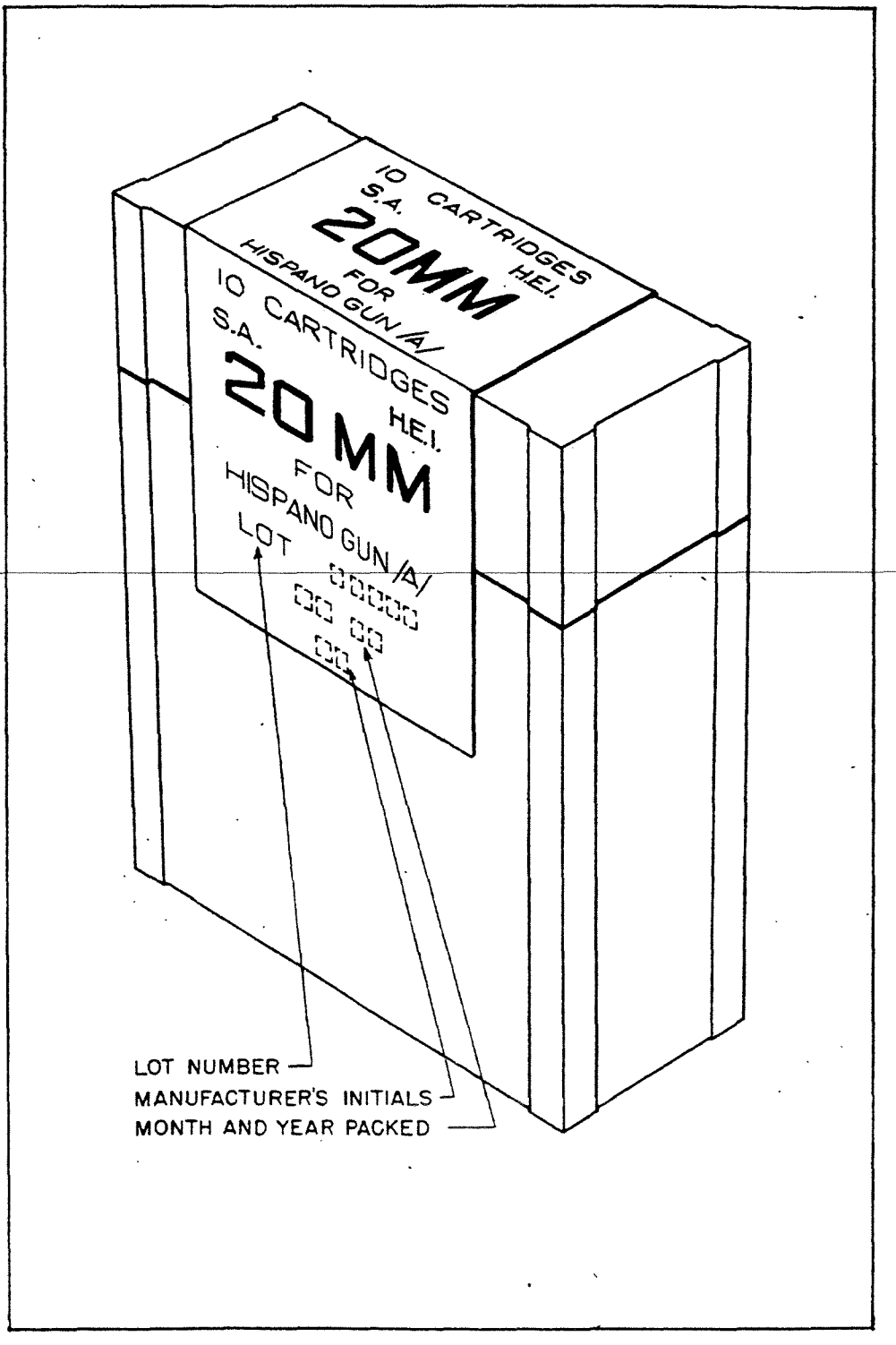

FIGURE 52. - PACKING CARTON FOR AMMUNITION FOR 20-MM GUNS M1 AND AN-M2.

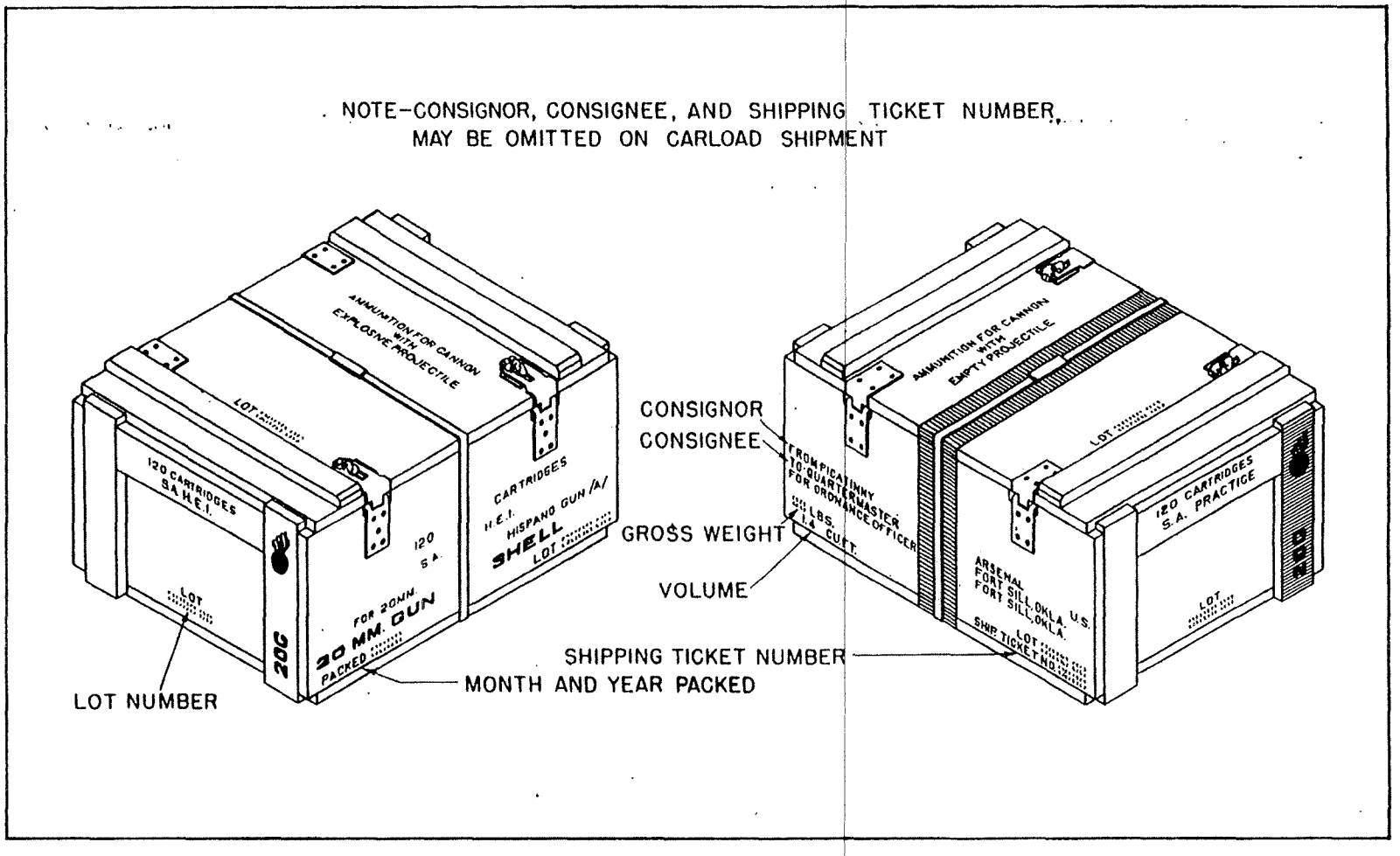

FIGURE 53. - PACKING BOX FOR AMMUNITION FOR 20-MM GUNS, M1 AND AN-M2.

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INFORMATION PACKAGE ON CHEMICAL AGENT IDENTIFICATION SETS (CAIS)

1. PURPOSE: The purpose of this information package is to provide data on Chemical Agent Identifications Sets (CAIS) to military services, government contractors, and state and local authorities as required. This package is cleared for release to government agencies, to government contractors, and to the general public.

2. BACKGROUND: More than 100,000 CAIS were produced for use by all branches of the military between the 1930's and the 1960's. In the late 1970's and early 1980's, a program to destroy CAIS was successful at Rocky Mountain Arsenal. In this operation, 21,458 CAIS were destroyed. The remaining 80,000 sets are thought to have been primarily expended through training, although some were disposed of by the military. In the past, one of the standard and approved procedures for disposing of CAIS was burial.

Three major varieties including seventeen different types of CAIS were produced over the years. These sets were used by the military to train soldiers to identify chemical agents in the field.

One major variety of CAIS was an instructional "sniff set" that contained agent impregnated charcoal. It was intended for use indoors to instruct military personnel in recognizing the odors of chemical agent. This type of set contained only small amounts of chemical agent.

A second major variety, designed for use outdoors, consisted of agent (pure or in solution) in sealed pyrex tubes. The gas tubes would be detonated, creating an agent cloud. Soldiers would then try to identify the agent based on its odor and other characteristics. These typically contained more agent than the instructional "sniff sets" and could produce a much greater hazard.

A third major variety of CAIS were those containing bulk mustard. These CAIS were used in decontamination training by purposely contaminating the terrain or equipment with mustard, and then teaching the soldiers how to don the correct protective clothing and decontaminate the area or equipment. These CAIS contained relatively large quantities of pure mustard.

3. This package has been prepared by The U.S. Army Chemical Materiel Destruction Agency, Program Manager for Non-Stockpile Chemical Materiel, ATTN: SFIL-NSP, Aberdeen Proving Ground, Maryland 21010. For questions or comments about this package, please contact the U.S. Army Chemical Materiel Destruction Agency, Public Affairs Office at (410) 671-1411 or DSN: 584-1411.

References:

Chemical Agent Identification Set Training Package, Brankowitz, William T.

Gas Identification Sets: Ordnance Pamphlet 1447, Navy Department, Bureau of Ordnance, Washington DC, 14 June 1945.

Instructions for Using Gas Identification Sets; Pamphlet No. 4, Chemical Warfare School, Edgewood Arsenal, Maryland, January 1942.

OPLAN SETCON II: Disposal of Chemical Agent Identification Sets at Rocky Mountain Arsenal, Colorado; Headquarters, Department of the Army, U.S. Army Armament Materiel Readiness Command, Rock Island, IL, February 1978.

Technical Aspects of Chemical Operations: Handout FB 040.1, Department of the Army, U.S. Army Chemical Center and School, Fort McClellan, Alabama, November 1971.

Potential Military Chemical/Biological Agents and Compounds: FM 3-9, NAVFAC P-467, AFR 355-7, Headquarters, Departments of the Army, Navy, and Air Force, Washington DC, 12 December 1990.

Descriptions of

Chemical Agent Identification Sets

SET K941

TOXIC GAS SET, M1

OLD STOCK NUMBER: FSN 1365-219-8574

TIME FRAME OF USE: WWII - LATE 1950's

The K941 CAIS contains 24 glass bottles, each containing 3 1/2 ounces of Mustard (H) or Distilled Mustard (HD) for a total of 84 ounces (2.48 L) per set.

Bottles are round and have a small screw top. Heat resistant paint on the bottles indicates "H", "HS", or "HD", "TOXIC GAS SET, M1." Four bottles are packed in 1/2 inch layers of sawdust within a sealed metal can. The Cans are pressure sealed, 6 1/4" high, and have a sardine-type key on the bottom. Six of these metal cans are fitted into a steel shipping cylinder that is 6 5/8 inches in diameter, approximately 38 inches long, and 0.145 inches thick. The open end of this container is closed by a flanged end cover which is secured by eight bolts tightened over a 1/8 inch thick lead gasket (See Figure 1).

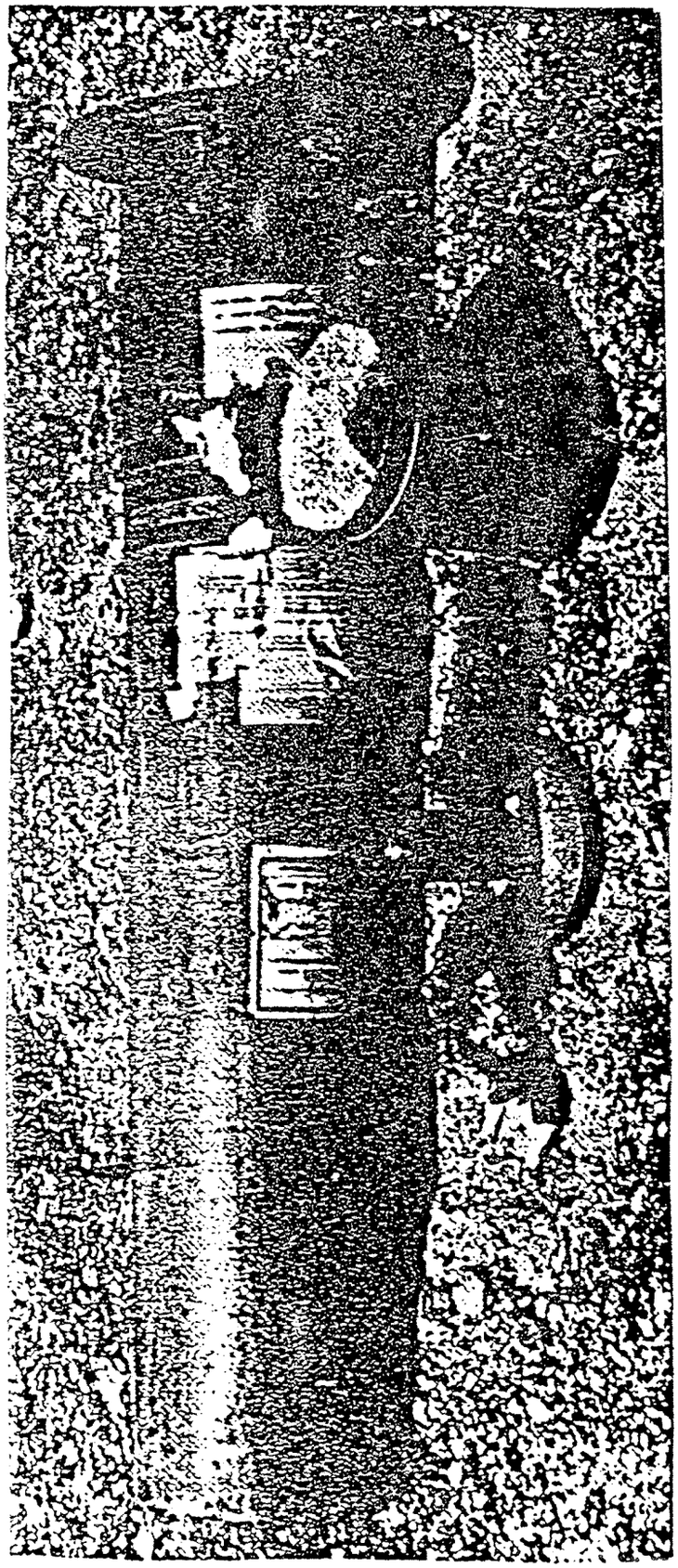

FIGURE 1: K941

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SET K942

TOX1C GAS SET, M2

OLD STOCK NUMBER: FSN 1365-563-4146

TIME FRAME OF USE: KOREAN ERA

The K942 CAIS contains 28 heat-sealed ampules, each containing 3.8 ounces of Mustard (H, HD, or HS) for a total of 106.4 ounces (3.15 liters) per set.

Each ampule is 1 7/8 inches in diameter and 4 5/8 inches in length and packed in its own can. Twenty eight (28) cans are packed in a cold-rolled carbon steel drum 14 inches in diameter, 14 inches high and 0.0375 inches thick (20 gauge) in 2 layers (14 cans per layer). The cans are separated into individual compartments by a fiberboard packaging (See Figure 2).

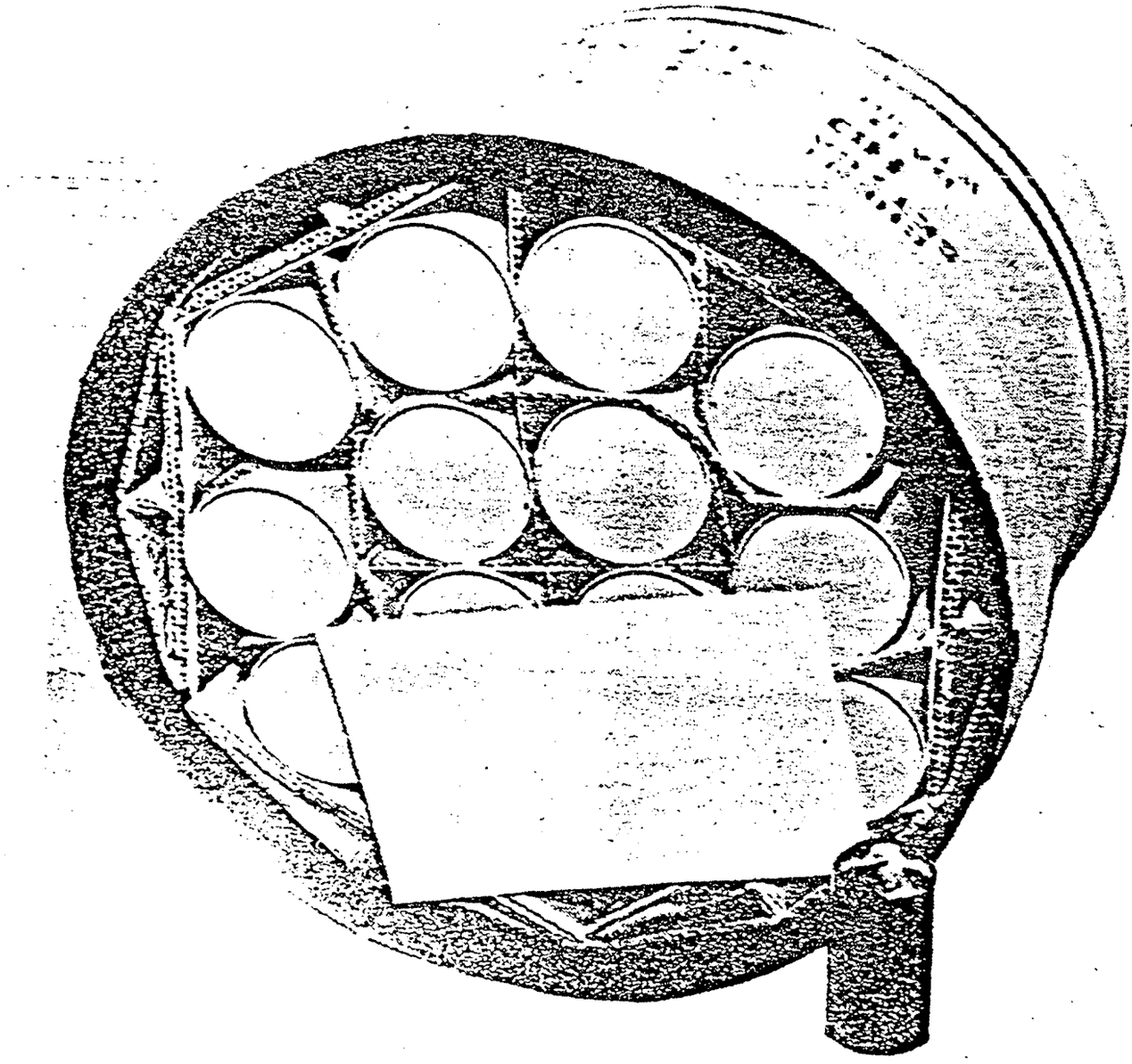

FIGURE 2: K942

SET K945

TRAINING SET, CHEMICAL AGENT IDENTIFICATION, M72

OLD STOCK NUMBER: FSN 1365-051-1807

TIME FRAME OF USE: LATE 1960's

The K945 CAIS contained four bottles of nerve agent, GB, one bottle of Lewisite (L), one bottle of Triphosgene (a simulant for Phosgene (CG)), one bottle of Potassium Cyanide (KCN), and one bottle of Mustard (H). Each K945 CAIS contains about 0.7 fluid ounces of agent absorbed in plastic pellets. These sets also contain three vials of simulants.

Eight square bottles and three small round bottles are inclosed in a plastic carrying case measuring 12 x 5 1/2 x 4 inches and weighing about three pounds. This case is described as "tackle box" type. The plastic case is sealed in two-layer laminated plastic bags that are packed in a fiberboard box which is in turn packed into a wooden box sealed with metal straps (See Figure 3).

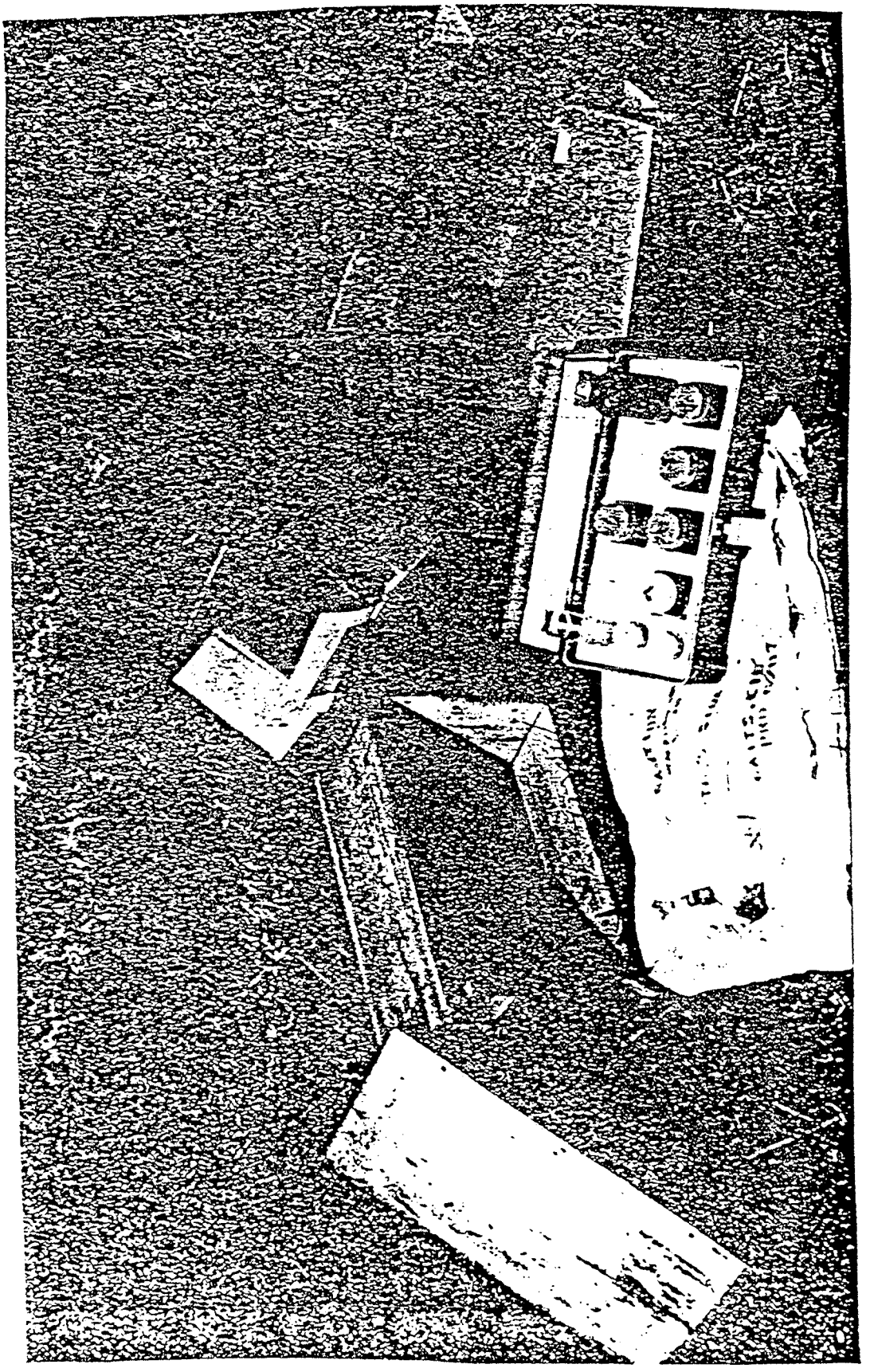

FIGURE 3: K945

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SET K951/K952

WAR GAS IDENTIFICATION SET, INSTRUCTIONAL M1

SET GAS IDENTIFICATION, DETONATION M1

OLD STOCK NUMBER: FSN 1365-025-3273 (K951)
FSN 1365-025-3783 (K952)

TIME FRAME OF USE: EARLY 1930's to LATE 1950's

The K951/K952 CAIS contained 48 pyrex, flame sealed ampules, 12 each containing 1.4 ounce solution of Mustard (H, 5% in chloroform) Lewisite (L, 5% in chloroform), Chloropicrin (PS, 50% in Chloroform), and Phosgene (CG) for a total of 26 fluid ounces (0.768 liters) of agent, less the chloroform, per set.

Each ampoule is 1 inch in diameter and 7 1/2 inches long. Each ampoule is packed in a cardboard screw cap container (mailing tube-type) with agent type indicated by letters on the cardboard container. Twelve (12) cardboard containers each are packaged into 4 press fit metal cans which are 9 1/4 inches high. The cans are packed into a steel cylinder 6 5/8 inches in diameter, approximately 38 inches long and 0.145 inches thick. The open end of the cylinder is closed by a flanged end cover which is secured by eight bolts.

The only difference between the K951 and K952 is that the K951 was issued with blasting caps that were packed and shipped in a separate container (See Figure 4).

SET K953/K954

WAR GAS IDENTIFICATION SET, INSTRUCTIONAL, AN-M1A1

SET GAS IDENTIFICATION, DETONATION, AN-M1A1

OLD STOCK NUMBER: FSN 1365-323-7728 (K953)
FSN 1365-338-0735 (K954)

TIME FRAME OF USE: KOREAN ERA

The K953/954 are identical in configuration to the K951 and K952 except that they contain eight ampules each of Phosgene (CG), Lewisite (L, 5% in chloroform), Distilled Mustard (HD, 5% in chloroform), Cyanogen Chloride (CK), Nitrogen Mustard (HN-1, 10% in chloroform) and GA simulant (See Attachment K for information about the GA simulant) for a total of 23.8 fluid ounces (0.704 liters) of agent, less the chloroform, per set.

These sets are packed in containers identical to the K951 and K952.

The only difference between the K945 and K943 CAIS is that the K953 was issued with blasting caps (See Figure 4).

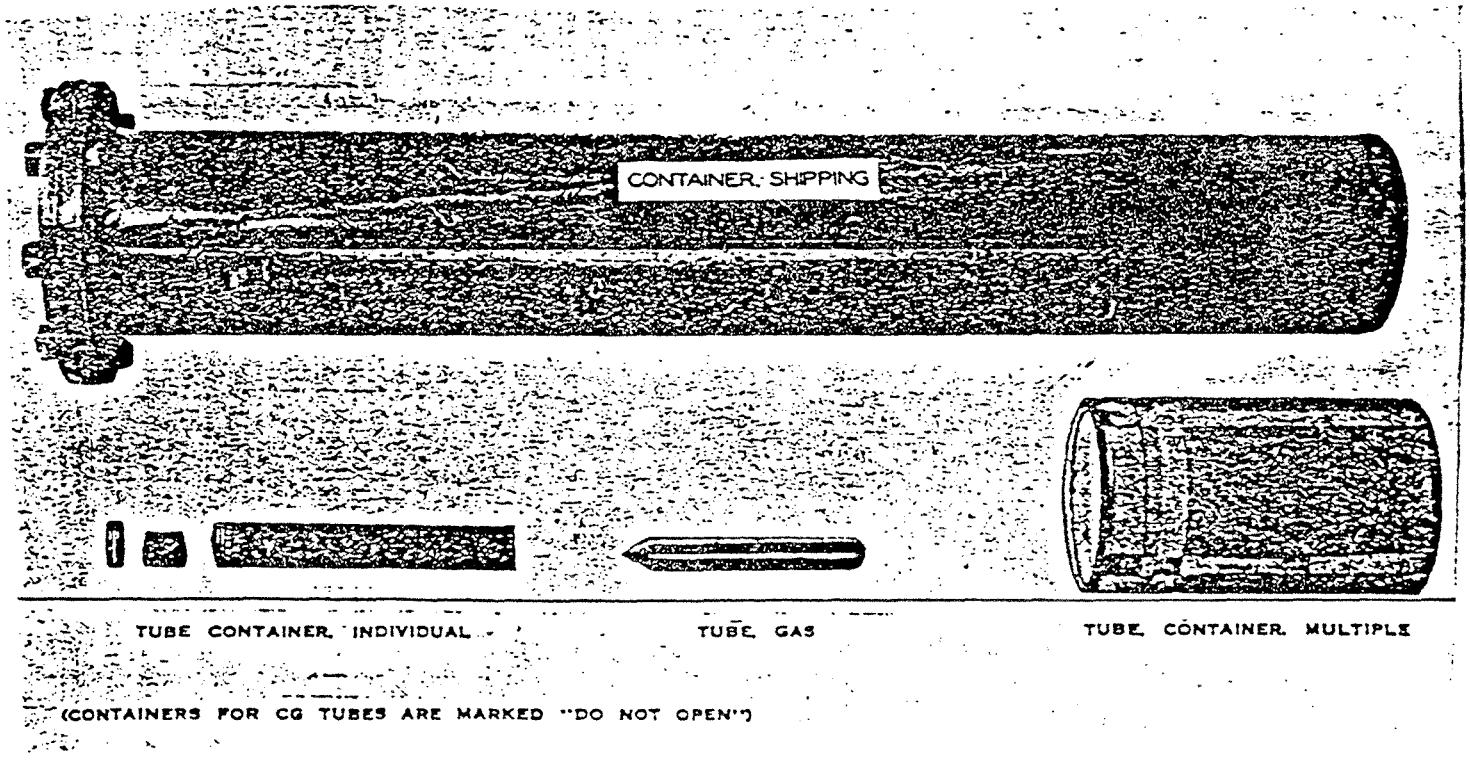


FIGURE 4: K951/K952/K953/K954

SET K955

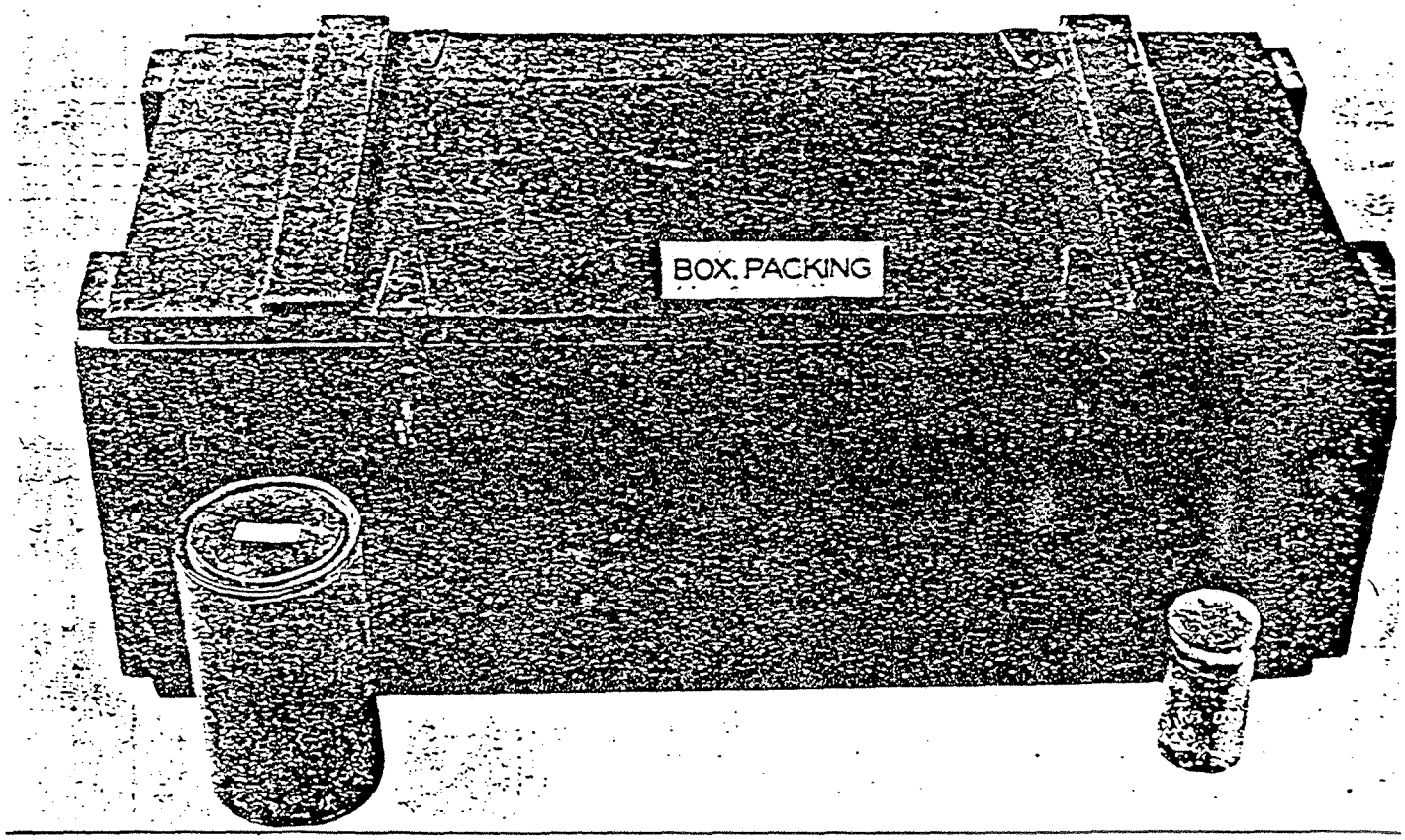
SET, GAS IDENTIFICATION, INSTRUCTIONAL, M1 (NAVY SET)

OLD STOCK NUMBER: FSN 1365-368-6154

TIME FRAME OF USE: LATE 1930's to WWII

Each K955 CAIS contains seven glass bottles with a total of 3.5 fluid ounces (0.103 liters) of agent per CAIS. Four of the bottles contain 3 ounces (90cc) of activated charcoal on which agent is absorbed. One bottle contains Lewisite (I), one Chloropicrin (PS), and two mustards (HS), one contains 6 grams of Triphosgene (a simulant for Phosgene (CG)), one 15 grams of Chloroacetophenone (CN) and one with 15 grams of Adamsite (DM).

These sets are packed in a hinged-covered wood box that resembles a foot locker and measures 30 3/8 inches wide, 15 1/2 inches long and 11 3/4 inches high. The inside of the box is divided into eight sections. Seven of the sections contain sealed metal cans in sawdust and the eighth has instructions. The cans are 4 inches in diameter and 7 inches high and have a paint can type lid. Inside each can is one round bottle with a large screw top or glass stopper which is usually wax coated. The bottles are frequently filled with charcoal (See Figure 5).



CONTAINER

BOTTLE, FOUR OUNCE

- COMPONENTS OF SET, GAS IDENTIFICATION, INSTRUCTIONAL, MI

FIGURE 5: K955

NAVY X SETS

REPLACEMENT SET, GAS IDENTIFICATION, INSTRUCTIONAL, (NAVY)

OLD STOCK NUMBER: FSN 1365-038-5183 (X302)
FSN 1365-608-5322 (X545)
FSN 1365-608-5323 (X546)
FSN 1365-608-5324 (X547)
FSN 1365-608-5325 (X548)
FSN 1365-608-5326 (X549)
FSN 1365-608-5327 (X550)
FSN 1365-608-5328 (X551)
FSN 1365-608-5328 (X552)

TIME FRAME OF USE: WWII to KOREAN ERA

These include nine different types of replacement CAIS used by the Navy to replace components of the K955 CAIS.

The X302 contains 1.7 fluid ounces (0.050 liters of agent per set) including one bottle of 0.9 fluid ounces (0.025 liters) or Nitrogen Mustard (HN1), and one bottle of 0.9 fluid ounces (0.025 liters) of Nitrogen Mustard (HN3) absorbed in three ounces (90 cc) of activated charcoal.

The sample replacement sets X545 through X552 contain two bottles with either a total of 1.7 fluid ounces (0.05 liters) of liquid agent absorbed in activated charcoal or solid agent as outlined below. The contents of these sets are:

X545 Triphosgene, a simulant for Phosgene (CG) - 6 grams per set (no charcoal)

X546 Chloroacetophenone (CN) - 30 grams per set (no charcoal)

X547 Mustard (HS)

X548 Lewisite (L)

X549 Adamsite (DM) - 30 grams per set (no charcoal)

X550 Nitrogen Mustard (HN1)

X551 Nitrogen Mustard (HN3)

X552 Chloropicrin (PS)

Each of the X-sets are packaged in a wooden box, with a hinged cover, measuring 7 1/2 inches wide, 16 inches long, and 11 3/4 inches high. The box is divided into two sections. Each section contains a 4 x 7 inch can with a paint can-type top packed in sawdust. Each can contains one round bottle with a large screw top or glass stopper which is usually wax coated.

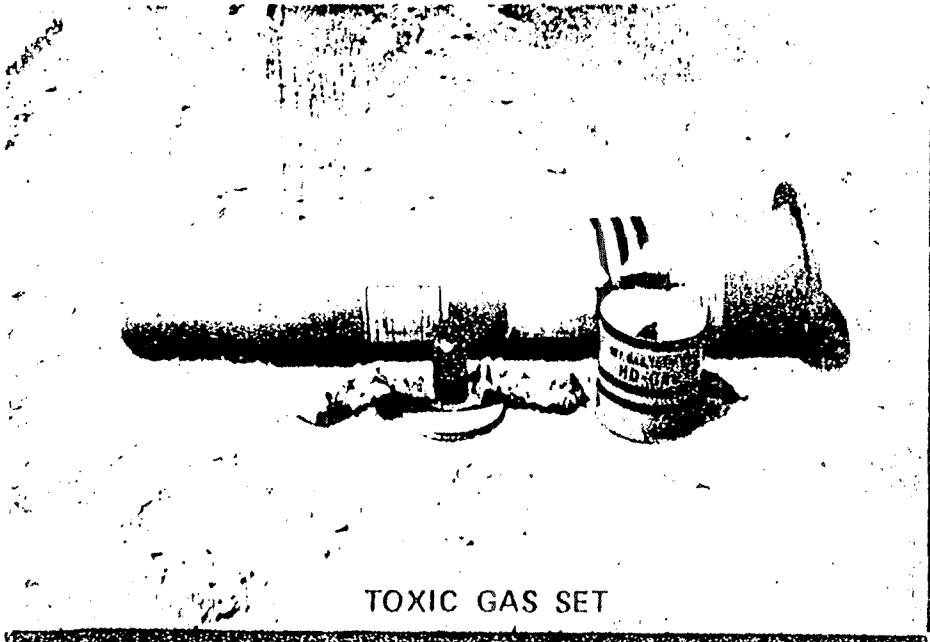
DESCRIPTION OF FIGURE 6 (PHOTOGRAPH):

Upper Left Corner: K941: Toxic Gas Set, M1.

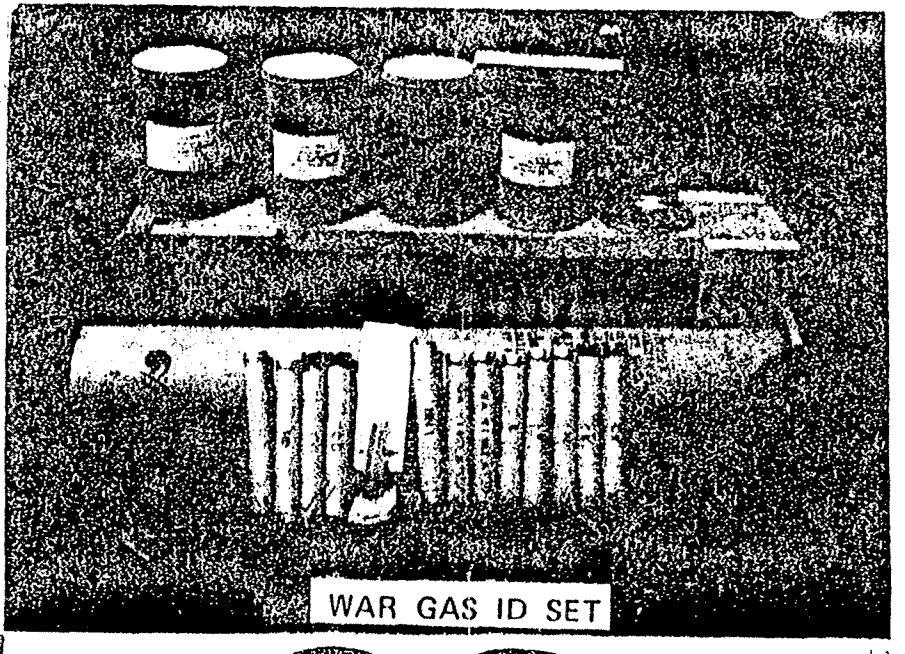
Lower Left Corner: K945: Training Set, Chemical Agent Identification, M72

Upper Right Corner: K951/K952/K953/K954: War Gas Identification Set, Instructional M1/AN-M1A1

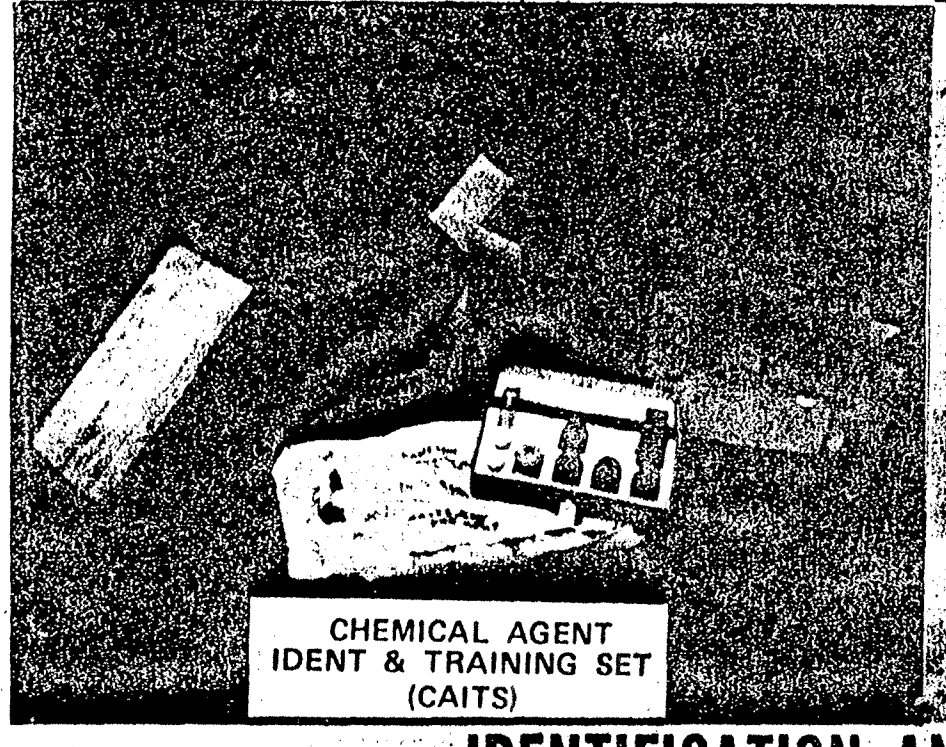
Lower Right Corner: X302/X545-X552: Replacement Set, Gas Identification, Instructional, Navy



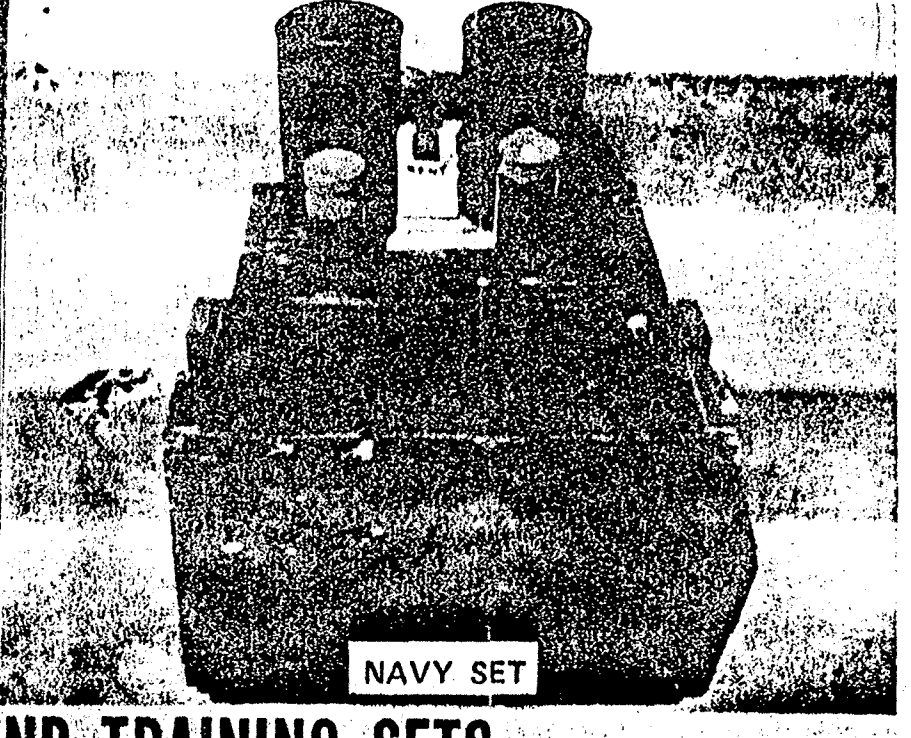
TOXIC GAS SET



WAR GAS ID SET



CHEMICAL AGENT
IDENT & TRAINING SET
(CAITS)



NAVY SET

IDENTIFICATION AND TRAINING SETS

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ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX E

REPORTS/STUDIES

APPENDIX E

REPORTS/STUDIES

Table of Contents

E-1 INPR for Schilling AFB (reference B-6).

E-2 ASR for Osage PBR #3 (excerpt) (reference B-8).

E-3 ASR for Pottawatomie PBR #1 (excerpt) (reference B-9).

E-4 ASR for Wabaunsee PBR #2 (excerpt) (reference B-10).

E-5 Survey and Analysis Report (excerpt) (reference B-7).

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FOR
FORMERLY USED DEFENSE SITES PROGRAM
FINDINGS AND DETERMINATION OF ELIGIBILITY

Former Schilling Air Force Base, Kansas

Site No. B07KS025600

FINDINGS OF FACT

1. From 1942 to 1960, the United States acquired 3,378.48 acres fee, 750.28 acres easement, 5.94 acres lease, 0.02 of an acre license and 6 permits (no area) by purchase and condemnation to establish this site.

2. The former Schilling Air Force Base served as a multicapable Department of Defense (DOD) installation. As a bombardment staging area, the fuel storage capacity totaled 1,000,000 gallons. In 1961, Schilling also became a Strategic Missile Support Base for the Atlas "F" ICBM, supporting 12 remote launch facilities. Industrial and maintenance support included nuclear warhead and conventional munitions assembly, storage and maintenance, Atlas missile assembly, jet engine repair, and vehicle maintenance. The base remained under DOD control during the period of DOD ownership except for the utility permits.

3. In 1958, 12.50 acres were reported excess to the General Services Administration (GSA) which authorized the Department of Commerce to transfer 2.08 acres to the Kansas State Highway Commission for construction of a Federal Highway. The deed, dated 23 May 1963, contained a recapture clause. The remaining 10.42 acres were conveyed to the State of Kansas by quitclaim deed dated 29 June 1961 and did not contain a recapture clause, any restrictions or a restoration provision.

In 1964, 1.93 acres fee were reported excess to GSA and conveyed by quitclaim deed dated 14 October 1964 to Howard Weis. This deed did not contain a recapture clause, any restrictions or a restoration provision.

During the period 1965 through 1967, 3080.10 acres fee, 750.28 acres easement and 4 licenses, totaling 0.02 acre, were reported excess to GSA and disposed of as follows:

By quitclaim deed dated 9 September 1966, GSA conveyed 1,822.73 acres fee, 479.15 acres easement and 4 licenses totaling 0.02 acre to the Salina Airport Authority. The deed restricted use to public airport purposes, contained a recapture clause and required the grantee to maintain the site. There was no restoration provision.

By quitclaim deed dated 7 March 1967 (correction dated 17 May 1974), GSA conveyed 901.45 acres fee to the Salina Airport Authority. SAA received an additional 54.77 acres fee from GSA by a 14 September 1967 quitclaim deed. These deeds did not contain any restrictions, a recapture clause or a restoration provision.

GSA assigned 301.15 acres fee to the Department of Health, Education and Welfare (HEW) for disposal. HEW conveyed 37.73 acres fee to the Board of Education, Unified School District No. 305 by quitclaim deeds dated 12 September 1966 and 8 August 1967. The deeds restricted use to educational purposes for 20 years, contained a recapture clause and required the grantee to maintain the site.

HEW conveyed 49.81 acres fee to the State of Kansas, State Board of Vocational Education (referred to as KRS, or Kansas Rehabilitation Services in this report) by quitclaim deed dated 10 October 1966. The deed restricted use to public health purposes for 20 years and contained a recapture clause. On 4 October 1969, the State of Kansas in agreement with HEW, retransferred 9.8 acres to the Occupational Center of Central Kansas, Inc (OCCK). The agreement restricted use to public health purposes for 30 years and contained a recapture clause.

HEW conveyed 213.61 acres fee to the State Educational Authority of the State of Kansas (Kansas Technical College) by quitclaim deed dated 15 November 1966. The deed restricted use to educational purposes for 20 years and contained a recapture clause.

None of the HEW deeds contained restoration provisions.

GSA assumed accountability for 271.13 acres easement and one permit on 1 April 1971. GSA released and conveyed safety area easements of 26.67 acres to Delbert Tholstrup by quitclaim deed dated 29 September 1972, and 73.33 acres to Michael Brown by quitclaim deed dated 22 February 1982. The deeds did not contain any restrictions, recapture clauses or restoration provisions. The remaining easements remain in GSA's inventory.

The leases over 5.94 acres were terminated in 1942 and 1953. No documents are available concerning these leases.

On 22 July 1968, Special Order GA-43 redesignated 283.95 acres fee, 3 licenses and 5 permits (no area) as Schilling Family Housing Site. The site was reassigned to the Francis E. Warren Air Force Base and later disposed of as a separate installation.

DETERMINATION

Based on the foregoing findings of fact, the site has been determined to be formerly used by DOD. It is therefore eligible for the Defense Environmental Restoration Program-Formerly Used Defense Sites established under 10 USC 2701 et seq.

16 AUG 1991
DATE

DONALD E. HAZEN
Colonel, EN
Commander

PROJECT SUMMARY SHEET
FOR
DERP-FUDS OEW PROJECT NO. B07KS025604
FORMER SCHILLING AIR FORCE BASE
SITE NO. B07KS025600
30 July 1991

PROJECT DESCRIPTION: Further investigation of the former ordnance storage and repair area for conventional and nuclear munitions, and a nuclear warhead maintenance building on SAA property and an archival search to locate a possible ordnance disposal area. Ordnance disposal by burial was common practice at Air Force bases during the 1940s and 1950s.

PROJECT ELIGIBILITY: Records and site maps indicate that the storage and repair area and the nuclear warhead maintenance building were built and used by the Air Force. Activities of subsequent owners of the property have not been ordnance related and would not have contributed to potential contamination as described above.

POLICY CONSIDERATIONS: The current owners are willing to have these areas sampled, if necessary. There are no other policy considerations affecting the proposal of this project.

PROPOSED PROJECT: At the recommendation of the Huntsville Division, this project will be forwarded to them for a determination of further action.

Mr. Rob Wilcox, Huntsville Division, recommended that no Risk Assessment Code (RAC) be assigned to this project until evidence of ordnance is established.

PA POC: The District's point of contact for this project is Kanani DeKins at 816-426-2607 or FTS 867-2607.

SITE SURVEY SUMMARY SHEET
FOR
DERP-FUDS SITE NO. B07KS025600
FORMER SCHILLING AIR FORCE BASE, KANSAS
30 July 1991

SITE NAME(S): The Schilling Air Force Base was formerly the Smoky Hill Army Air Field. Currently, the majority of the property is owned by the Salina Airport Authority, also known as the Salina Municipal Airport. Smaller portions of the former base are known by names of the facilities of state educational agencies.

LOCATION: The area of the former base consisting of approximately 4,150 acres, is located in central Kansas, 2 miles south of Interstate 70 at the intersection of U.S. Highway 40 and U.S. Highway 81 in Saline County, Kansas (see site map, enclosure 2).

SITE HISTORY: Between 1942 and 1960, the United States acquired 3,378.48 acres fee, 750.28 acres easement, 5.94 acres lease, 0.02 acre license and six permits (no area) by purchase and condemnation to establish the base. The former Schilling Air Force Base served as a multicapable Department of Defense installation. As a bombardment staging area, the fuel storage capacity totaled 1,000,000 gallons. In 1961, Schilling also became a Strategic Missile Support Base for the Atlas "F" Intercontinental Ballistic Missile (ICBM), supporting 12 remote launch facilities. Industrial and maintenance support included nuclear warhead and conventional munitions assembly, storage and maintenance, Atlas missile assembly, jet engine repair, and vehicle maintenance. Disposal of portions of the property occurred between 1958 and 1982. The largest portion of property, 3258.12 acres, is now owned by the Salina Airport Authority. The State Board of Vocational Education (Kansas Rehabilitation Services), the Kansas Board of Education (Kansas Technical College), and the State Educational Authority, own smaller portions of the property. A prior INPR reporting on property owned by Unified School District Number 305 has been submitted (project number B07KS025601) dated 30 May 1991.

SITE VISIT: A site visit was conducted by Corps personnel on 12 January 1989 and the resultant Inventory Project Report was returned to CEMRK in November 1990 for clarification and revision.

CATEGORIES OF HAZARDS: CON/HTW, HTW and OEW.

PROJECT DESCRIPTION: There are three categories of potential projects at this site:

1. CON/HTW. The Salina Airport Authority (SAA) reports that there are 54 underground storage tanks (USTs), with pipelines, and 27 fuel hydrant pits on their property. The fuel hydrant pits have not been used by any subsequent owner or lessee. Nineteen of the 54 USTs have been or are in beneficial use. Additionally, there are two USTs located on the Occupational Center of Central Kansas property. There

is also an unused propane tank buried in a concrete vault on Kansas Rehabilitation Services property. A total of 38 USTs are proposed for removal.

2. HTW. On the SAA property, the following areas should be sampled for groundwater/soil contamination: A fire control training area where fuel was repeatedly spread on the wreckage of an aircraft, ignited and extinguished, two landfill areas and seven areas that are indicated in historical records as burial locations for tetraethyl lead. Areas of concern on Kansas Technical College property include the former aircraft washrack area and the grounds surrounding two aircraft hangars. Both are locations where the Air Force repeatedly washed aircraft, probably with the solvent, Trichloroethylene (TCE).

3. OEW. Also on SAA property is an ordnance storage and repair area for both conventional and nuclear munitions, and a former nuclear warhead maintenance building.

AVAILABLE STUDIES AND REPORTS: Results of the Bore Hole Investigations around pumphouses 6 and 7, Environmental Compliance Consulting Inc. (Investigation on SAA property) is on file. Maps locating the potential projects on SAA property and narrative descriptions of these projects are also on file. In addition, the SAA has the original blueprints for the USTs, associated piping, and fuel hydrants.

The district point of contact for this INPR is Kanani DeKins at 816-426-2607 or FTS 867-2607.

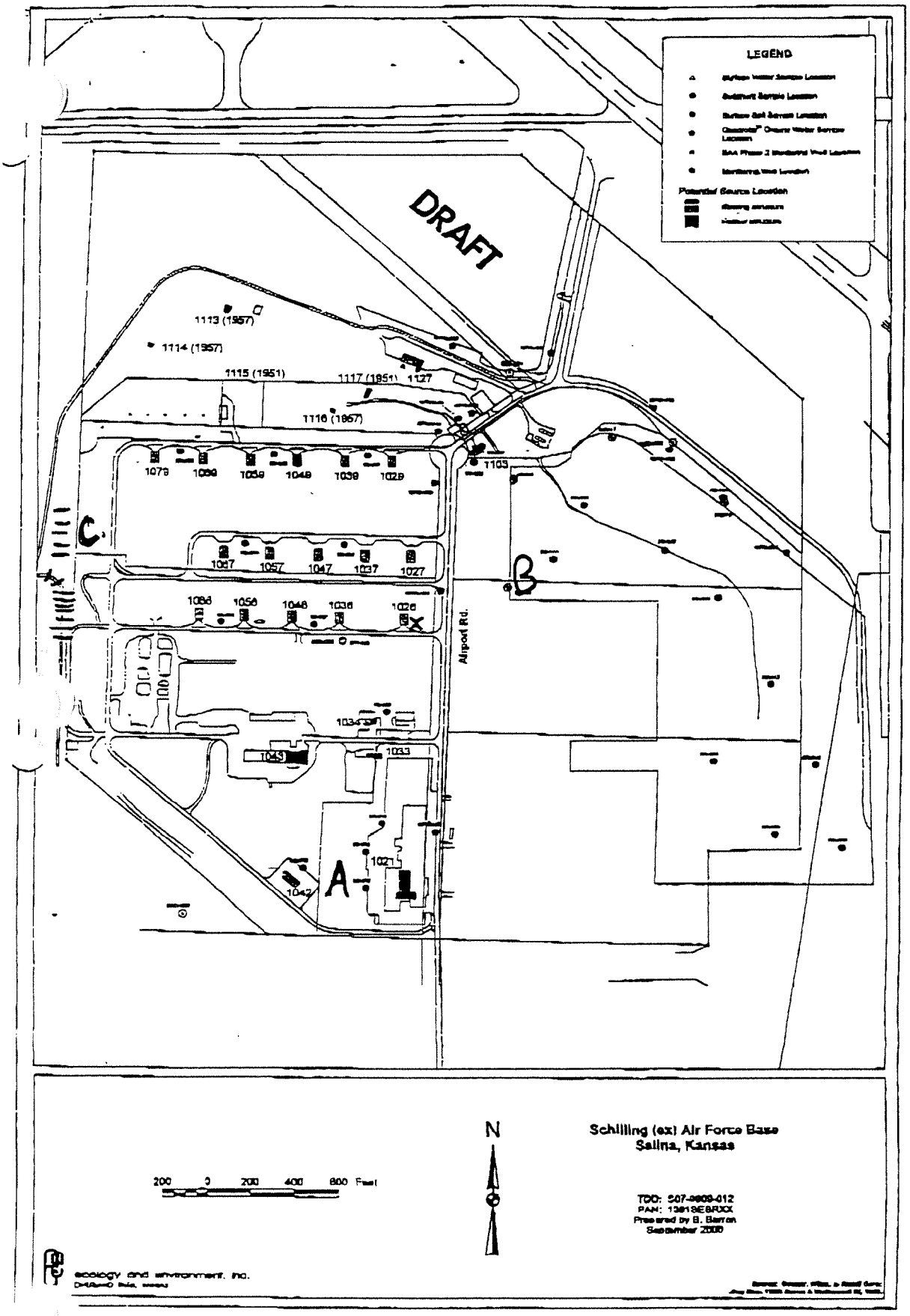
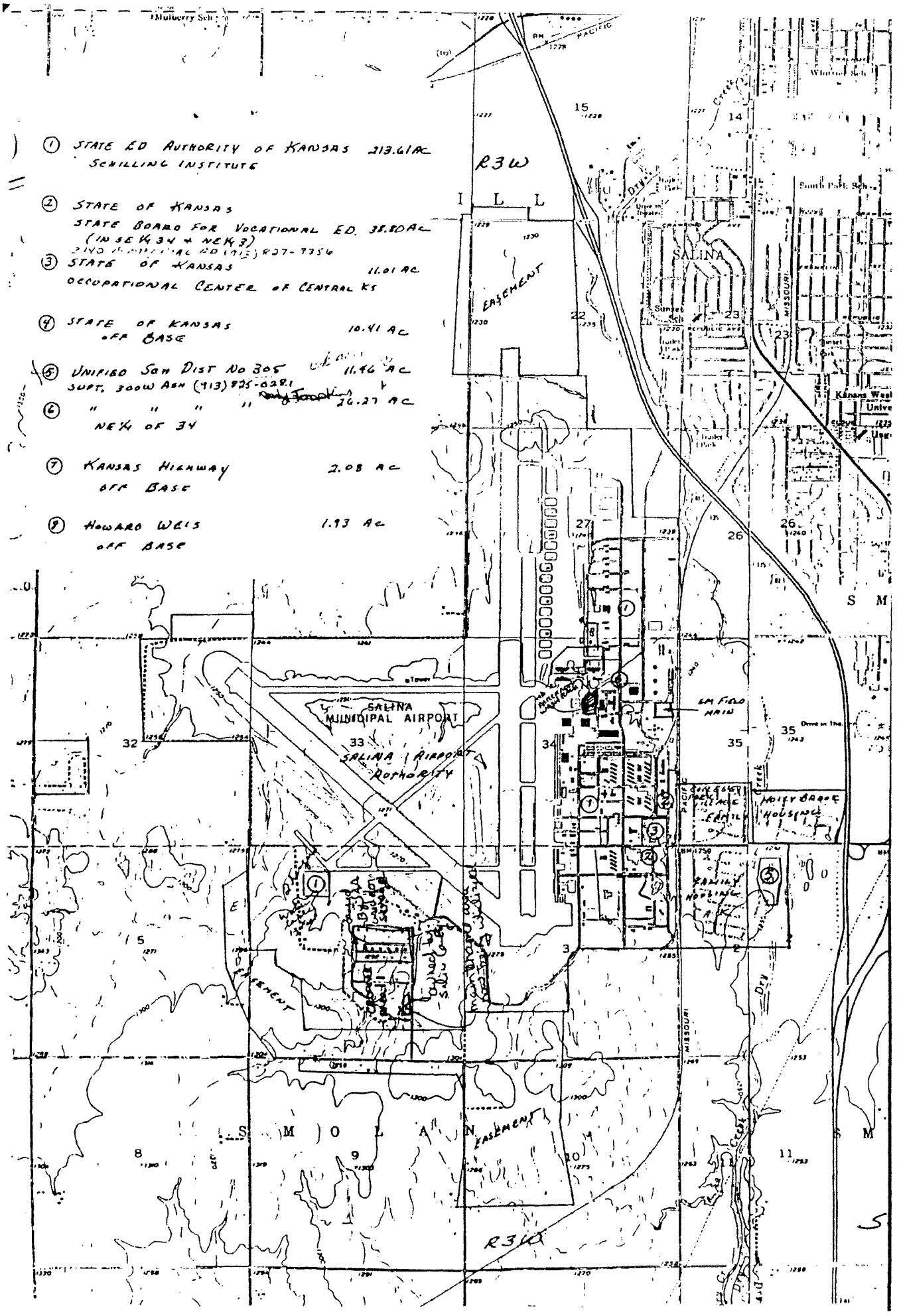


Figure 7: Sampling Location Map


① STATE ED AUTHORITY OF KANSAS 213.61 AC
SCHILLING INSTITUTE
② STATE OF KANSAS
STATE BOARD FOR VOCATIONAL ED. 38.80 AC
(IN SE¼ 34 & NE¼ 3)
③ STATE OF KANSAS 11.01 AC
OCCUPATIONAL CENTER OF CENTRAL KS
④ STATE OF KANSAS 10.41 AC
OFF BASE
⑤ UNIFIED SCH DIST NO 305 11.46 AC
SUPT. 300W ASH (913) 825-0281
⑥ " " " " 26.27 AC
NE¼ OF 34
⑦ KANSAS HIGHWAY 2.08 AC
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⑧ HOWARD WELS 1.93 AC
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SALINA AIRPORT AUTHORITY
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PACIFIC
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6.0 OEW/CWM Site Activities

6.1 General

In late 1942, it became necessary to build accompanying ranges for the Topeka Air Base (Swindell n.d.). The Second Air Force leased land for Pottawatomie PBR #1, Wabaunsee PBR #2 and Osage PBR #3.

Military personnel built wooden pyramids, approximately 20 feet high, on Osage PBR #3 for use as bombing targets.

Accountability for this range was transferred from Smoky Hill Air Force Base back to Forbes Air Force Base on May 30, 1953 (Headquarters 815th Air Base Group 1953). At the time of disposal, the only structures located on this land were several farm type buildings acquired with the land, which were in very poor condition (Department of the Air Force n.d.).

The range was declared excess October 22, 1953 (Headquarters Fifteenth Air Force 1953). Portions of the range were auctioned off to the public in October 1955 (General Services Administration 1955).

6.2 CWM Activities

We found no evidence of chemical munitions ever having been used on the bombing range.

6.3 OEW Activities

There is evidence to support several types of military bomb training at Osage PBR #3. When the range opened in 1942 the bombing runs were conducted at high altitude with light charged practice bombs (*Topeka Capital* 1942). In January 1943, aviators from Topeka AAF accidentally bombed the town of Reading, Kansas with several 100 pound practice bombs (*Emporia Gazette* 1943; Pearson 1981). In 1948, Smoky Hill Air Force Base used Camp Phillips for demolition and radar bombing training and Osage PBR #3 for practice bombing. By 1949, Osage PBR #3 was the only range assigned to Smoky Hill Air Force Base (Operations Division 1948a; Directorate of Installations 1949). When the Strategic Air Command (SAC) closed Camp Phillips in 1949, conditional approval was given to use AN-M30 and M30A1 100 pound High Explosive bombs from high altitude at Osage PBR #3 (Director of Armament 1949). The range was possibly used as a demolition range from 1949-53. The Army donated the use of the Osage bombing target for miniature bombing practice to Navy aviators from the Olathe Naval Air Station (NAS Olathe 1942). The Navy also sometimes used Osage for dive bombing (Operations Division 1948b).

We found no certificates of clearance or decontamination.

7.0 Evaluation of Ordnance Contamination

There are scraps of wood scattered over the marked target area of the bombing range. Neither Mr. Lieber or Mr. Porter know how the wood got there. We believe the wood is part of the pyramids constructed to mark the target. The two rings that still show on air photos were not visible. According to Mr. Lieber, the rings are only visible because a different type grass was planted from the normal prairie grass. The rings don't show right after the grass is burned. There are two concrete pads near the edge of the most heavily bombed area. These pads are believed to be for the generator and the observation tower. There is no evidence of the generator or the tower.

The marked target area is riddled with craters. In the most heavily bombed area, it is impossible to walk more than 10 ft. - 15 ft. in any direction without encountering a crater. There are 3 ft. diameter x 1 ft. deep craters and 6 ft. - 8 ft. diameter x 2 ft. deep craters. All of the craters appear to be partially filled in. We estimated well in excess of 200 craters in the immediate vicinity of the marked target. We recorded GPS coordinates for the marked target and the edges of the most heavily bombed area and the outer edge of the bombing area (see Map 2). According to Mr. Lieber and Mr. Porter, there are scattered bomb craters as far as two miles from the target.

There is practice bomb debris scattered over the entire bombed area. The debris represents 100 pound practice bombs and miniature practice bombs. Mr. Lieber said he has picked up most of the bomb debris. We found no evidence of fragments from HE bombs.

We tried to find the HE bomb that Mr. Porter said he and a hired hand found near the outer edge of the bombed area. Map 2 shows the area where the bomb should have been and the area we walked trying to find it. We could not find the bomb, but there are several 6 ft. - 8 ft. diameter craters in the area.

Near the marked target area, we found a partially buried tail fin that appears to still be attached to a bomb. The ground around the fins looks like an entry hole. We marked the fins and reported the location to Mr. Lieber and the local bomb technician at Forbes Field in Topeka.

6.0 OEW/CWM Site Activities

6.1 General History

Pottawatomie PBR #1 was one of three ranges initially installed to serve Topeka AAF. The other two ranges are Wabaunsee PBR #2 and Osage PBR #3. In fact, Pottawatomie PBR #1 was initially described as the Topeka Bombing Range. These ranges were later changed to the jurisdiction and use of Smoky Hill Army Airfield. A 1943 map on the organization of the Second Air Force shows these three ranges as the "Topeka Ranges", while a 1944 map on Second Air Force fixed installations and ranges shows them as Precision Bombing Ranges for Smoky Hill AAF (Second Air Force 1943; Second Air Force 1944).

The Army Air Forces used Pottawatomie PBR #1as a bombing range during World War II. The Office of the Chief of Eingineers authorized the Missouri River Division Engineer to acquire Pottawatomie PBR #1 in December, 1942. (Office of Chief of Engineers 1942; Corps of Engineers, Missouri River Division n.d.). The Office of the Chief of Engineers received a Warning Notice on 23 September 1946 that Pottawatomie PBR #1 was classified as surplus effective 17 September 1946 (Office of Chief of Engineers 1946).

6.2 CWM Activities

The February 28, 1945 Report of Controlled and Other Critical items of Equipment shows that Smoky Hill AAF had 1.5 MI detonating gas identification sets on hand and two airplane smoke tanks loaned owt. We found no evidence of CWM usage on Pottawatomie PBR #1.

6.3 OEW Activities

The Justification portion of the Risk Assessment Code from the Inventory Project Report notes that records revealed that l00-pound sand-filled bombs with a 3-pound charge were primarily used (SEC Donohue 1992).

A Lieutenant interviewed by a Topeka newspaper in August 1942 stated that bombing practice by the B-17 Flying Fortress bombers stationed at Topeka AAF would be carried on from high altitude but no demolition bombs would be used. Range officers at Osage PBR #3, the first operational bombing range associated initially with Topeka AAF, said that the practice bombs to be used in the training of the bomber crews would contain only enough powder to mark the point of contact *(Topeka Capital* 1942).

6.7.4 Mr. Bob Zenishek, Property Owner

After a brief explanation of the purpose of our call, Mr. Zenishek asked why we needed to inspect his property. Before an explanation could be given, he interrupted and said there was nothing left on the site. This happened three more times and each time he had another reason why we shouldn't be concerned. He finally said he was upset about the way the land had been left. He asked one more time why we needed to inspect the property. This time he was asked not to interrupt again and a proper explanation was given. He started arguing again so he was told that he did not have to give us permission if he didn't want to. At that point he said he would not allow us to conduct our inspection.

6.7.5 Ms. Mary Lieb, Local Resident and Historian

Ms. Lieb lived in the area during World War II and remembers bombs being dropped and hearing a lot of explosions. She also remembers that farmers would occasionally find bombs on their land.

6.7.6 Mr. Lloyd Edwards, Local Resident

Mr. Edwards lived about five miles from the bombing range during World War II. He didn't see or hear the bombing, but: heard that sacks of flour were dropped to mark hits.

6.7.7 Mr. Walter Johnson, Local Resident

Mr. Johnson was in the Navy during World War II, but his father remembers "500 pound eggs" being dropped on the bombing range. The "eggs" were 500 pound water-filled bombs with a detonating charge in the nose. There was a 100 ft. target circle. The range was cleaned up but there were a lot of holes from the bombing.

6.7.8 Mr. Jack Jury

Mr. Jury described the targets as four or five wooden pyramids with lime circles on the ground around them. Mr. Jury mowed the target area for the Army to minimize fires from the bombing. He said the target itself was less than 40 acres. He said they used 500 pound bombs, blue with boxed fins and filled with something white. He didn't know if they dropped 100 pound bombs.

6.7.9 Mr. C. A. Boswell, Local Resident

Mr. Boswell has lived near the former bombing range his whole life and knew of a bomb that was taken from the range (intact) and is now hanging on a local farmer's barn wall. He agreed to show us the bomb so we would know if it was HE or a sand-filled practice bomb.

7.0 Evaluation of Ordnance Contamination

Analysis of this site is limited to the information we gathered during historical research and while conducting interviews. The team that prepared the INPR was able to inspect the site, so their observations will be noted. We also drove through the general area of the project.

The former bombing range is now grassland used for cattle grazing. In order to keep cedar trees under control, the grass is burned at least every other year.
Mr. Van de Velde and Mr. Oaks both ride horses and drive vehicles on the property as they tend their cattle. Neither reported any ordnance incidents.

Information obtained during interviews suggests that 100 pound sand-filled practice bombs and 500 pound water-filled bombs were used at the bombing range. We have a newspaper account of a farmer, located about eight miles north of the bombing range, finding a bomb that had penetrated the soil far enough that he had to reach into a hole in the ground to identify it. Soldiers from the bombing range destroyed it and four other bombs like it. We don't know that it was an HE bomb, but it is unlikely that a sand-filled bomb could penetrate the soil that far and still be intact. Since there are no other bombing targets nearby, we assume these bombs were typical of the ones used at Pottawatomie PBR #1. Mr. Oaks, Mr. Van de Velde, and Mr. Zenishek all reported craters near the marked target. Mr. Van de Velde's comment that you could drive a truck into the craters suggests at least 100 pound HE bombs were used.

There is an intact 100 pound sand-filled practice bomb casing hanging on the wall of a local farmer's barn. The casing was reportedly retrieved from Pottawatomie PBR #1.

according to the Cultural Resources Division, Archeology Office of the Kansas State Historical Society. Prior to any future environmental remediation projects planned for this site the Kansas State Historical Preservation Office should be contacted to determine if the project warrants formal environmental review. (see document F-20).

4. HISTORICAL ORDNANCE PRESENCE

a. Chronological Site Summary

(1) Prior to acquisition in 1942, the land comprising the former Wabaunsee PBR #2 existed as rangeland for livestock and wildlife grazing. On 4 November 1942, Headquarters Second Air Force determined there was a military necessity for an air-to-ground gunnery range near Topeka AAB, (a.k.a. Forbes Field). Heavy Bombardment (HB) units in third stage training at Topeka AAB were without facilities for training in air-to-ground gunnery.

(2) Although 7,680 acres were originally authorized for acquisition (see document F-2), on 30 April 1943, it was determined that a military necessity no longer existed for 2,560 acres (see documents F-3 and G-6). This reduced the total to approximately 5,120 acres (see document F-4). The remaining land would consist of a 2 x 4 mile area (two sections wide by four sections long) that was to be converted to a precision bombing range instead of air-to-ground gunnery range (see document F-7).

(3) On 3 August 1943, a message was sent to Topeka AAB from Commanding General, 21st Bombardment Wing, reassigning three bombing ranges, including Wabaunsee PBR # 2, to Salina AAB, (a.k.a. Smoky Hill AAF) (see document F-9). Wabaunsee PBR #2 was used from approximately late December 1942 to 23 September 1946 to support Topeka AAB and Smoky Hill AAF, Salina, Kansas, as both an air-to-ground gunnery range for practice .50 caliber machine gun and a precision bombing range for 100 and 500 lb bombs (see interviews I-3, I-4, I-7, and I-8).

(4) On 17 September 1946, Wabaunsee PBR #2 was declared surplus (see documents G-2, and F-16). Wabaunsee PBR #2 leases were canceled and the land reverted to the original landowners

some places with a good bit of seepage and slips that we could not drive through, but had to go around. Throughout this whole area, the rangeland is completely fenced. As we entered and exited each pasture, gates had to be secured. The target center was in the upper NE portion of Section 8, called North Hume Pasture. A 4-wheel-drive vehicle was necessary for site access due to the topography. A Global Positioning System (GPS) was utilized with the following coordinates of the target area: Latitude 38 degrees, 56 min., 48 Sec N. and Longitude 096 degrees, 19 min 24 sec.

(6) During this visit, photographs were taken to illustrate the Archives Search Report (see plate 5 for photograph locations).

b. Area A: Precision Bomb Target

(1) The site investigation (SI) team established the location of the target based upon documentation, eye-witness accounts, and the GPS readings (see paragraph 6.a.(5) and document F-8). Mr. Thowe directed the team to the position of the target center, where GPS readings were taken. The team noted shallow craters where pieces of M38A2 sand-filled bombs were encountered approximately 100 meters from the estimated target center. One .50 caliber cartridge case was found. Persons who visited or flew the site during the time period when it was in use, said there were no observation towers present at Wabaunsee, as cited in document G-1. An observation shack, generator house, and lights for nighttime bombing were the total improvements to the site, along with three circles marked in the pasture. The SI team was unable to specifically discern how, or with what, the circles were marked. Interviewees suggested salt, lime, or mowing, to name a few. The Site Team was unable to find any visual evidence of the target rings.

(2) The former bomb target impact area is on the top of a flat-topped hill, with a higher hill sheltering it to the east. To the west it drops off to a draw or creek bed. It has the appearance of a wide shelf running north and south. The ground/soil covering is only 36-57 inches deep before hitting solid bedrock (reference Document B-6). The target area had some depressions (3-foot-radius approximately 1-foot-deep) that had filled through the years. These depressions had a full stand of

prairie grass regrowth. Although the depressions were obvious while walking about, the photographs are deceiving. The photographs give the appearance of flat, level terrain, which it is not (see photographs J-1 and J-2). The residual scrap metal bomb fragments found were identified as 100 lb bomb bodies by the fins and hangers, and one .50 caliber cartridge case. There were very few residual bomb fragments in the target impact area.

(3) The scrap pile referred to in the PA report was not found. In several interviews it was determined the Corps of Engineers had indeed been in the area and picked up bomb fragments that had surfaced since original cleanup. The area was cleared after military use and a certificate of clearance issued in 1947 (see documents G-11 and G-12). Several interviewees said the scrap metal was carried off. However, the owner said these fragments were picked up from the target area, hauled off, and dumped in a draw southwest of the target area. The property owner is the only one who can identify where the scrap pile is located. He said it was probably covered by washouts. Overall, very little scrap was observed and no OE materials were found (See plate 2, and documents I-7 and I-9). The SI team did not find the scrap pile dump site mentioned after thorough investigation.

(4) Area A, (as well as Areas B and C) is privately owned prairie rangeland with several owners (see plate 6). The land is fenced and used for livestock grazing. Although it is accessible to the public by unimproved roads and trails, it is fenced, signed, and gated private lands (no locks were present). It is off the beaten track and there is no particular allure to attract casual visitors. In no instance during the site investigation did the SI team hear of any incidents involving OE at any time since the site closure.

(5) All remnants of practice bombs located by the site inspection team showed definite damage; in part due to being dropped from high altitude, and in part due to advanced corrosion from exposure to the elements. Additionally, this area is in a remote part of rural Kansas. Unpopulated and seldom traveled, the land is almost exclusively inhabited by grazing livestock and wildlife.

could have allowed present day ordnance contamination. Potential ordnance contamination could also be based on indirect witness or from present day site features. Additional field data is needed to confirm potential ordnance subsites.

(3) Uncontaminated ordnance subsites are based on a lack of confirmed or potential ordnance evidence. Historical records evidence and present day site inspections do not indicate confirmed or potential ordnance contamination. There is no reasonable evidence, either direct or inferred, to suggest present day ordnance contamination. Additional field data is not needed to assess uncontaminated ordnance subsites.

b. Area A: Precision Bomb Impact Area

Although no actual explosive materials or energetic residue was discovered in this area, Area A is **confirmed contaminated** based on verified historical records, range clearance reports, and practice bomb fragments directly located by the inspection team on site (see photographs J-4 through J-7). The only possible hazard present is that of black powder charges from 100 and 500 lb practice bombs. The hazard is mitigated by the fact that the contents of the charge container have likely been exposed to the elements and their energetic properties have dissipated. The severity of any explosive occurrence is defined by the nature of the energetic materials involved: Black powder is a low explosive which is known to deflagrate as opposed to detonate. The hazard upon encountering a loosely packed black powder charge would be a burn or fire hazard and not a detonation hazard. The probability of encountering a spotting charge is also unlikely. The possibility of black powder, housed only in the tin-can-like container in which it was loaded, and stable only in the absence of moisture, surviving for 50 years intact without chemical decomposition is extremely remote. It would have had to have been protected in some type of waterproof environment. To have remained energetic, having impacted the ground sometime between December 1942 and September 1946, without deterioration is highly improbable.

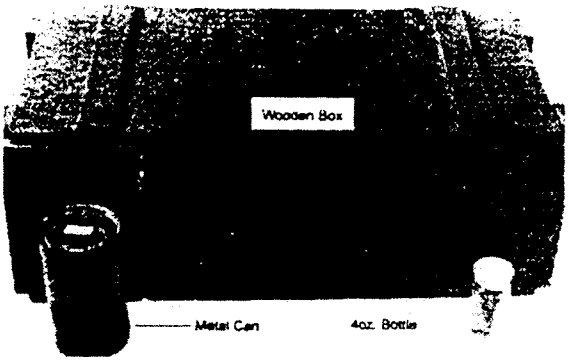
c. Area B: Precision Bomb Buffer Zone

Area B is **potentially contaminated** due to the fact that this is the area where some bombs might be expected to hit had

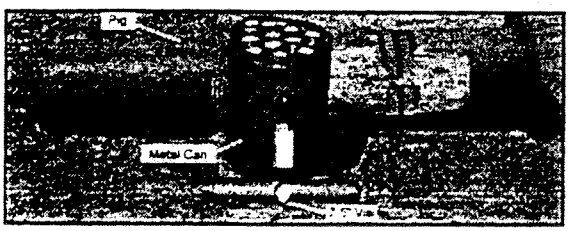
CHEMICAL AGENT IDENTIFICATION SETS
HAZARDS AND PRECAUTIONS

Chemical agent identification sets (CAIS) were developed to aid in the training of soldiers, airmen and sailors. Training consisted of teaching the proper procedures for identifying chemical agents and taking proper actions in the event of a chemical attack. The CAIS contain small amounts of chemical agents and industrial chemicals that simulate chemical agents. Three major varieties including seventeen different types of CAIS were produced over the years.

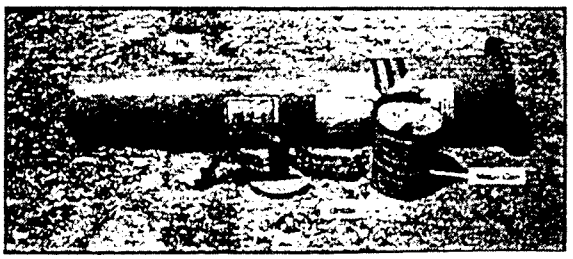
One major variety of CAIS was an instructional "sniff set" that contained agent impregnated charcoal. It was intended for use indoors to instruct military personnel in recognizing the odors of chemical agent. This type of set contained only small amounts of chemical agent. The agent impregnated charcoal was contained in round 4 ounce heavy-walled, wide mouth bottles. These bottles were stored and shipped in wooden boxes.



A second major variety, designed for use outdoors, consisted of agent (pure or in solution) in sealed Pyrex ampules. The glass ampules would be detonated, creating an agent cloud. Soldiers would then try to identify the agent based on its odor and other characteristics. These typically contained more agent than the instructional "sniff sets" and could produce a much greater hazard. The glass ampules were packaged in mailing tubes which were placed in metal cans. These metal cans were stored and shipped in steel shipping containers, known as "PIGS."



A third major variety of CAIS were those containing bulk mustard. These CAIS were used in decontamination training by purposely contaminating the terrain or equipment with mustard, and then teaching the soldiers how to don the correct protective clothing and decontaminate the area or equipment. These CAIS contained relatively large quantities of pure mustard. The mustard was contained in bottles packaged in metal cans. These metal cans were stored and shipped in steel drums or pigs as depicted.



Approximately 110,000 CAIS were produced between 1928 and 1969. During their years of use, they were widely distributed to military organizations conducting chemical warfare training. In the early 1980s, the Army recalled the remaining CAIS for destruction. Approximately 21,458 CAIS were recovered and destroyed as a result of this effort. In addition, many of the CAIS would have been destroyed during the training for which they were originally intended. However, not all CAIS have been accounted for. To date, they continue to be unexpectedly found. CAIS have also been known to be kept as war trophies and souvenirs.

CAIS material not used during training was sometimes buried in remote areas as a means of disposal. But because of increasing privatization and development of formerly used defense sites (FUDS), once remote areas are now accessible to the public. This explains why CAIS are sometimes found during excavation operations.

For example, in 1995, a sewer line was being laid at the state fairgrounds in Jackson, Mississippi. This area was the site of an old Armory. The sewer excavation unearthed unusual glass vials. Excavation operations were containers and the state environmental office and the U.S. Army were notified.

The Army sent the U.S. Army Technical Escort Unit (TEU) to aid in the recovery and contingency transportation of the glass vials. The TEU is responsible for the safe transport of chemical warfare materiel. The glass containers were positively identified as part of a number of CAIS components that were buried many years earlier. The CAIS vial burial site had unknowingly been covered with asphalt and turned into a parking lot for the state fairgrounds. The buried glass vials remained undisturbed until the excavation for the sewer line.

CAIS Site at Jackson, MS (under tent)

CAIS Excavation at Jackson, MS

The recovery effort at the state fairgrounds safely cleared the area and removed a total of 268 vials and 17 bottles. The sewer line was successfully installed after the glass vials were removed. This example illustrates the importance of recognizing CAIS components to reduce the hazards to workers who unknowingly uncover them.

CAIS were extensively used by all military services. Because they were disposable training aids, detailed records about their disposition were not kept. A list of locations that have been associated with CAIS is included to illustrate the widespread use of CAIS. This list provides the reader with examples of the types of locations that may contain CAIS components.

CAIS components were sometimes buried, as in Jackson, MS, but they may also be found in warehouses or stored as old war memorabilia. The early warning signs of CAIS are visual identification and odor. The photos of CAIS provide the general shapes of the CAIS components that could be encountered. CAIS were disposed of in their original shipping containers or as individual components.

As in the example of Jackson, MS, sometimes the glass bottles and vials are broken during excavation and a white cloud is frequently formed during such incidents. The CAIS components emit distinct odors produced by the chemical agents. These odors are as follows:

Mustard has an odor similar to garlic or horseradish.
Nitrogen Mustard has an odor that is fishy or musty.
Lewisite has an odor similar to geraniums.
Chloropicrin has an odor that is pungent and stinging.
Phosgene has an odor similar to newly mown hay, grass or green corn.
Chloroacetophenone has an odor similar to apple blossoms.
Cyanogen Chloride has a pungent odor.
Adamsite, a solid, has no pronounced odor.

Exposure to these chemical agents can cause coughing, nausea, vomiting, irritation, burning sensation, swelling of the eyes, itching, redness and blisters on the skin, and acute pain and tightness in the chest.

If items that are suspected to be CAIS components are encountered, back away (move into the wind), evacuate the site, seek medical attention if necessary, prevent others from entering the area, and notify Army and state officials.

Report the discovery of suspected CAIS components to the Army Operations Center at (703) 679-0218 and to Headquarters, Department of the Army at (703) 679-5690.

Information concerning the location of suspect CAIS components can be reported to the Project Manager for Non-Stockpile Chemical Materiel at 1-800-488-0648 or to the Army Operations Center.

For additional information on CAIS components or the Non-Stockpile Chemical Materiel Project, please contact:

Public Affairs Office, PMNSCM
Aberdeen Proving Ground
Aberdeen, MD 21010-5401

or call 1-800-488-0648
(410) 671-1411/3445

ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX F

LETTERS/MEMORANDUMS/MISCELLANEOUS ITEMS

APPENDIX F

LETTERS/MEMORANDUMS/MISCELLANEOUS ITEMS

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F-4 802d Air Division 01-30 November 1959 (excerpt) (reference B-22).

F-5 Official Change of Designations (reference B-23).

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F-7 Jane's Aircraft 1957-1958 (excerpt) (reference B-25).

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F-15 Smoky Hill AAF (excerpt) (reference B-33).

F-16 Areas Used by Chemical Warfare Service (excerpt) (reference B-34).

F-17 Shooting-in-Butts (reference B-35).

F-18 Schilling AFB / Smoky Hill AFB (reference B-36).

HISTORY

(Unclassified Title)

1966

STRATEGIC AIR COMMAND

0406585

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MONTHLY REPORT OF INDIVIDUAL PROJECTS
(MAINTENANCE OF INSTALLATIONS)

REPORTS CONTROL SYMBOL

INSTALLATION | LOCATION | COMMAND | FOR MONTH ENDING

SECTION I. CURRENT FISCAL YEAR PROJECTS

PROJECT REQUEST NUMBER A	DESCRIPTION OF PROJECT (PART B) B	METHOD OF ACCOMP. C	DATE APPROVED D	DATE STARTED & ESTIMATED COMPLETION DATE E	PER CENT PHYSICALLY COMPLETED F	BUDGET CODE SYMBOL G	TOTAL FUNDS AUTHORIZED H	CONTRACT AWARDED OR FUNDS OBLIGATED TO DATE I	APPROVED TOTAL ESTIMATED COST J	MONTH CONTRACT AWARDED OR TO BE AWARDED K
219-220-8	Ext Paint Whses, IBO Bldg and Mess Halls	C	10-8-57	4-1-58 6-13-58	100	458	23,394	23,394	24,900	Oct
221-8	Temp Enclosure Hgr 6	C	10-10-57	11-4-57 6-10-58	83	458	2,300	2,300	2,300	Oct
222-522-8	Venetian Blinds and Traverse Rods for Housing	C	11-1-57	1-30-58 5-28-58	100	458	42,800	49,800	49,980	Nov
222-522-8	Venetian Blinds and Traverse Rods for Housing	C	1-6-58	1-7-58 1-14-58	100	458	2,326	2,326	2,500	Jan
525-8	Open Stg Ammo Area	C	12-5-57	6-13-58 7-14-58	50	458	6,833	6,833	6,833	May
535-835-8	Clotheslines for Housing	C	12-20-57	1-20-58 5-9-58	100	458	20,995	20,995	20,995	Jan
839-8	Mod Entrance to Base Ops	C	2-14-58	5-3-58 7-14-58	19	458	3,358	3,358	4,200	April
840-8	Tele Facs Cont Tower	C	1-10-58	6-5-58 8-5-58	-	437	9,281	9,281	11,010	May
843-8	Paint Centerline & Nrs	C	2-3-58	5-1-58 5-12-58	100	458	1,001	1,001	5,760	Mar
845-8	Rep Park Lot Bldg 935	C	2-14-58	-	-	458	7,541	7,541	9,980	May
847-8	Instl 3-Phase 220-V Serv Bldg 1112	C	2-20-58	-	-	458	2,356	2,356	2,356	June
850-8	Instl Driveway Drain #957	C	2-20-58	6-3-58 7-3-58	-	458	3,590	3,590	5,000	May
852-8	Power Supply for Alert Area	C	3-25-58	4-24-58 5-24-58	100	458	2,290	2,290	2,290	April
853-8	Instl Central TV Antenna	C	2-25-58	6-11-58 8-11-58	2	458	4,849	4,849	5,000	May
860-861-8	Repl Tank Pit Covers	C	4-28-58	6-26-58 [illegible]26-58	-	458	6,145	6,145	4,960	June

REMARKS

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862-8	Instl R/W Distance Markers	IE	9-20-57	9-15-57 12-21-57	100	458	3,111	3,111	3,111	
863-8	Remove Conc Footings, Floor & Coal Bin Bldg 1052	IE	10-28-57	-	-	458	3,178	-	3,178	
867-8	Instl Shelf Bracing Utility Rm Housing Area	C	2-21-58	4-15-58 5-1-58	100	458	2,222	2,222	4,226	March
868-8	Mailboxes, Housing	C	2-21-58	4-15-58 5-15-58	100	458	3,695	3,695	4,975	March
869-8	Add to Bldg 1160 Ammo Area	C	6-16-58	-	-	458	7,408	7,408	9,990	June
870-8	Rep Swimming Pool, Airmen	C	3-31-58	4-23-58 5-23-58	100	458	2,096	2,096	2,096	April
873-8	Instl Fluoridation Facs	C	4-25-58	-	-	458	5,784	5,784	3,880	June
874-8	Instl Emerg Pwr OB Ward	C	4-24-58	6-19-58 7-19-58	-	478	4,800	4,800	3,825	June
875-8	Intrusion Detection Sys 936	C	5-13-58	-	-	458	2,500	2,500	2,500	June
877-8	Five Study Cells in Basement N. Wing Bldg 936	IE	4-1-57	5-1-57	-	458	2,295	-	2,295	
878-8	Instl Sirens on 3 Bldgs	IE	3-25-58	5-1-57	85	458	2,923	2,570	2,923	
879-8	Make & Ins tl Signs, Housing	IE	2-14-58	5-1-58	30	458	2,088	778	2,088	
880-8	Instl Plumb, Elect. Serv. Plasterboard Ceiling and Retile Floor Bldg 624	IE	3-10-58	3-15 -58 6-30-58	50	458	2,333	1,339	2,333	
882-8	Instl Meters for Housing	C	4-24-58	-	-	458	4,252	4,252	2,450	June

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1200-8	Instl Light Fixtures 865	C	4-24-58	-	-	458	1,769	1,769	1,769	June
1201-8	Repr Boilers Bldg 1034	C	4-16-58	6-24-58 7-24-58	-	478	24,330	24,330	14,994	June
1202-8	Tile Bld gs 943,944,945,948	C	4-18-58	6-5-58 7-5-58	30	458	3,200	3,200	4,898	June
1204 -8	Fence at Dog Kennels	C	4-21-58	5-15-58 6-11-58	100	458	1,150	1,150	2,394	May
1205-8	Tile in Bldg 235	C	5-5-58	-	-	458	2,795	2,795	2,936	June
1206-8	A/C Bldg 874	C	6-18-58	-	-	458	4,700	-	4,700	July
1207-8	Mod Elect Serv Bldg 874	C	5-28-58	-	-	458	2,250	2,250	3,310	June
1218-8	Redwood Fencing, Housing	C	6-4-58	-	-	458	2,695	2,695	3,100	June

REMARKS

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	REF: HQS 8AF MSG DER3 92616									
	ADDENDUM #1 TO RCS: AF-K5									
MINOR CONSTRUCTION PROJECTS COSTING LESS THAN $5,000.00 ACCOMPLISHED WITH P458 FUNDS DURING LAST 6 MONTHS:										
853-8	Instl Central TV Antenna	C	2-25-58	6-11-58 8-11-58	2	458	4,849	4,849	5,000	May
852-8	Power Supply [illegible]	[illegible]	2-25-58	4-24-58 5-24-58	100	458	2,290	2,290	2,290	April
240-7	Relocate Security Fence	C	12-3-56	5-1-58 6-2-58	15	458	1,235	1,235	1,830	April
1204-8	Fence at Dog Kennels	C	4-21-58	5-11-58 6-11-58	100	458	1,150	1,150	2,394	May
Purchase Request IEE-58-186	Redwood Fencing, Housing	C	5-12-58	5-26-58 6-27-58	100	458	750	750		May
IEE-58-193	Earth Embankment Bomb Range	C	5-6-58	6-11-58 6-16-58	100	458	1,275	1,275	1,200	June
535-835-8	Clotheslines for Housing	C	12-20-57	1-20-58 5-9-58	100	458	20,995	20,995.25	20,995	Jan
							TOTAL	$32,544.25		

REMARKS

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HISTORY

802D AIR DIVISION

AND

802D AIR BASE GROUP

1 - 31 January 1959

(Unclassified Title)

CLASSIFICATION

31 1967

STRATEGIC AIR COMMAND

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CHAPTER III - OPERATIONS AND TRAINING

Communications activity in the teletype section was somewhat increased during the month of January with outgoing traffic reaching a total of 1933 and incoming traffic totaling 4760. Most of the increase was attributed to the Strategic Air Command realignment placing the base and it's units under the Fifteenth Air Force, plus the reorganization taking place on the first of February. The Strategic Air Command Network (SACCOMNET) was actually changed over at 1800 hours Central Standard time on the 7th of January. The retermination was accomplished in 13 minutes. Prior to the change-over, the 33rd Communications Squadron at Fifteenth Air Force sent it's 'Standard Notices' outlining operational procedures which varied some from the procedures of the Eighth Air Force. On the 29th of January, communications personnel from Fifteenth Air Force Headquarters visited the communications center and received operating procedures and suggested certain specific operating practices.[1/] (U)

On the 9th of January the Strategic Air Command Telephone Network (STN) lines from Schilling Air Force Base to Westover Air Force Base were realigned and terminated at March Air Force Base.[2/] (U)

1/ Interview, A/1C Charles E. Smith, Historian, with Capt. Lansdowne, Historical Officer, Base Communications, Schilling AFB, 10 February 1959.

2/ "Ibid"

On the 15th of the month the Fifteenth Air Force line to the grouping point, Lockbourne Air Force Base, was reterminated at Biggs Air Force Base thus completing the Fifteenth Air Force change-over. Southwestern Bell Telephone Company conducted a 'Peg Count' and brought seven women to the Exchange to make a thorough study of existing lines and the possibility of putting in more trunk lines to alleviate continual back-log on all of the base circuits. The findings of this survey were not finalized as of the end of the month.[3/] (U)

Communications maintenance continued for another month to be without 'outage time' attributed to the station because of equipment failure. Minor problems were encountered with the Power Unit and the installations engineer office made constant checks to insure operation of this equipment if the commercial power should fail.[4/] (U)

The Cryptographic section underwent a revamping to insure compliance with Fifteenth Air Force regulations and policies. This included transfer of one-time tape systems from Eighth Air Force to Fifteenth Air Force and some modification of procedures.[5/] (U)

3/ Interview, A/1C Charles E. Smith, Historian, with Capt Lansdowne, Historical Officer, Base Communications, Hq 802ABGRU, 10 February 1959.

4/ "Ibid"

5/ "Ibid"

The installation, removal and relocation of telephones in connection with the coming reorganization was a primary consideration of the Base Communications Wire Section in January. Planning for this had been accomplished in December and seven phases were programmed. A new phase was to begin each week with completion to be accomplished in seven days. Early completion of any one phase was to result in the moving up of the next phase. The capabilities of the telephone company were involved and the plans were geared to the probability of a certain amount of emergency type activity. No emergencies occured and installations progressed at an extremely fast rate so that the sixth of February 1959 schedules were moved up to the 30th and 31st of January. In all there were 326 telephone work orders processed involving 568 moves, installations and removals. The transfer to Fifteenth Air Force, unexpected as it was, caused some momentary concern. The standardization of procedures within Strategic Air Command was found to be invaluable and with only slight changes in policies and procedures the section was soon functioning smoothly.[6/] (U)

Two special type horns for alert notification were approved and placed on order. It was hoped that this would be an answer

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6/ Interview, A/1C Charles E. Smith, Historian, with Capt Lansdowne, Historical Officer, Base Communications, Hq 802ABGRU, 10 February 1959.

to the problem of 'Klaxon' horns which cannot be heard.[7] (U)

A project for a duct-work manhole system to the area north of Base Communications was returned for resubmission. The most recent information received indicated further delay in construction of this project since the cost is in excess of Strategic Air Command approval authority. The project was resubmitted to Fifteenth Air Force Headquarters and by the end of January no information on this matter had been received from that headquarters.[8] (U)

The transfer of the 802d Air Division to the Fifteenth Air Force necessitates the re-orienting of the rhombic antennas. Complete reconstruction of the antenna system will not be required since the March Air Force Base is within a few degrees of 180 degrees from the present direction. Rerouting the lead in to the opposite end of the rhombics and repositioning the terminals may be sufficient. Assistance in determining this, and other needed engineering help, is to be provided by a team of experts in this field.[9] (U)

Air Base Group aircraft logged a total of 357:00 hours of flying in January. Forty percent, approximately, of this time was in support of the two bombardment wings. The remainder of the

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7/ Interview, A/1C Charles E. Smith, Historian, with Capt Lansdowne, Historical Officer, Base Communications, Hq 802ABGRU, 10 February 1959.

8/ "Ibid"

9/ "Ibid"

flying was to accomplish 60-2 requirements, standardization, and instrument checks. No aircraft was out of commission during this period. In the very near future it was expected that the B-25 type aircraft assigned to base flight would be phased out.[10] (U)

Transient aircraft personnel continued to rate Schilling Air Force Base as excellent in all aspects of service. Colonel Arthur W. Dern, Professor of Air Science with the Air Force Reserve Officer Training Corps (AFROTC) Detachment 415 at the University of Minnesota, was so impressed that he forwarded a fine letter of appreciation to the Commander of Schilling Air Force Base. In addition to comments on the over all excellence of the treatment he received at this base, he specifically noted the fine attitude and superior cooperation of Staff Sergeant Von Niebelschuetz of the 802d Base Flight.[11] (U)

The KC-97 Simulator facilities located at Schilling were made available for use by KC-97 aircraft crews from both Forbes and Lincoln Air Force bases.[12] (U)

Scheduling control for the Little Abner Air Refueling Area was assumed by Schilling Air Force Base on the 27th of January. The 802d Air Division was authorized direct communication with the

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10/ Interview, A/1C Charles E. Smith, Historian, with Maj Priest, Base Operations Officer, Hq 802ABGRU, 27 February 1959.

11/ Ltr, Colonel Dern to Commander, Schilling AFB, 12 January 1959. Exhibit 22.

12/ TWX, COMAF 2 to COMAF 8, et al, DOTC 2386, 17 Jan 59, Exhibit 23, and TWX, COMAF 2 to COMADIV 802, et al, DOTG 2339, 16 Jan 59, Exhibit 24.

341st Bombardment Wing at Dyess Air Force Base to establish necessary procedures and scheduling policies before actually assuming control.[13/] (U)

Tactical Air Command requested that the Strategic Air Command provide a three day course of instruction for gunners of B-66 type aircraft. Tentative approval was given to this request with a conference to be held at Strategic Air Command Headquarters on the 13th and 14th of January to discuss the matter. Since Schilling Air Force Base posesses an OQ Range (a ground-to-air gunnery range for firing at aerial targets - non-man carrying) the Officer in Charge of the Schilling Range attended this conference.[14/] (U)

The 36th Aviation Depot Squadron at the end of January had five straddle carriers on hand and all were operational. Beams and Status numbered 18 with 15 being operational and of a total of 56 Hoists only 32 were operational. A project for the month was the complete inventory of 16 N.S. Assisted Takeoff bottles (ATO) and segregation of those having suspended igniters. Replacement ATO units were requisitioned for all shortages.[15/] (S)

13/ TWX, COMAF 15 to XRAY, DOTFR 13792, 24 January 1959, Exhibit 25, and TWX, COMAF 15 to COMAIRDIV 802, DOTFR 13793, 24 January 1959, Exhibit 26.

14/ TWX, CINCSAC to COMAIRDIV 802, et al, DOTRPD 209, 2 January 1959, Exhibit 27 and TWX, CINCSAC to COMAIRDIV 802, et al, DOTRPD 636, 5 January 1959, Exhibit 28.

15/ Interview, A/1C Charles E. Smith, Historian, with Lt Col Graybill, Commander 36th ADS, 20 February 1959.

During the month there were 23 conventional loadings of MB-4 bombs, 94,540 rounds of ammunition and 930 bottles of jet-assisted takeoff (JATO) bottles.[16] (S)

16/ Aviation Depot Squadron Training Report, RCS: 15AF-T34 for 1-31 January 1959, n.d. Exhibit 29.

DECLASSIFIED

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HISTORY

[illegible] DIVISION

1 - [illegible] April 1967

("[illegible]")

[illegible] AIR FORCE BASE, KANSAS

[illegible]

1967

STRATEGIC AIR COMMAND

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[redacted] 6 - MAY 1980

HISTORY OF THE

802D AIR DIVISION

1 - 30 April 1959

(Unclassified Title)

SCHILLING AIR FORCE BASE, KANSAS

COMPONENT UNITS

802d Combat Support Group
802d Medical Group
310th Bombardment Wing, Medium
40th Bombardment Wing, Medium

This document was prepared by Staff Sergeant Charles E Smith under the supervision of Major A. Louis Laney, Base Information Services Officer.

This document is classified SECRET in accordance with paragraph 30b, AFR 205-1.

1967

Harold W. Ohlke

HAROLD W. OHLKE
Colonel, USAF
Commander

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CHAPTER III - OPERATIONS AND TRAINING

Flying hour allocations for the fourth quarter of 1959 increased as a result of new policies in regard to flying hour time turned back to the United States Air Force at each quarter's end. At the end of the third quarter of 1959 approximately $3,000,000 of flying time was turned back. This was the result of major aircraft modification, accelerated alert concepts and depot correction of design deficiencies. Also included was a small percentage of time normally planned as a reserve or 'pad' against unforseen needs. It was anticipated that approximately $6,000,000 of flying hour time would be turned back to the United States Air Force at the close of the final quarter of Fiscal Year 1959 under the old system of procedure.[1] (C)

A complete restudy was made of the fourth quarter FY 59 flying program and of the entire FY 60 program with an end to eliminate flying time turnback.[2] (C)

The Fifteenth Air Force was faced with the necessity of allocating additional flying hours to it's various subordinate units for the fourth quarter of Fiscal Year 1959.[3] (C)

Accordingly, the Fifteenth Air Force allocated a total of

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1 TWX, 15AF to Whiskey,DOO 1382, 3 Apr 59. Exhibit 15.

2 IBID

3 TWX, COMAF 15 to XRAY, C 1460, 9 Apr 59. Exhibit 16.

10,564 B-47E tactical flying hours to the 802d Air Division combat units. This was divided into 5,190 hours for the 40th Bombardment Wing and 5,374 hours for the 310th Bombardment Wing. The refueling squadrons of the wings were allocated a total of 1,930 KC-97G flying hours with the 310th Air Refueling Squadron receiving 1,005 hours and the 40th Air Refueling Squadron being given 955 hours.[4] (S)

At the end of April the 310th Bombardment Wing had 58 crews who had met the minimum requirements of paragraph 3a of Strategic Air Command Regulation 50-44 for low level flying training. This was an increase of one crew over the end of March status. Fifty-four crews were fully qualified for an increase of five crews over the end of March figure. Ten crews had not checked out in this activity for the following reasons: two crews upgraded to combat ready status were not eligible for training in accordance with SACR 50-44; four crews had newly upgraded aircraft commanders who did not have the minimum requirements to enter the subject training; three crews previously checked out had co-pilot replacements needing one mission to complete training; one crew

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4 TWX, 15AF to WHISKEY, DOOT 1512, 13 Apr 59. Exhibit 17.

was unable to complete it's training requirements due to a temporary duty assignment of the co-pilot.[5] (C)

Four crews required one mission for checkout and six crews needed three missions for completion of requirements.[6] (C)

The 40th Bombardment Wing had 57 crews who were qualified according to the minimum requirements and this was an increase of three crews over the March total. The number of crews fully qualified in Pop Up remained the same as the March total of 46. Four crews which had met the minimum requirements needed only one mission for full qualification and seven crews needed three missions.[7] (C)

A general warning to all units was received from Fifteenth Air Force Headquarters pointing out the necessity for two complete Pop Up sorties for each qualified crew during each training period. Crews delinquent in this item are placed on probation and when 25 per cent of the combat ready crews of any wing are on probation, for any reason, the wing is also automatically on probation.[8] (C)

Word was received forecasting the deactivation of the 401st Field Training Detachment at Schilling Air Force Base about the first of July, 1959. The 40th Bombardment Wing alone has used the Field Training Detachment facilities for a total of 26,900 hours in the last three month period and, in view of future

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5 Pages 3 &4 of 310BW Comdr Rmks, 3 SAC T12. Exhibit 18.

6 IBID

7 Page 3, 40BW Comdr Rmks, 3 SAC T12, Apr 59. Exhibit 19.

8 TWX, 15AF to XRAY, DOT 1528, 14 Apr 59. Exhibit 20.

maintenance training requirements, the wing requested that the present equipment remain at Schilling Air Force Base for use in technical training. It was felt that the basic instructor capability exists in the 802d Air Division units to assume the training responsibilities. Removal of the equipment will later require considerable temporary duty assignments of personnel to other bases to attend Field Training Detachment classes.[9] (C)

Colonel Ohlke, 802d Air Division Commander, concurred in this recommendation pointing out that approval would both facilitate training and same manhours and temporary duty expense.[10] (C)

A third tape-cutter was added to the communications equipment of the base. This was a Kleinschmidt AN/FGC-25 cutter and it's installation permitted the removal of all Teletype Corporation equipment from the communications center.[11] (U)

A security safety device was installed on the TWX circuit during the month of April. This device will prevent any inadvertant transmission in the clear of classified messages.[12] (U)

The emergency power unit was found to be putting out more than 130 volts and an emergency requisition provided parts for

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9 Page 2, Wing Comdr Remks, 40BW, 3-SAC T12, Apr 59. Exhibit 21.

10 Page 4 of above report. Exhibit 22.

11 Interview, SSGT Charles E Smith, Historian, with Maj Kost, Base Communications Officer, 6 May 59.

12 IBID

the correction of this condition.[13] (U)

About 75 per cent of the work of reorienting the Strategic Air Command 1000A antennas to direct radio signals to Fifteenth Air Force instead of to Eighth Air Force Headquarters. This project was estimated for completion by the 10th of May. The work was being done by an antenna construction team from Chanute Air Force Base.[14] (U)

The Schilling Air Force Base OQ Range (a ground-to-air gunnery range for firing at aerial targets-non-man-carrying) trained 114 students during the month of April. Forty-one thousand, four hundred rounds of ammunition were expended for a total of 170 hits and 90 'kills'. Pending arrival of additional personnel, firing orders have been reduced. An important conference, held from the 22nd through the 24th of April at Lowry Air Force Base, resulted in a final agreement between the Strategic Air Command and the Air Training Command on the future status of the Schilling OQ range. Personnel and equipment from Lowry Air Force Base will be transferred to Schilling not later than the first of July of this year. Tactical Air

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13 Interview, SSGT Charles E Smith, Historian, with Maj Kost, Base Communications Officer, 6 May 59.

14 IBID

Command gunners are presently receiving training at the Schilling OQ Range.[15] (U)

SUMMARY

New flying hour allocations were given the tactical units of the 802d Air Division for the final quarter of FY 59. This was brought about by a new policy of scheduling and using the maximum of programmed money thus eliminating the quarterly 'turn back' of flying hour dollars. (C)

Both the 310th and 40th Bombardment Wings made progress in low level flying training during the month. (C)

Proposed deactivation of the 401st Field Training Detachment brought about a request from the division that the equipment remain at Schilling Air Force Base for necessary training of personnel. (C)

Reorganization of the SAC 1000A antennas to direct radio signals toward Fifteenth Air Force headquarters was about 75 per cent complete at the end of April. (U)

An agreement was reached between Strategic Air Command and the Air Training Command on the closing of the OQ range at Lowry Air Force Base and the transfer of personnel and equipment to Schilling Air Force Base by 1 July, 1959. (U)

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15 OQ Range Activity Report for April 1959. Exhibit 23.

CHAPTER IV - MATERIEL

The 802d Combat Support Group at the end of April had a total of five aircraft assigned which was one less than was reported at the end of March. The changes during the month included the loss of one TB-25N and one T-33A aircraft. One C-123B was added leaving an inventory at the end of the month of three T-33A aircraft and two C-123Bs.[1] (U)

The tactical units of the division (40th and 310th Bombardment Wings) each had 47 B-47E's assigned which was a reduction of two for the 40th Bombardment Wing during the month. The 40th Air Refueling Squadron had 11 KC-97F and 10 KC-97G aircraft and the 310th Bombardment Wing had 9 KC-97F and 11 KC-97G aircraft.[2] (U)

The total combat ready tactical aircraft in the division was 94 B-47 and 41 KC-97 aircraft at the close of April.[3] (U)

During April the anticipated installation of two B-47 maintenance platforms by the Midstate Ornamental Iron Company was accomplished. This gave the 40th and 310th Bombardment

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1 Report of Aircraft/Missile Operational Data, RCS: 1-AF-A1, for 1 thru 30 Apr 59. Exhibit 24.

2 IBID

3 IBID

Wings each one additional stand for accomplishment of periodic and/or postflight inspections.[4] (U)

On the 7th of April a team from the Air Mod Corporation began installation of Technical Order 1C-97-572 (TACAN). Kits which had been supplied for this work were short of minor components and necessary test equipment had not been made available by the Air Depot in support of the program. It was, therefore, impossible to bench test or repair defective units. At the end of the month every effort was being made to secure the required test equipment.[5] (U)

As in March, the command aircraft out of commission for parts (AOCP) rate for April for Both B-47 and Kc-97 aircraft was zero. The aircraft not fully equipped (ANFE) rate for the command KC-97 was zero also. B-47 type aircraft had an ANFE rate of .07 per cent. Two aircraft days were lost to ANFE status for lack of Beech drop tank booster pumps.[6] (U)

The munitions services section of the 36th Aviation Depot Squadron continues to carry out an extensive program combining

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4 Interview, SSGT Charles E Smith, Historian, with Col Jones, DM, 802d Air Division, 7 May 59.

5 IBID

6 IBID

classroom instruction, OJT training, and Technical Order study for a total of 585 training hours. This was divided into 200 hours of Special Weapons classroom study, in which 76 personnel took part; 225 hours of ammunition on-the-job training, in which 26 men took part; and 160 hours of Technical Order study, in which 55 personnel participated.[7] (S)

Equipment on hand included five straddle carriers and all of them were operational. Beams and Status totaled 24 with only 21 operational. Of 118 hoists assigned only 42 were in operational status.[8] (S)

The Explosive Ordinance and Disposition Section spent eight hours in field practice on destruction of charges and booby traps.[9] (S)

Quality Control monitored nine storage inspections, 49 recertifications, 29 weapons loading, and ten assist takeoff (ATO) loadings during April. Fourteen loading teams were in the 'ready' classification for loading MK6, MK15, MK36, and MK 39. Two teams were non-ready in each area cited. Fifteen crews were 'ready' for bomb, ammunition, and jet assist takeoff loadings. One team was listed as non-ready.[10] (S)

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7 Interview, SSGT Charles E Smith, Historian, with Lt Col Graybill, Comdr, 36th Aviation Depot Squadron, 12 May 59.

8 IBID

9 IBID

10 Aviation Depot Squadron Training Report for Apr 59, prep by 36th ADS, 4 May 59. Exhibit 25.

The removal of buildings in the Phillips Village area was progressing according to schedule in April. These World War II buildings were sold during March and were to be removed over a four month period. (U)

April was a busy month for the refrigeration shop with the preparation and checking out of all air conditioners on the base as the big work item. Major modifications and repairs were necessary on the air conditioners and systems in several buildings.[11] (U)

An unusually large number of local projects were approved during the month. Ten projects with a total estimated cost of $189,996.00 were accepted. The projects are listed below.[12] (U)

PROJECT	APPROVED TOTAL ESTIMATED COST
5-9 Constr Steam Supply Lines	$ 30,500
51-9 Const Wading Pool	8,560
52-9 Training Aids, Shops	22,190
26-8 Mod Hydrant Fueling Sys	12,240
43-8 Instl Ceilometer Facs	11,100
64-9 Test Range GA Roads	80,900

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11 Interview, SSGT Charles E Smith, Historian, with Lt Col Pach, D/C for Installations Engineering, 5 May 59.

12 Monthly Report of Individual Projects, RCS: AF-K5 for Apr 59. Exhibit 26.

Weekly Inspection Report - Week Ending 24 Apr 59

RDCP 2DCSF 27 Apr 59
Mr Sullivant/RA/di/365

Project Number	Description	Percent	Estimated Comp Date	Cont. Yr.	Remarks
33 thru 45-6	A/C Bldgs	95	31 May 59	666	
2-7	Rep Hgrs 1, 2, 4, and 7	90	1 May 59	671	
39-7	Rep Prk Lots	43	6 May 59	909	
112-7	Addn to BAP Facility	95	29 May 59	800	1
40-8	Instl Emerg Pwr 802, 948 & 204	90	4 May 59	745	
47-8	Constr Liquid Oxygen Bldg	39	17 May 59	322	
98-8	Mod Heating Plants	10	25 May 59	663	
99-8	Mod Heating Plants	1	24 May 59	660	
214-8	Rep Sewage Treatment Plants	99	16 Mar 59	814	2
3-9	Rep Motor Pool Prk Lot	99	11 May 59	803	
4-9	Constr Lumber Ltg	99	19 May 59	823	
11-9	Constr Sidewalks Capehart Hsg	64	9 Jun 59	830	
12-9	Addition to Base Comm. Bldg	40	30 May 59	829	
13-9	Extend Fire Access Road	37	5 Jul 59	841	
55-9	Test Range Dr Hannery (Bids opened 17 Apr 59)				
56-9	Launching Bldg	0		842	
61-9	Test Range Dining Hall (Bids to open 6 May 59)				
62-9	Const Small Arms Range, Pistol	76	13 May 59	834	
63-9	Const Small Arms Range, Rifle	80	11 May 59	835	
219-9	Elec Serv Dayrooms (Bids opened 27 Apr 59)				
235-9	Transmissometer (Bids opened 27 Apr 59)	0			
256-9	Maint Cont Intrusion Det Sys	9	28 Feb 60	837	
241-9 and 200-0	Mod Middle & Outer Marker ILS (Bids opened 27 Apr 59)				
226-227-0	Rep Swim Pools	1		845	
PR 59-132	Paint Base Cafeteria	0	13 May 59	PO 59-5340	
PR 59-131	Inst Asp Shingles Bldg 336	100	11 May 59	PO 59-5323	
PR 59-133	Mod Flood Pump Capehart	0	12 Jun 59	PO 59-5325	
PR 59-127	Sandblast Water Reservoir	0		PO 59-5406	

REMARKS

1. Proj 112-7 Contractor requires seasonal weather to complete tests on air conditioning.

2. Proj 214-8 Contractor completed work. Waiting final payment.

ARNOLD I. PACH
LTCOL, USAF
D/C Installations Engineer

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STATION NAME					MAJOR COMMAND			AS OF DATE		
SCHILLING AIR FORCE BASE					SAC			20 April 1959		
	ITEM NO.	PRIORITY NO.	PROGRAM NO.	CATEG. CODE	PROJECT TITLE	ACTION	DEN'T CMD	DEFINITIVE DOCK. NO.	QUANTITY	UNIT OF MEAS.	AMOUNT $ (000)
	2	3	4	5	6	7	8	9	10	11	12
	10	3		442-515	STOR, MED, EQP & SUP; Construct a medical storage building for the new hospital	Rpmt			6,500	SF	80
	11	3		141-146	FIRE STATION, BASE; Construct 3-stall structural fire station			AD 36-30-04	6,000	SF	118
	12	3		219-942	INSTALL. ENGR. ADMIN.; Construct Administrational and Engineering Building for IEO			AD 30-08-04	5,100	SF	98
	13	3		390-861	TEST RANGE G-A, GUNNERY; Provide water and sewage facilities to the OQ Range				LS		190

AF FORM 1415 APRIL 58 — PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

B07KS025604_01.02_0001_a

USAF MILITARY CONSTRUCTION PROGRAM

STATION NAME: SCHRIEVER AIR FORCE BASE

OWNING COMMAND: SAC

ASOF DATE: 20 April 1959

AUTH. PUB. LAW	ITEM NO.	PRIOR-ITY NO.	PROJ. IDENT NO.	CATE. CODE	PROJECT TITLE	[illegible]	[illegible]	[illegible]	[illegible]	UNIT OF MEASURE	AMOUNT $
1	2	3	4	5	6	[illegible]	[illegible]	[illegible]	[illegible]	11	[illegible]
	1	1		116-672	WASHRACK, AIRCRAFT; Construct addition onto existing 2,740 SY washrack	Add'n			1,800	SY	28
	2	1		411-123	STOR. BSE, DEM/WATER; New facility to provide storage for demineralized water				585	BBL	47
	3	1		610-632	KENNEL, CANINE; Construct 11 new kennels at 15 SF/Dog and 11 runways at 40 SF/Dog				605	SF	9
	4	1		310-461	G/MISSILE ASSEMBLY FAC.; Maintenance and assembly building to support GAM-72				13,867	SF	250
	5	1		310-628	PROPL. ENG TEST SHOP; New facility to provide propulsion checkout for GAM-72 support				1,892	SF	[illegible]
	6	3		214-467	SHOP REFUELING VEH.; Construct a maintenance shop for refueling trucks	A		AD 33-02-38-R1	2,000	SF	35
	7	3		841-167	WATER SUPPLY, STORAGE; Provide sufficient on-base water storage elevated 300,000 Gal. storage				300,000	GAL	70
	8	4		740-633	POST OFFICE, CENTRAL; Provide a new branch post office	Rpmt		AD 36-02-3	3,950	SF	72
	9	4		610-128	PURCHASE BY CONTRACT; Construct a new enlisted dormitory to provide usable facility	Rpmt		SAC 9-2-57	4,272	SF	75

AFF TM 1418 APRIL 58 — PREVIOUS EDITIONS OF THIS FORM OBSOLETE

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COPY

BDCEE, Hq 802 ADiv, 24 Feb 59, Subj: (U) AFBMD Development Plan, Schilling Air Force Base

DEDPL 2d Ind 17 Apr 1959

Hq Strategic Air Command, Offutt Air Force Base, Nebraska

TO: 802 Air Div, Schilling AFB, Kans

1. Reference Section II of USAF Programming Document 61-1-I, dated 15 December 1958. This document reflects the following mission for Schilling Air Force Base: (U)

a. Phase out of one KC-97 Squadron - FY 4/60

b. Phase out of one B-47 Wing - FY 4/61

c. Phase out of one B-47 Wing - FY 2/62

d. Re-organization of remaining KC-97 Squadron to KC-135 (10 AC) will occur in the FY 1/63 with delivery of first aircraft scheduled for FY 2/63.

e. Dispersal of B-52 Squadron (15 AC) FY 4/62

f. Equip GAM 72 at Castle - FY 3/62 (move with equipment FY 4/62)

g. Equip GAM 77 at Schilling - FY 4/62 (S)

2. The 549 Strategic Missile Squadron is currently scheduled to be operational in December 1961 and the first missile is scheduled for delivery in June 1961. Design for a new Missile Assembly Building normally requires seven months, construction requires an additional eleven months, and installation and checkout of ground support equipment within this building is currently scheduled for accomplish= ment within a period of five and one-half months. However, two and one-half months of this phase of the work is accomplished concurrently with the construction. (S)

3. Approximately eighteen months lead time is required for modification of an existing building for missile assembly use prior to delivery of the initial weapon. This is based on the assumption that (a) an existing building could be made available at Schilling Air Force Base for Missile Assembly Building functions, (b) design and construction periods can be shortened if an existing structure is modified and (c) the initial weapon could be placed in the Missile Assembly Building during the last phases of installation and check-out of ground support equipment. (U)

BDCEE, Hq 802 ADiv, 24 Feb 59, Subj: (U) AFBMD Development Plan, Schilling Air Force Base

DEDPL 2d Ind (cont'd)

4. Request that the use of Schilling Air Force Base buildings be resurveyed and your headquarters determine which existing buildings can be made available in support of the Strategic Missile Squadron Maintenance (55,000 SF of which an area, 80' x 190', must have 28' clear ceiling height) and Supply (32,000 SF) Functions. Your planning should consider occupancy of the structures by contractors for modification sometime in April 1960. Architectural Engineering personnel will be surveying the building periodically from September 1959 to February 1960. Other considerations are 10,000 SF of administrative type space which should be available for AFBMD Project Office and Corps of Engineers commencing in July 1959 and approximately 125,000 SF for associated contractors which will be responsible for the installation and check-out phases by March 1961. (C)

FOR THE COMMANDER IN CHIEF:

Incls w/d

/s/t/ ALTON E. WHITE
Lt Colonel, USAF
Executive Officer
Directorate of Instl Engr

Copies furnished:
15AF
SAC MIKE

SAC DASMC Control No 56281
DASMC 6281

HISTORY

[illegible]

[illegible] December [illegible]

Unclassified Title.

[illegible] AIR FORCE BASE, KANSAS

Assigned to the

1967

STRATEGIC AIR COMMAND

0-1066.02

F-4

Air Force-SAC, Offutt

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DECLASSIFIED

HISTORY OF THE 6 - MAY 1980

802D AIR DIVISION

1 - 30 November 1959

(Unclassified Title)

SCHILLING AIR FORCE BASE, KANSAS

CLASSIFIED BY

Assigned to the

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

1967

DIVISION COMPONENTS

802d Combat Support Group
802d Medical Group
310th Bombardment Wing, Medium
40th Bombardment Wing, Medium

Permanently Stationed at
Schilling Air Force Base, Kansas

This document was prepared by SSGT Charles E Smith, Unit Historian, under the supervision of the Base Information Officer. It was prepared in compliance with SACR 210-1, 28 November 1958, and is classified SECRET under the provisions of paragraph 30b, AFR 205-1, 1 April 1959. This classification conforms to that of the source documents, which are used extensively in this work and which bear on the combat capability of this organization. This title page contains no classified information. (U)

0466602

APPROVED

15AF DXIH 60-02

THOMAS H. AGEE
1st Lt, USAF
Information Officer

DECLASSIFIED

GEORGE Y. JUMPER
Colonel, USAF
Commander

F-4

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the full requirements of the Ballistic Missile Division supply it was felt that an addition to the building might be constructed which would serve until the phase out of the 310th Bombardment Wing in December of 1961. Relocation of the 310th shop facilities would exceed the cost of the suggested building addition.[12] (S)

SUMMARY

Tactical units of the 802d Air Division possessed 94 B-47 bombers and 40 KC-97 tankers at the end of November 1959. (U)

Supply effectiveness for the 16 October - 15 November period was 78.2 per cent. (U)

ATO bottles dropped on the Schilling bomb range were inspected and those failing to ignite were being held for inspection by Air Materiel Command. (S)

The provision of space and facilities for the future mission of the base was a continuing problem which will be eased upon transfer of the 40th Bombardment Wing in June of 1960. (S)

TWX, 15AF to HQ SAC, SECRET DE 4906, 4 Nov 59. Exhibit 26.

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AVIATION DEPOT SQUADRON TRAINING REPORT	FOR MONTH OF	DATE PREPARED	REPORTS CONTROL SYMBOL
	Nov 59	3 Dec 59	15AF R-34

COMMANDER
15th AIR FORCE
ATTN: DM70
March Air Force Base, California

FROM: 36th Avn Dep Sqdn (ADSM)
Schilling AFB, Kans

PART I - TRAINING ACCOMPLISHED THIS MONTH

1. PERSONNEL STATUS.

	ASGD	AUTH		ASGD	AUTH		ASGD	AUTH		ASGD	AUTH		ASGD	AUTH
3216	0	2	3275	3	5	3271	2	0	6424	1	1	46131	1	2
33180	1	2	33170	1	1	33150	3	4	33130	0	0	46171	1	2
46180	1	3	46170	16	13	46150	56	28	46130	6	49	64171	1	1
46380	1	1	46370	4	2	46350	2	6	46330	0	0	64130	0	1
64570	1	1	64550	3	3	64530	0	1	64131	0	0	3211	2	0

Programmed Losses and Gains will be Indicated in Part II of Report.

2. MUNITIONS SERVICES.

LOADING TEAMS FORMED			LOADING TRAINING ACCOMPLISHED			
UNIT	MASTER READY	NON-READY	CLASS ROOM		TRAINING LOADINGS (60-9)	
MK-6	13	0	SCHED 0	ACC 0	SCHED 0	ACC 0
MK-15/39	13	0	SCHED 194	ACC 194	SCHED 7	ACC 7
MK-28	0	13	SCHED 0	ACC 0	SCHED 0	ACC 0
MK-36	13	0	SCHED 0	ACC 0	SCHED 0	ACC 0
CONV.	N/A	N/A	SCHED 0	ACC 0	SCHED 84	ACC 84

Non-Ready Teams will be Explained in Part II of Report. Record Class Room Training in Manhours.

3. LOADING TEAMS STAN-BOARDED.

TEAM #	SCHEDULED	COMPLETED	OVERALL SCORE	TEAM #	SCHEDULED	COMPLETED	OVERALL SCORE
31	1	1	805				
34	2	2	636, 953				

4. ALERT LOADINGS.

TYPE	SCHEDULED (60-9)		UN-SCHEDULED (Indicate Reason in Part II)	
	LOADING	OFFLOAD	LOADING	OFFLOAD
MK-6	0	0	0	0
MK-15/39	32	32	2	2
MK-28	0	0	0	0
MK-36	0	0	0	0
MB-4	0	0	0	0
CONV.	32	32	2	2
ATO	32	32	2	2

5. MUNITIONS MAINTENANCE TRAINING.

UNIT	CLASS ROOM M/H		PRACTICAL AND W/R OPERATIONS		
	SCHEDULED	ACCOMPLISHED	SCHEDULED	ACCOMPLISHED	TYPE OF OPERATION
MK-6	0	0	0	0	
MK-15/39	10	10	102	102	See Part II
MK-28	12	12	0	0	
MK-36	25	25	0	0	
EQUIP MAINT	0	0	50	50	See Part II

6. PERSONNEL UTILIZATION

MANHOURS	SERVICES	MAINTENANCE
AVAILABLE	8158	1104
NORMAL ADS DUTY	4935	964
ALERT SUPPORT	2560	0
TOTAL STAND-BY	* 2322	0
DAILY AVERAGE MANHOURS	6.8	5.33

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7. QUALITY EVALUATION.

	SCHEDULED	ACCOMPLISHED	TYPE OPERATION
MK-6	0	0	
-15/39	111	111	See Part II
MK-28	0	0	
MK-36	0	0	
CONVENTIONAL	0	0	
JATO	54	54	
EQUIPMENT	0	0	

8. EXPLOSIVE ORDNANCE DISPOSAL TRAINING.

Eight (8) hours with MK 39-2 (4 hours theory and 4 hours practical and loading observation), eight (8) hours of theory and practical on the MK 28-0, and four (4) hours of review of "AML Rendering Safe Procedures". This training was in addition to approximately twenty hours OJT study.

9. MANAGEMENT CONTROL SYSTEM STANDING.

	% OF SCORE		% OF SCORE
A. LOADING CAPABILITY		D. MANHOUR EFFECTIVENESS	
1. Combat Ready Teams	8	1. Lag Time	5
2. Successful Loadings	10	2. Available Manhour Utilization	5
B. SCHEDULING EFFECTIVENESS		E. EQUIPMENT EFFECTIVENESS	
1. Munitions Maintenance	10	1. Loading Equipment	10
2. Munitions Services	19	2. Other Equipment	10
C. QUALITY EVALUATION		TOTAL PERCENTAGE	97
1. Munitions Maintenance	5	Standings will be Computed as of the Reporting Date utilizing SACM 170-1, dated September 1959.	
2. Munitions Services	5		
3. Major Discrepancies	10		

MONTHLY SQUADRON TRAINING COMPETITION.

WRITTEN EXAMINATION SCORES FOR EACH INDIVIDUAL AND THE SAC FORM 308 FOR EACH LOADING CREW WILL BE ATTACHED TO THIS REPORT AS ATTACHMENT 1.

PART II - AVIATION DEPOT SQUADRON NARRATIVE SUMMARY

Block # 1: Programmed losses in next six months: two 33150; one 46370; two 46150. No programmed gains.

Block # 2: MK 28 - No MK 28 configurated aircraft available.
MK 6 and MK 36 - Six month requirements previously completed.
Conventional - Loading training accomplished: 22 MB4; 40 Ammo; 22 ATO
MK 15/39 - Classroom training includes 64 man-hours training given by Wing Special Weapons Section.

Block # 4: Unscheduled loadings due to aircraft maintenance.

Block # 5: Type of Operation:
MK 15 - 9 each power supply changes
2 each storage inspections
MK 39 - 38 each inspections following aircraft storage
38 each preparation for strike
6 each T.O.C.
MK 15-2 - 9 each trainers processed for loading classroom training.
72 man-hours training movies, all phases in addition to classroom training listed.
Equipment Maintenance - 17 ea T-197 preventative maintenance
17 ea T-253 preventative maintenance
16 ea T-138 preventative maintenance

NOTE: For Additional Space, Use 8x10½ inch Paper and Attach Hereto. (Continued on Attached sheet)

AUTHENTICATION BY AVIATION DEPOT SQUADRON COMMANDER

TYPED NAME AND GRADE	SIGNATURE
JOHN [illegible] GRENDILL, LT COL, USAF, COMDR	

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

GENERAL ORDERS)
NO. 2)

13 January 1948

1. AIR FORCE INSTALLATIONS - 1. The official designation of the following listed installations is hereby changed as indicated below:

Old Designation	New Designation
Andrews Field, Camp Springs, Maryland	Andrews Air Force Base, Camp Springs, Maryland
Anniston Army Air Field, Anniston, Alabama	Anniston Air Force Base, Anniston, Alabama
Arlington Auxiliary Field #4, Arlington, Colorado	Arlington Air Force Auxiliary Field, Arlington, Colorado
Atterbury Army Air Field, Columbus, Indiana	Atterbury Air Force Base, Columbus, Indiana
Avon Park Army Air Field, Avon Park, Florida	Avon Park Air Force Base, Avon Park, Florida
Barksdale Field, Shreveport, Louisiana	Barksdale Air Force Base, Shreveport, Louisiana
Bemiss Auxiliary Field #3, Bemiss, Georgia	Bemiss Air Force Auxiliary Field, Bemiss Georgia
Bergstrom Field Austin, Texas	Bergstrom Air Force Base, Austin, Texas
Biggs Field, El Paso, Texas	Biggs Air Force Base, El Paso, Texas
Bolling Field, Washington 20, D. C.	Bolling Air Force Base, Washington 20, D. C.
Brookley Field, Mobile, Alabama	Brookley Air Force Base, Mobile, Alabama
Brooks Field, San Antonio, Texas	Brooks Air Force Base, San Antonio, Texas
Broome Auxiliary Field #2, San Angelo, Texas	Broome Air Force Auxiliary Field, San Angelo, Texas
Bryan Army Air Field, Bryan, Texas	Bryan Air Force Base, Bryan, Texas
Cade Auxiliary Field #2, San Antonio, Texas	Cade Air Force Auxiliary Field, San Antonio, Texas
Camp Mackall Auxiliary Air Field, Hoffman, North Carolina	Camp Mackall Air Force Auxiliary Field, Hoffman, North Carolina
Camp Stewart Army Air Field, Hinesville, Georgia	Camp Stewart Air Force Base, Hinesville, Georgia
Campbell Army Air Field, Hopkinsville, Kentucky	Campbell Air Force Base, Hopkinsville, Kentucky
Casa Grande Auxiliary Field #4, Casa Grande, Arizona	Casa Grande Air Force Auxiliary Field, Casa Grande, Arizona
Casper Army Air Field, Casper, Wyoming	Casper Air Force Base, Casper, Wyoming
Castle Field, Merced, California	Castle Air Force Base, Merced, California
Chanute Field, Rantoul, Illinois	Chanute Air Force Base, Rantoul, Illinois
Clear Springs Auxiliary Field #5, New Braunfels, Texas	Clear Springs Air Force Auxiliary Field, New Braunfels, Texas
Clinton County Army Air Field, Wilmington, Ohio	Clinton County Air Force Base, Wilmington, Ohio
Clovis Army Air Field, Clovis, New Mexico	Clovis Air Force Base, Clovis, New Mexico
Columbus Army Air Field, Columbus, Mississippi	Columbus Air Force Base Columbus, Mississippi
Columbus Auxiliary Field #1, Columbus, Mississippi	Columbus Air Force Auxiliary Field, Columbus, Mississippi
Craig Field, Selma, Alabama	Craig Air Force Base, Selma, Alabama
Dalhart Auxiliary Field #1, Dalhart, Texas	Dalhart Air Force Auxiliary Field #1, Dalhart, Texas
Dalhart Auxiliary Field #2, Hitt, Texas	Dalhart Air Force Auxiliary Field #2, Hitt, Texas
Datelan Army Air Field, Datelan, Arizona	Datelan Air Force Auxiliary Field, Datelan, Arizona
Davenport Auxiliary Field #6, San Antonio, Texas	Davenport Air Force Auxiliary Field, San Antonio, Texas

Old Designation	New Designation
Davis-Monthan Field, Tucson, Arizona	Davis-Monthan Air Force Base, Tucson, Arizona
De Soto Parish Airport, Mansfield, Louisiana	De Soto Parish Air Force Auxiliary Field, Mansfield, Louisiana
Dover Army Air Field, Dover, Delaware	Dover Air Force Base, Dover, Delaware
Dow Field, Bangor, Maine	Dow Air Force Base, Bangor, Maine
Eglin Field, Valparaiso, Florida	Eglin Air Force Base, Valparaiso, Florida
Eglin Auxiliary Field #1, Valparaiso, Florida	Eglin Air Force Auxiliary Field #1, Valparaiso, Florida
Eglin Auxiliary Field #2, Valparaiso, Florida	Eglin Air Force Auxiliary Field #2, Valparaiso, Florida
Eglin Auxiliary Field #3, Valparaiso, Florida	Eglin Air Force Auxiliary Field #3, Valparaiso, Florida
Eglin Auxiliary Field #4, Valparaiso, Florida	Eglin Air Force Auxiliary Field #4, Valparaiso, Florida
Eglin Auxiliary Field #5, Valparaiso, Florida	Eglin Air Force Auxiliary Field #5, Valparaiso, Florida
Eglin Auxiliary Field #6, Valparaiso, Florida	Eglin Air Force Auxiliary Field #6, Valparaiso, Florida
Eglin Auxiliary Field #7, Valparaiso, Florida	Eglin Air Force Auxiliary Field #7, Valparaiso, Florida
Eglin Auxiliary Field #8, Niceville, Florida	Eglin Air Force Auxiliary Field #8, Niceville, Florida
Eglin Auxiliary Field #9, Valparaiso, Florida	Eglin Air Force Auxiliary Field #9, Valparaiso, Florida
Ellington Field, Houston, Texas	Ellington Air Force Base, Houston, Texas
Enid Army Air Field, Enid, Oklahoma	Enid Air Force Base, Enid, Oklahoma
Ephrata Army Air Base, Ephrata, Washington	Ephrata Air Force Base, Ephrata, Washington
Erwin Auxiliary Field #5, Erwin, Arkansas	Erwin Air Force Auxiliary Field, Erwin, Arkansas
Fairfield-Suisun Army Air Field, Fairfield, California	Fairfield-Suisun Air Force Base, Fairfield, California
Gaskin Auxiliary Field #2, Dorchester, Texas	Gaskin Air Force Auxiliary Field, Dorchester, Texas
Gibbons Auxiliary Field, Sherman, Texas	Gibbons Air Force Auxiliary Field, Sherman, Texas
Gila Bend Army Air Field, Gila Bend, Arizona	Gila Bend Air Force Auxiliary Field, Gila Bend, Arizona
Gilbert Auxiliary Field #1, Gilbert, Arizona	Gilbert Air Force Auxiliary Field, Gilbert, Arizona
Godman Field, Fort Knox, Kentucky	Godman Air Force Base, Fort Knox, Kentucky
Goodfellow Field, San Angelo, Texas	Goodfellow Air Force Base, San Angelo, Texas
Goodyear Auxiliary Field #5, Goodyear, Arizona	Goodyear Air Force Auxiliary Field, Goodyear, Arizona
Gray Field, Tacoma, Washington	Gray Air Force Auxiliary Field, Tacoma, Washington
Great Falls Army Air Field, Great Falls, Montana	Great Falls Air Force Base, Great Falls, Montana
Great Salt Plains Airfield, Cherokee, Oklahoma	Great Salt Plains Air Force Auxiliary Field, Cherokee, Oklahoma
Greenville Army Air Base, Greenville, South Carolina	Greenville Air Force Base, Greenville, South Carolina
Grenier Field, Manchester, New Hampshire	Grenier Air Force Base, Manchester, New Hampshire
Gunter Field, Montgomery, Alabama	Gunter Air Force Base, Montgomery, Alabama
Hamilton Field, San Rafael, California	Hamilton Air Force Base, San Rafael, California
Hill Field, Ogden, Utah	Hill Air Force Base, Ogden, Utah
Hobbs Army Air Field, Hobbs, New Mexico	Hobbs Air Force Base, Hobbs, New Mexico

Old Designation	New Designation
Indian Springs Airport, Indian Springs, Nevada	Indian Springs Air Force Base, Indian Springs, Nevada
Kearney Army Air Field, Kearney, Nebraska	Kearney Air Force Base, Kearney, Nebraska
Keesler Field, Biloxi, Mississippi	Keesler Air Force Base, Biloxi, Mississippi
Kelly Field, San Antonio, Texas	Kelly Air Force Base San Antonio, Texas
Kinross Airfield, Kinross, Michigan	Kinross Air Force Auxiliary Field, Kinross, Michigan
Kirtland Field, Albuquerque, New Mexico	Kirtland Air Force Base, Albuquerque, New Mexico
Lackland Air Base, San Antonio, Texas	Lackland Air Force Base, San Antonio, Texas
Langley Field, Hampton, Virginia	Langley Air Force Base, Hampton, Virginia
Las Vegas Army Air Field, Las Vegas, Nevada	Las Vegas Air Force Base, Las Vegas, Nevada
Lawson Field, Columbus, Georgia	Lawson Air Force Base, Columbus, Georgia
Lockbourne Army Air Base, Columbus, Ohio	Lockbourne Air Force Base, Columbus, Ohio
Lowry Field, Denver, Colorado	Lowry Air Force Base, Denver Colorado
Lubbock Army Air Field, Lubbock, Texas	Lubbock Air Force Base, Lubbock, Texas
Luke Field Landing Field #1, Ajo, Arizona	Williams Air Force Auxiliary Field #1, Ajo, Arizona
Luke Field Landing Field #2, Ajo, Arizona	Williams Air Force Auxiliary Field #2, Ajo, Arizona
Luke Field Landing Field #3, Ajo, Arizona	Williams Air Force Auxiliary Field #3, Ajo, Arizona
Luke Field Landing Field #4, Gila Bend, Arizona	Williams Air Force Auxiliary Field #4, Gila Bend, Arizona
Luke Field Landing Field #5, Gila Bend, Arizona	Williams Air Force Auxiliary Field #5, Gila Bend, Arizona
Luke Field Landing Field #6, Gila Bend, Arizona	Williams Air Force Auxiliary Field #6, Gila Bend, Arizona
Laughlin Field, Del Rio, Texas	Laughlin Air Force Auxiliary Field, Del Rio, Texas
MacDill Field, Tampa, Florida	MacDill Air Force Base, Tampa, Florida
March Field, Riverside, California	March Air Force Base, Riverside, California
Marfa Army Air Field, Marfa, Texas	Marfa Air Force Auxiliary Field, Marfa, Texas
Marietta Army Air Field, Marietta, Georgia	Marietta Air Force Base, Marietta, Georgia
Marshall Field, Fort Riley, Kans	Marshall Air Force Base, Fort Riley, Kansas
Martindale Auxiliary Field #4, San Antonio, Texas	Martindale Air Force Auxiliary Field, San Antonio, Texas
Mather Field, Sacramento, California	Mather Air Force Base, Sacramento, California
Maxwell Field, Montgomery, Alabama	Maxwell Air Force Base, Montgomery, Alabama
McChord Field, Tacoma, Washington	McChord Air Force Base, Tacoma, Washington
McClellan Field, Sacramento, California	McClellan Air Force Base, Sacramento, California
Mitchel Field, Hempstead, New York	Mitchel Air Force Base Hempstead, New York
Moody Field, Valdosta, Georgia	Moody Air Force Base, Valdosta, Georgia
Moses Lake Army Air Field, Moses Lake, Washington	Moses Lake Air Force Base, Moses Lake, Washington
Mountain Home Army Air Field, Mountain Home, Idaho	Mountain Home Air Force Base, Mountain Home, Idaho
Muroc Army Air Field, Muroc, California	Muroc Air Force Base, Muroc, California
Muroc Flight Test Base, Muroc California	Combined with Muroc Air Force Base
Myrtle Beach Army Air Field, Myrtle Beach, South Carolina	Myrtle Beach Air Force Base Myrtle Beach, South Carolina
North Municipal Airport, North, South Carolina	North Air Force Auxiliary Field, North, South Carolina
Offutt Field, Omaha, Nebraska	Offutt Air Force Base, Omaha, Nebraska
Olmsted Field, Middletown, Pennsylvania	Olmsted Air Force Base, Middletown, Pennsylvania
Orlando Air Base, Orlando, Florida	Orlando Air Force Base, Orlando, Florida
Oscoda Army Air Field, Oscoda, Michigan	Oscoda Air Force Base, Oscoda, Michigan
Pampa Army Air Field, Pampa, Texas	Pampa Air Force Auxiliary Field #1, Pampa, Texas

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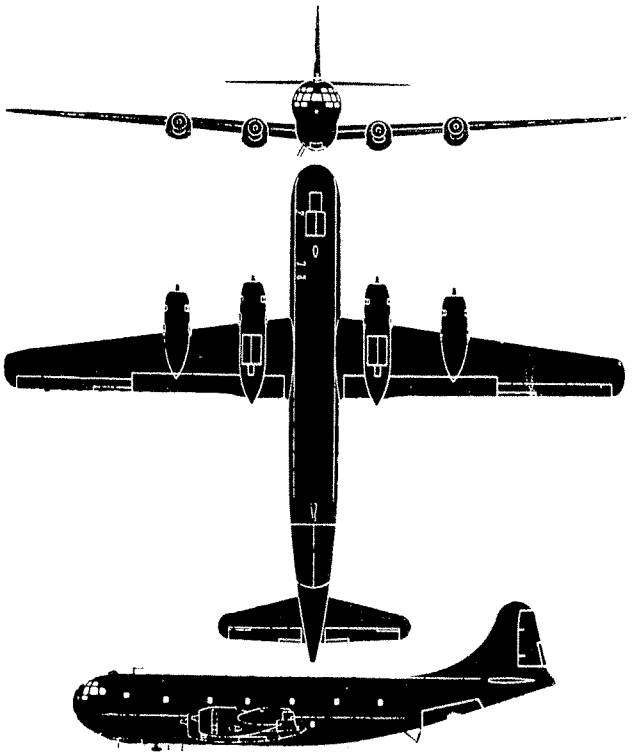
Old Designation	New Designation
Pampa Auxiliary Field #1, Pampa, Texas	Pampa Air Force Auxiliary Field #2, Pampa, Texas
Patterson Field, Fairfield, Ohio	Combined with Wright-Patterson Air Force Base, See Paragraph 3.
Perrin Field, Sherman, Texas	Perrin Air Force Base, Sherman, Texas
Pocatello Army Air Field, Pocatello, Idaho	Pocatello Air Force Base, Pocatello, Idaho
Pope Field, Fort Bragg, North Carolina	Pope Air Force Base, Fort Bragg, North Carolina
Prairie Hill Auxiliary Field, Prairie Hill, Texas	Prairie Hill Air Force Auxiliary Field, Prairie Hill, Texas
Presque Isle Army Air Field, Presque Isle, Maine	Presque Isle Air Force Base, Presque Isle, Maine
Pulliam Auxiliary Field #5, Pulliam, Texas	Pulliam Air Force Auxiliary Field, Pulliam, Texas
Pyote Army Air Field, Pyote, Texas	Pyote Air Force Base, Pyote, Texas
Raco Airfield, Raco, Michigan	Raco Air Force Auxiliary Field, Raco, Michigan
Randolph Field, San Antonio, Texas	Randolph Air Force Base, San Antonio, Texas
Rittenhouse Auxiliary Field #2, Rittenhouse, Arizona	Rittenhouse Air Force Auxiliary Field, Rittenhouse, Arizona
River Auxiliary Field #2, Aberdeen, Mississippi	River Air Force Auxiliary Field, Aberdeen, Mississippi
Robins Field, Macon, Georgia	Robins Air Force Base, Macon, Geogia
Rome Army Air Field, Rome, New York	Rome Air Force Base, Rome, New York
San Bernardino Army Air Field, San Bernardino, California	San Bernardino Air Force Base, San Bernardino, California
San Marcos Army Air Field, San Marcos, Texas	San Marcos Air Force Base, San Marcos, Texas
San Marcos Liaison Landing Strip #1, San Marcos, Texas	San Marcos Air Force Auxiliary Field #1, San Marcos, Texas
San Marcos Liaison Landing Strip #2, San Marcos, Texas	San Marcos Air Force Auxiliary Field #2, San Marcos, Texas
San Marcos Liaison Landing Strip #3, San Marcos, Texas	San Marcos Air Force Auxiliary Field #3, San Marcos, Texas
San Marcos Liaison Landing Strip #4, San Marcos, Texas	San Marcos Air Force Auxiliary Field #4, San Marcos, Texas
San Marcos Liaison Landing Strip #5, San Marcos, Texas	San Marcos Air Force Auxiliary Field #5, San Marcos, Texas
San Marcos Liaison Landing Strip #6, San Marcos, Texas	San Marcos Air Force Auxiliary Field #6, San Marcos, Texas
San Marcos Liaison Landing Strip #7, San Marcos, Texas	San Marcos Air Force Auxiliary Field #7, San Marcos, Texas
San Marcos Liaison Landing Strip #8, San Marcos, Texas	San Marcos Air Force Auxiliary Field #8, San Marcos, Texas
San Marcos Liaison Landing Strip #9, San Marcos, Texas	San Marcos Air Force Auxiliary Field #9, San Marcos, Tex.
San Marcos Liaison Landing Strip #10, San Marcos, Texas	San Marcos Air Force Auxiliary Field #10, San Marcos, Texas
San Marcos Liaison Landing Strip #11, San Marcos, Texas	San Marcos Air Force Auxiliary Field #11, San Marcos, Texas
San Marcos Liaison Landing Strip #12, San Marcos, Texas	San Marcos Air Force Auxiliary Field #12, San Marcos, Texas
San Marcos Liaison Landing Strip #13, San Marcos, Texas	San Marcos Air Force Auxiliary Field #13, San Marcos, Texas
San Marcos Liaison Landing Strip #14, San Marcos, Texas	San Marcos Air Force Auxiliary Field, #14, San Marcos, Texas
San Marcos Liaison Landing Strip, #15, San Marcos, Texas	San Marcos Air Force Auxiliary Field, #15, San Marcos, Texas
San Marcos Liaison Landing Strip #16, San Marcos, Texas	San Marcos Air Force Auxiliary Field #16, San Marcos, Texas
Scott Field, Belleville, Illinois	Scott Air Force Base, Belleville, Illinois
Sequin Auxiliary Field #7, Sequin, Texas	Sequin Air Force Auxiliary Field, Sequin, Texas



The Boeing Model 377 Transport.

THE BOEING MODEL 377.

U.S. Army Air Forces designation : C-97.

The Model 377 is a transport development of the B-29 Superfortress which, although built and flown as a military prototype, has been announced as the first of the post-war commercial transports to be built by the Boeing company.

The military prototype, carrying the designation C-97, was designed and built under contract from the Air Service Technical Command of the A.A.F. It is fitted with the same engine installation as the B-29, whereas the commercial version, to be known as the Stratocruiser, will be equipped with four engines of a different type and each expected to develop a maximum of 3,500 h.p.

The Model 377 has the same wings, tail surfaces and landing-gear as the B-29 but has a fuselage which has twice the volume and is 12 ft. (3.66 m.) longer than that of the Superfortress. The new fuselage is of the two-deck type and in cross-section resembles an inverted figure "8," achieved, in effect, by building one fuselage section on top of another, the lower and shorter section being faired into the upper. The lower section is of the same diameter as the B-29 whereas the upper section has a width of about 11 ft. (3.35 m.). The two-deck arrangement with two separate cabins below and a main cabin 78 ft. (23.8 m.) long above permits unusual versatility in using the aircraft for military transport purposes.

Under the rear fuselage large loading doors and a ramp permit the loading of wheeled or tracked vehicles, and an electrically-powered cargo-hoist running along the entire length of the fuselage can pick up loads from the trucks or from the ground through the loading doors. Two fully-loaded 1½ ton trucks or two light tanks can be driven into the fuselage, the drive-up ramp being raised and lowered by the cargo hoist. Adequate cargo handling and tie-down equipment is provided. The cabins can also be arranged to accommodate more than 100 f[illegible]-equipped troops, or be fitted out as a hospital transport.

The standard crew for the C-97 is composed of pilot, co-[illegible], flight engineer, radio operator and navigator. The entire fuselage, except for the tail storage section, is pressurised for operation at high altitudes.

On January 9, 1945, the prototype C-97, carrying a payload of more than 20,000 lbs. (9,080 kg.) flew across the American continent from Seattle to Washington, D.C., a distance of 2,323 miles (3,720 km.) in 6 hours 3 mins., representing an average speed of 383 m.p.h. (615 km.h.). The flight was made at a height of 30,000 ft. (9,150 m.).

The commercial version of the Model 377, which has been named the Stratocruiser, will not be available until after the war. The two-deck arrangement will permit great flexibility in furnishing and equipment. For day use 100 passengers can be carried. For long-range trans-ocean transport accommodation can be provided for 72 day seats and 36 sleeping berths in the main cabin, with the rear lower cabin fitted as an observation, dining and cocktail lounge seating 14 persons and the lower forward cabin used for cargo, galley and crew's quarters. As a purely cargo transport, using the loading facilities found in the C-97, a maximum cargo payload of 35,000 lbs. (15,890 kg.) can be carried. In the last-mentioned version a total of 3,000 cub. ft. (90 cub. m.) of usable cargo space will be available.

The general structure of the Stratocruiser is similar to that of the B-29 already described.

DIMENSIONS.—Span 141 ft. 3 in. (43.1 m.), Length 110 ft. 4 in. (33.64 m.), Height 33 ft. 3 in. (10.14 m.).

WEIGHTS.—Weight empty 70,000 lbs. (31,780 kg.), Weight loaded 130,000 lbs. (59,020 kg.), Landing weight 105,000 lbs. (47,670 kg.).

PERFORMANCE (Estimated).—Maximum speed 400 m.p.h. (640 km.h.), Cruising speed 340 m.p.h. (544 km.h.), Operating range 3,5000 miles (5,600 km.), Operating ceiling 30,000 ft. (9,150 m.).

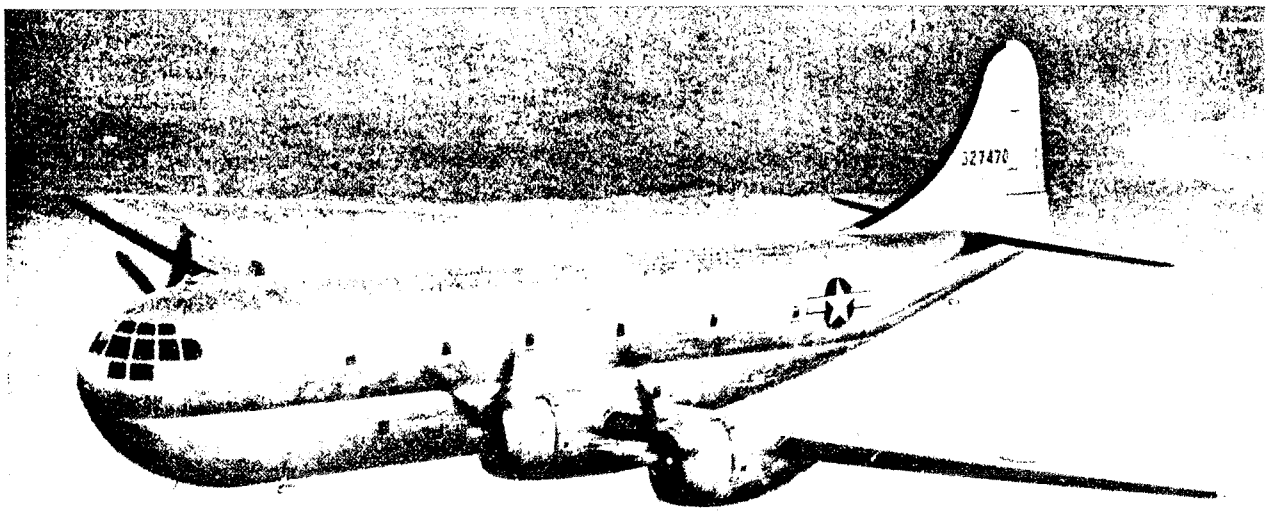
THE BOEING MODEL 299 FORTRESS.

U.S. Army Air Forces designations : B-17, F-9 and YC-108.
British name : Fortress.

The Fortress was originally designed to meet a bomber specification issued by the U.S. Army Air Corps in 1[illegible] The prototype first flew on July 28, 1935 and the first Y1[illegible] of a production order of thirteen was delivered to the Air C[illegible] in March, 1937. In January, 1939 an experimental Y1B-17A fitted with turbo-supercharged engines was delivered to the Army Air Corps. Following successful trials with this aircraft an order for 39 was placed for this model under the designation B-17B.

B-17B. Four 1,000 h.p. Wright R-1820-51 engines with exhaust driven superchargers. First B-17B delivered to the Army in June, 1939.

B-17C (Fortress I). Four 1,200 h.p. Wright R-1820-65 engines. Similar to B-17B except armament increased from five to seven 30 cal. guns. Side gun blisters abandoned in favour of plain openings. Twelve B-17C's ferried across the Atlantic in the Spring of 1944 for service with the R.A.F. These were the first Fortresses to go into combat operations in a daylight raid on Brest on July 24, 1941.



The Boeing Model 377 Tr[illegible] Monoplane (four Wright R-3350-23 e[illegible]

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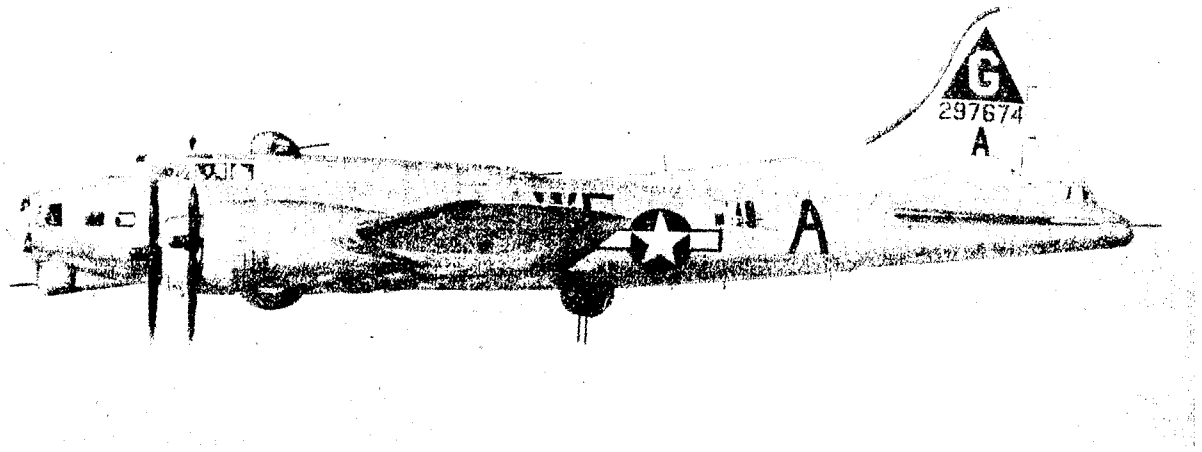


A Lockheed-built Boeing B-17G Fortress Medium Bomber (four Wright R-1820-97 engines).

B-17D. Similar to B-17C but incorporating self-sealing tanks and armour protection for the crew. Later all B-17C's were converted to B-17D's.

B-17E (Fortress IIA). Major re-design and put into large-scale production by Boeing, Douglas and Vega. First Fortress to incorporate power-driven turrets and a tail-gun position. The total armament consisted of eleven 50 cal. machine-guns. Enlarged horizontal and vertical tail-surfaces. First B-17E flew in September, 1941.

B-17F (Fortress II). Similar to the B-17E. Fitted with additional wing fuel tanks and with external racks under inner wings for a maximum of two 4,000 lb. bombs. Later models fitted with four R-1820-97 engines.

B-17G (Fortress III.) Four 1,200 h.p. R-1820-97 engines. Similar to B-17F. Various armament changes. Fitted with a remotely controlled two-gun Bendix chin turret in place of hand-operated nose guns. In later versions the two 50 cal. side nose guns were reinstated, the open waist guns were replaced by staggered enclosed waist guns, and a new tail gun mounting with increased angles of fire and a reflector sight instead of ring and bead was installed. The B-17G was modified experimentally to carry two JB-2 American-built Flying-bombs, one under each wing. A control panel in the bombardier's compartment governed the starting and launching of the bombs, which were released at a speed of about 200 m.p.h.

F-9. A photographic reconnaissance version of the B-17F Fortress bomber. Three cameras were installed in the nose and extra fuel tanks accommodated in the bomb-bay. The first conversion was made by the United Air Lines Modification Center at Cheyenne, Ohio, in January, 1942.

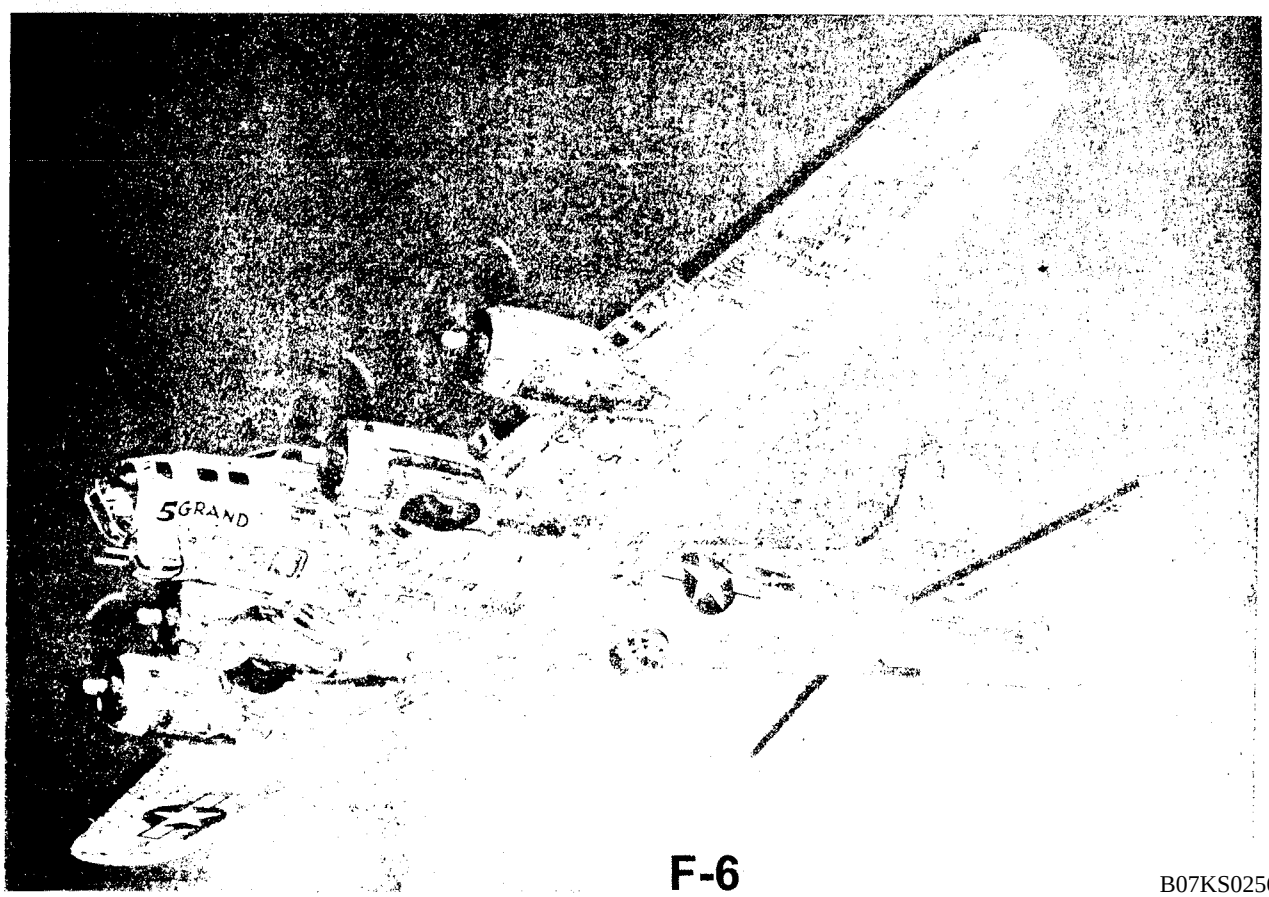
YC-108. A special executive transport version of the B-17F. De-luxe furnishings. Some defensive armament retained.

CB-17. B-17G's withdrawn from operations were stripped of armament and used for general utility transport duties in the European Theatre under the CB-17 designation.

TYPE.—Four-engined Bomber.

WINGS.—All-metal midwing cantilever monoplane. Wing section varies from NACA 0018 at root to NACA 0010 at tip. Aspect ratio 7.58/1. Taper ratio 2.4/1. Incidence $3\frac{1}{2}°$. Dihedral $4\frac{1}{3}°$. Sweepback on leading-edge $8\frac{1}{4}°$. Structure, consisting of two inner sections carrying the engine nacelles, two outer sections and two detachable tips, chiefly of aluminium-alloy, with two spars, ribs and stressed-skin covering. Electrically-operated split trailing-edge flaps on inner wing sections, ailerons on outer sections. Flaps and ailerons covered with fabric. Ailerons fitted with control trimming-tabs.

FUSELAGE.—Semi-monocoque structure, consisting of bulkheads and circumferential stiffeners, tied together with longerons and longitudinal stiffeners, the whole covered with a smooth metal stressed skin.



A Boeing B-17G, the 5,000th Fortress built by the Boeing Company, which went into service with the 91

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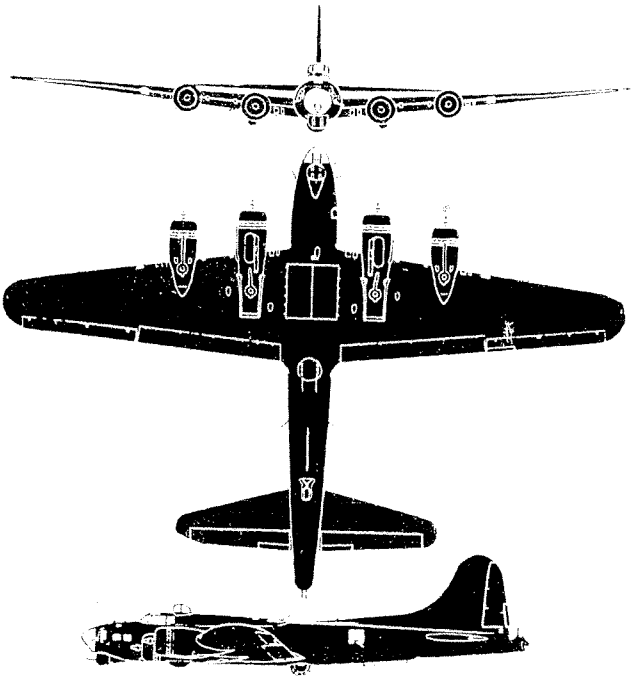


The Boeing B-17G Fortress Bomber.

TAIL UNIT.—Cantilever monoplane type. Aluminium-alloy framework, with fixed surfaces covered with smooth metal sheet and movable surfaces covered with fabric. Elevators and rudder fitted with control and trimming-tabs.

LANDING GEAR.—Retractable type. Air-oil shock-absorber units. Hydraulic wheel-brakes. Electrical retraction. Retractable tail-wheel.

POWER PLANT.—Four 1,200 h.p. Wright R-1820-97 nine-cylinder radial air-cooled engines with General Electric Type B-22 exhaust-driven turbo-superchargers installed in the undersides of the engine nacelles. Hamilton-Standard three-bladed constant-speed full-feathering airscrews 11 ft. 7 in. (3.54 m.) diameter. Self-sealing fuel tanks in wings. Normal fuel capacity carried in six tanks in the inner wing sections 1,700 U.S. gallons (1,510 Imp. gallons). Nine self-sealing auxiliary feeder tanks in outer wings. Two self-sealing droppable ferry tanks may be carried in bomb-bay. Maximum capacity of all wing tanks 2,780 U.S. gallons (2,316 Imp. gallons). Self-sealing hopper oil tank in each nacelle. Oil capacity 148 U.S. gallons (124 Imp gallons).

ACCOMMODATION.—Normal crew of six to ten. Bomb-aimer's compartment in extreme nose. Pilot's compartment seating two side-by-side with dual controls in front of leading-edge of wing. Aft of pilot's position is an upper electrically-operated two-gun turret. Radio-operator's position amidships. Two gun positions aft of the wings, one two-gun electrically-operated turret beneath the fuselage and one position in the extreme tail. Equipment includes automatic pilot, two-way radio and radio "homing" equipment. Oxygen equipment with points of supply for each member of the crew, de-icers on leading-edges of wings, tail-plane and fin, two collapsible dinghies, etc.

ARMAMENT.—Thirteen 50 cal. machine-guns. From nose to tail these are: two, remotely-controlled, in a "chin" turret beneath the plastic bomb-aimer's nose; two in "cheek" mountings, one on either side of the plastic nose; two in an electrically-operated turret on top of the fuselage just aft of the pilot's cockpit; one manually-operated firing through the top of the fuselage above the radio-operator's compartment; two in a Sperry electrically-operated "ball" turret below the fuselage; two on hand-operated mountings and firing through side ports, one on each side of the fuselage midway between wings and tail; and two in the extreme
Internal bomb stowage in fuselage between the main spar fr
the bomb-bay occupying the full cross-section of the fus
Normal capacity of bomb-bay is 6,000 lbs. (2,724 kg.) L
bomb which can be carried internally is the 2,000 lb. (908
External racks no longer fitted.

DIMENSIONS.—Span 103 ft. 9 in. (31.6 m.), Length 74 ft 22
Height 19 ft. 1 in. (5.8 m.), Wing area 1,420 sq. ft. 2 sq

WEIGHTS.—Weight empty 32,720 lbs. (14,855 kg.), Normal v
loaded 49,500 lbs. (22,475 kg.), Maximum overloaded v
60,000 lbs. (27,240 kg.).

PERFORMANCE.—Maximum speed 295 m.p.h. (472 km.h.) at 25,0
(7,625 m.), Climb to 25,000 ft. (7,625 m.) 41 min., Service c
35,000 ft. (10,670 m.), Normal range (maximum bomb load an
mal fuel) 1,100 miles (1,760 km.) at 220 m.p.h. (352 km.h.) at 2
ft. (7,625 m.).

THE BOEING 314-A CLIPPER.

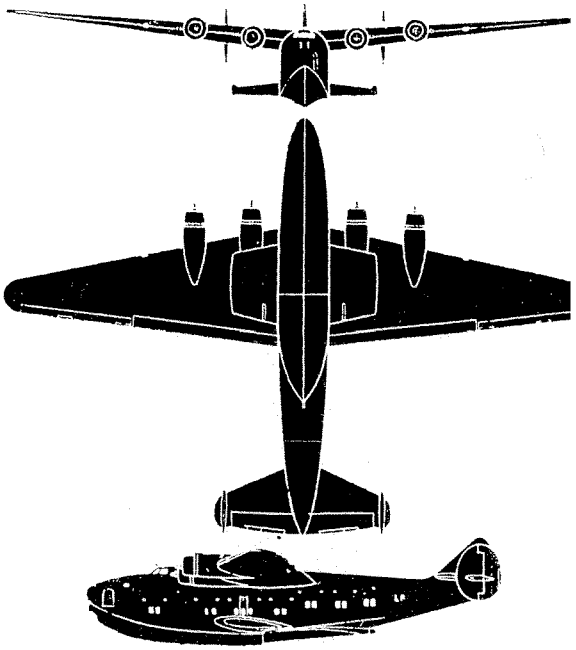
TYPE.—Four-engined Trans-oceanic flying-boat.

WINGS.—High-wing cantilever monoplane. Structure same a
Model 307 (which see).

HULL.—Semi-monocoque structure, divided into eleven sectio
truss-type bulkheads. Hull includes an upper or control
a main or passenger deck, and a series of watertight compart
below the floor structure, with flush riveting on the bottom
Cantilever two-spar hydro-stabilisers

TAIL UNIT.—Cantilever monoplane type with three fins and ru
Aluminium-alloy framework, with smooth sheet covering on
surfaces and fabric covering on movable surfaces. Trimmin
in elevators and rudders.

POWER PLANT.—Four 1,600 h.p. (take-off rating) Wright C
709C-14AC1 double-row fourteen-cylinder radial air-cooled
engines, in semi-monocoque nacelles in the leading-edges
wings. Engines accessible during flight through wing comp
way. Hamilton-Standard full-feathering constant-speed airs
Fuel tanks in wings and hydro-stabilisers. Fuel capacity
U.S. gallons.



The Boeing 314-A Clipper Flying-boat.

The Boeing 314-A Clipper Trans-Atlantic Flying-boat (four Wright C

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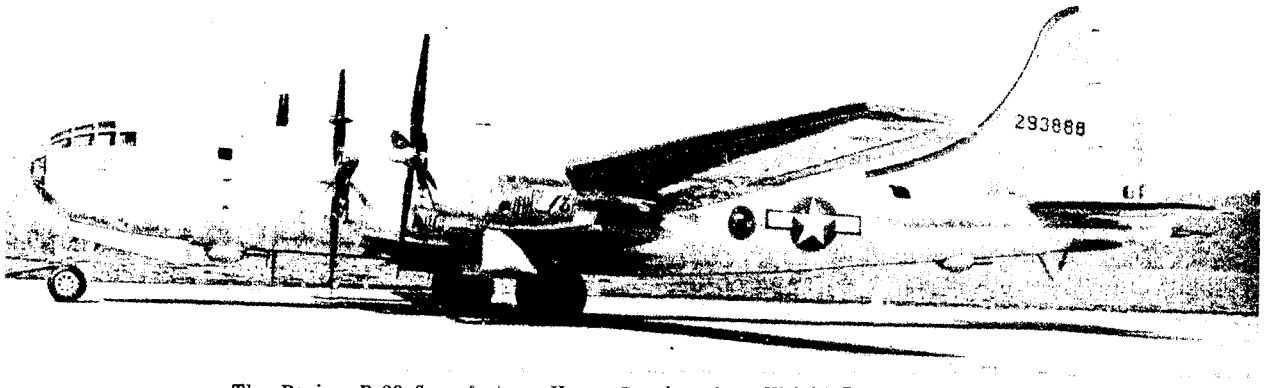
BOEING—*continued.*



The Boeing B-29 Superfortress Heavy Bomber (four Wright R-3350-23 engines).

THE BOEING MODEL 345 SUPERFORTRESS.

U.S. Army Air Forces designation : B-29 and F-13.

The original specification for a large four-engined bomber to succeed the B-17 Fortress was issued by the U.S. War Department in January, 1940, but it was considerably modified some months later to incorporate increased armament and load requirements. To meet the original specification the Boeing company designed the Model 341, and this was modified into the Model 345 to incorporate the later requirements.

The contract for three XB-29 prototypes was placed with the Boeing company on August 24, 1940, and a service development order for 13 YB-29's followed in the following May. With America's entry into the war a vast production programme for the B-29 was initiated, involving five main production plants and hundreds of sub-contractors.

The first XB-29 prototype built at Seattle flew on September 21, 1942. The first YB-29 built at Wichita flew on April 15, ", and the first Renton-built B-29 was delivered in December,

e B-29 was first reported in action on June 5, 1944, in an ..ck on railway yards at Bangkok, Siam, and on June 15 the first raid was made on Japan from bases in China. Since that date attacks on the Japanese mainland were steadily stepped up, mainly from bases in the Marianas and on Guam, with forces of up to 450 and 500 Superfortresses. A B-29 dropped the first atomic bomb on Hiroshima, Japan, on August 6, 1945.

The B-29 was also modified into a photographic reconnaissance aeroplane and given the designation F-13. Development of this model was undertaken by the Air Technical Service Command, 20th Air Force, the Boeing Aircraft Co., and the Continental Air Lines Modification Center at Denver, Colo., the last-mentioned being responsible for the actual modifications. Equipped with more camera equipment than ever before installed in an aeroplane, the F-13 was responsible, from bases 1,500 miles away, for all reconnaissance work which preceded the bombing of Japan.

TYPE. Four-engined Heavy Bomber.

WINGS. Mid-wing cantilever monoplane. Boeing 117 wing-section. Aspect ratio 11.5 1. Dihedral 4½ degrees. 7 degrees sweep-back on leading-edge, straight trailing-edge. Centre-section and two outer sections with detachable wing-tips. All-metal web-type structure covered with a flush-riveted butt-jointed metal skin. Detachable leading-edge to give access to controls, etc. Electrically-operated flaps of the extensible type and when fully extended increase the wing area by 19 per cent. The trailing-edge of the flaps between the inboard nacelles and fuselage extend aft of the normal wing trailing-edge line and hook downward to decrease aerodynamic interference between wings and body and over tail when flaps extended. Statically and aerodynamically-balanced ailerons fitted with combination trim and servo tabs.

FUSELAGE. Circular section semi-monocoque structure in five sections. Built up of a series of circumferential bulkheads and frames, extruded longerons and stringers and a flush-riveted and butt-jointed stressed metal skin. The stringers are riveted to the skin and the circumferentials are attached to the stringers by means of slips. Three pressurised compartments, one forward and one aft of the bomb-bay and one in the extreme tail. Crawl tunnel over the bomb-bays interconnects the two forward compartments but the 'l compartment is isolated.

UNIT. Cantilever monoplane type with single fin and rudder. Metal fixed surfaces, and metal-framed fabric-covered aerodynamically and statically balanced control surfaces. Controllable trim-tabs.

LANDING GEAR. Retractable tricycle type. Main gear has two oleo-pneumatic shock-struts and twin wheels. Double nose wheel has single strut. Electrical retraction, the main wheels being raised backwards into the inboard engine nacelles and the nose wheel into a well in the fuselage below the flight deck. Hydraulic wheel-brakes. Retractable tail bumper skid.

POWER PLANT. Four 2,200 h.p. Wright R-3350-23 eighteen-cylinder radial air-cooled engines, each engine with two General Electric diameter. Self-sealing fuel cells integral with wing structure. Maximum capacity over 8,000 U.S. gallons. Self-sealing oil tank in each nacelle.

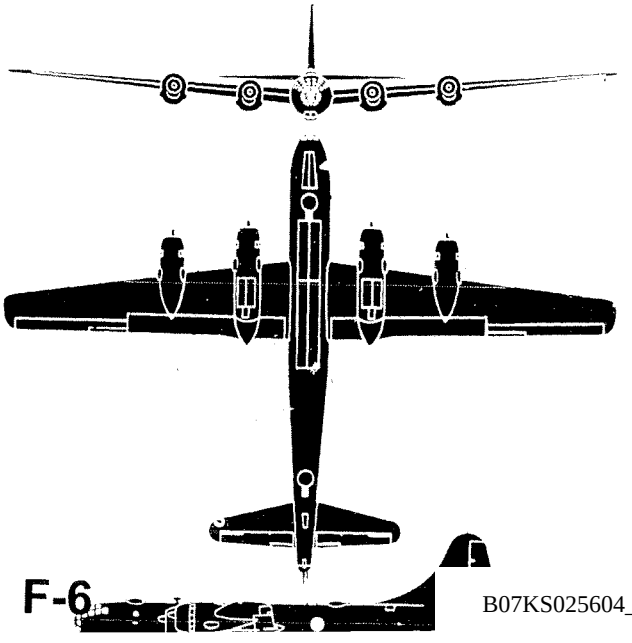
ACCOMMODATION.—Crew of ten to fourteen. Normal crew consists of pilot, co-pilot, navigator, bombardier, engineer, radio-operator and four gun-control operators. Forward pressurised compartment accommodates bombardier, pilot and co-pilot side-by-side with aisle in between, navigator facing forward behind pilot, engineer facing aft behind co-pilot and radio-operator behind engineer. Engineer's station has all power-plant controls and instruments but pilot's master throttle controls may override engineer's throttles. Crawl-tunnel over bomb-bays connects with second pressurised compartment which contains three gun-sighting stations in transparent blisters, one on top and one on each side of the fuselage. Pressurised tail-gunner's compartment in extreme tail of fuselage. All crew positions armoured or protected with armoured flak curtains. The three pressurised compartments are served by two superchargers driven off two inboard engines.

ARMAMENT.—Four General Electric remotely-controlled and electrically-operated turrets, each armed with two 50 cal. machine-guns, two above and two below the fuselage. Bell electrically-operated tail turret with one 20 m/m. cannon and two 50 cal. guns. Five sighting stations, one in the nose, three in the middle pressurised compartment and one in tail compartment. Mid-upper station controls either or both upper turrets, side sighting stations control lower rear turret, nose sighting station controls lower front turret and tail station controls tail turret. Some stations have secondary control over certain other turrets but only one sight may be in control of a given turret at one time. Two bomb-bays, one forward and one aft of the wing centre-portion which passes through the fuselage, and in order that the balance of the aircraft is preserved during bomb-dropping a system is used whereby bombs are dropped alternately from the two bays. Total maximum bomb load 20,000 lbs. (9,080 kg.). Electrically-operated bomb-bay doors.

DIMENSIONS.—Span 141 ft. 3 in. (43.1 m.). Length 99 ft. (30.2 m.). Height (over tail) 27 ft. 9 in. (8.46 m.). Wing area 1,739 sq. ft. (161.5 sq. m.).

WEIGHT LOADED.—135,000 lbs. (61,290 kg.).

PERFORMANCE.—Maximum speed over 350 m.p.h. (560 km.h.). Landing speed about 100 m.p.h. (160 km.h.). Ceiling over 35,000 ft. (10,680 m.). Longest range so far announced 4,100 miles (6,560 km.).



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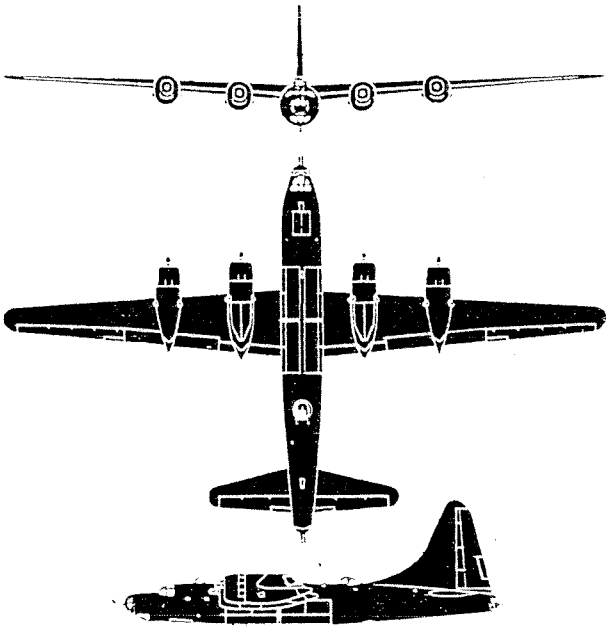
CONSOLIDATED VULTEE *continued.*



The Consolidated Vultee B-32 Dominator.

With the end of the war production of the B-32, which was undertaken as possible insurance against tactical or production failure of the B-29, was cancelled.

The power-plant consisted of four Wright R-3350-23 engines driving four-blade Curtiss Electric reversible-pitch airscrews.

The B-32 carried a normal crew of eight and was provided with an armament of ten 50 cal. guns in five turrets. The tandem bomb-bays had a maximum capacity for 20,000 lb. (9,080 kg.) of bombs.

DIMENSIONS.—Span 135 ft. (41.2 m.), Length 83 ft. 1 in. (25.3 m.), Height 32 ft. 2 in. (9.8 m.), Wing area 1,422 sq. ft. (132 sq. m.).

WEIGHTS.—Weight empty 60,272 lbs. (27,365 kg.), Weight loaded 100,000 lbs. (45,400 kg.), Maximum overloaded weight 120,000 lbs. (54,480 kg.).

PERFORMANCE.—Maximum speed over 360 m.p.h. (576 km.h.) at 25,000 ft. (7,625 m.). Ceiling over 35,000 ft. (10,680 m.). Range with maximum bomb load 800 miles (1,280 km.). Maximum range 3,800 miles (6,080 km.).

THE CONSOLIDATED VULTEE MODEL 32 LIBERATOR.

U.S. Army Air Forces designations : B-24, TB-24, C-109, F-7.
U.S. Navy designation : PB4Y.
British name : Liberator.

The contract for the construction of the first Model 32 was signed with the U.S. Army on March 30, 1939. The prototype XB-24 flew nine months later, on December 29, 1939. It was put into production in the Autumn of 1940, for the U.S., French and British Governments, and when France fell the French contracts were taken over by the British authorities. Development of the B-24 progressed through several stages before it went into large scale use in the U.S. Army Air Forces, the early production Liberators being mainly delivered under British contracts.

The Liberator was finally withdrawn from production on May 31, 1945, after a total of over 19,000 had been built, over 10,000 by Consolidated Vultee at San Diego and Fort Worth, and a further 9,000 by Ford, Douglas and North American.

B-24 (LB-30A). The first twenty-six Liberators off production lines at San Diego were released to the British Government and delivered by air to Great Britain. They were found to be unsuitable for European combat conditions and were converted into unarmed transports for use on the trans-Atlantic Return Ferry service.

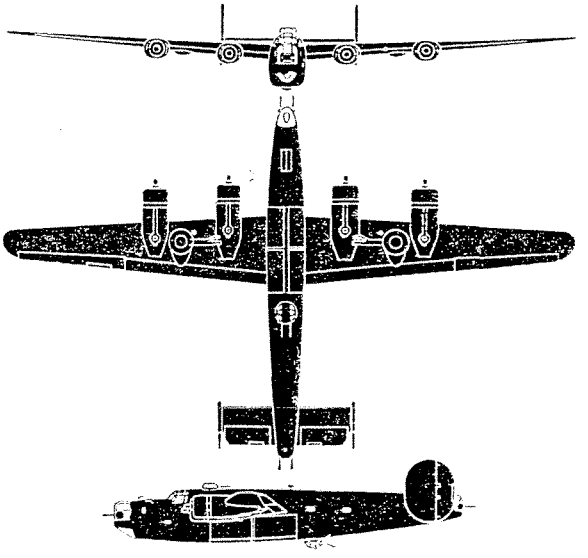
B-24A (Liberator I). As with the B-24, fitted with four Pratt & Whitney R-1830-33 engines with two-speed superchargers and driving Hamilton Standard Hydromatic full-feathering airscrews. The B-24A had an armament of six 50 cal. and two 30 cal. flexible guns, the latter in the tail position. The Liberator I was put into service with R.A.F. Coastal Command and was armed with four 20 m/m. cannon in a fairing beneath the forward fuselage, two .303 in. waist guns, one .303 in. tunnel gun and two .303 in. tail guns.

Liberator II (LB-30). Had no B-24 counterpart (LB-30 designation signifies Liberator built to British specifications). Four Pratt & Whitney R-1830-S3C4G engines with two-speed superchargers and driving Curtiss Electric full-feathering airscrews. Armed with eleven .303 in. guns, eight in two Boulton Paul power turrets, one dorsal and one tail, one in the nose and two in waist positions.

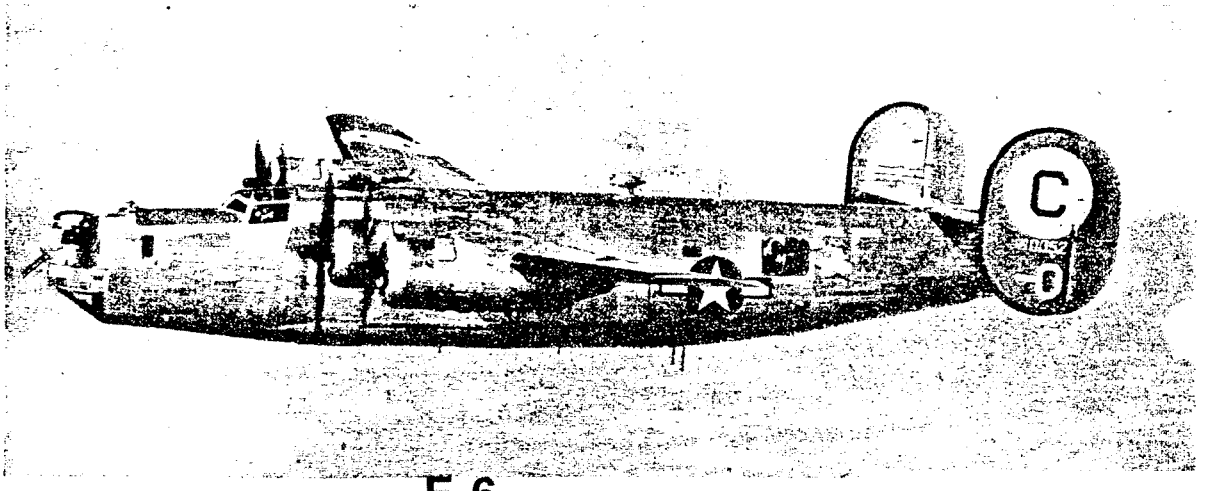
XB-24B. The first B-24 to be fitted with turbo-supercharged engines, self-sealing tanks, armour, and other modern refinements.

B-24C. Four Pratt & Whitney R-1830-41 engines with exhaust-driven turbo-superchargers. Armament augmented to include two power-driven turrets, one dorsal and one tail, each fitted with two 50 cal. guns. In addition, there was one 50 cal. nose gun and two similar guns in waist positions.

B-24D (PB4Y-1 and Liberator B.III and G.R.V.). Four Pratt & Whitney R-1830-43 engines. Armament further



The Consolidated Vultee B-24J Liberator.



The Consolidated Vultee B-24J Liberator Long-range Bomber (four Pratt & Whi

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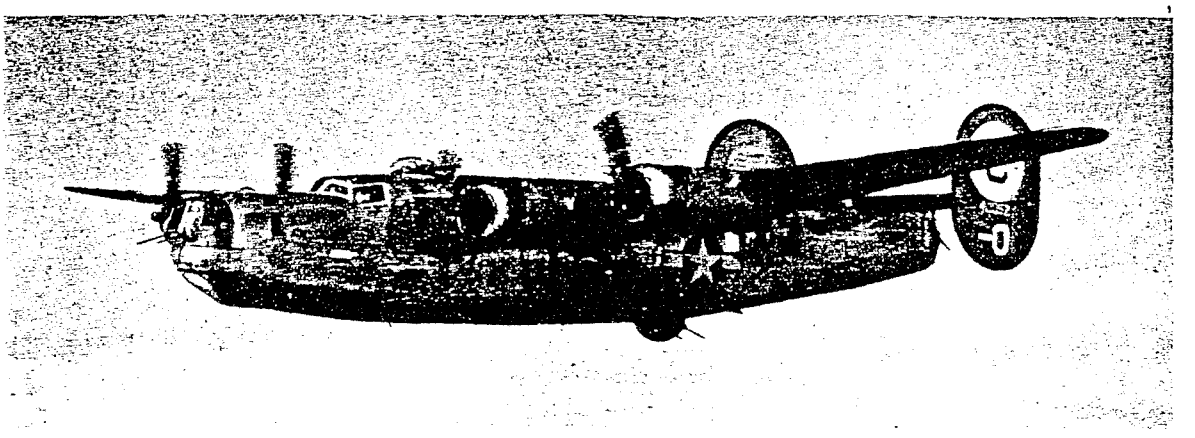
CONSOLIDATED VULTEE—*continued.*



The Consolidated Vultee B-24J Liberator Long-range Bomber (four Pratt & Whitney R-1830-65 engines).

increased by the addition of two further nose guns and one tunnel gun, making a total of ten 50 cal. guns. Fuel capacity increased by the addition of auxiliary self-sealing fuel cells in the outer wings and there was provision for long-range tanks in the bomb-bay. The first model to be equipped to carry two 4,000 lb. bombs on external racks, one under each inner wing. The Liberator G.R.V. was used as a long-range general reconnaissance type by R.A.F. Coastal Command. Fuel capacity was increased at the expense of armour and tank protection. Armament consisted of one .303 in. or 50 cal. gun in the nose, two 50 cal. guns in the upper turret, four .303 in. or two 50 cal. guns in waist positions and four .303 in. guns in a Boulton Paul tail turret. Bombs or depth charges 5,400 lbs.

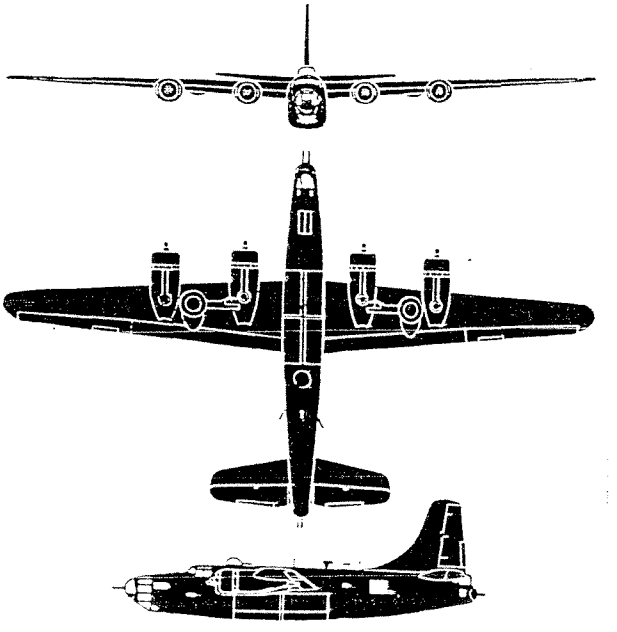
B-24E (Liberator IV). Similar to B-24D except for minor equipment details. Built by Consolidated (Forth Worth), Ford (Willow Run) and Douglas (Tulsa).

B-24F. An experimental version of the B-24E fitted with exhaust-heated surface anti-icing equipment on wings and tail surfaces.

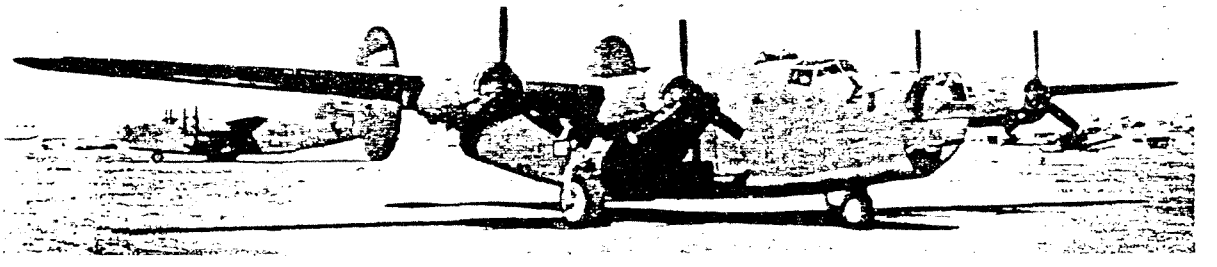
B-24G, B-24H and B-24J (PB4Y-1 and Liberator B.VI and G.R.VI). Similar except for details of equipment and minor differences associated with different manufacturing methods. B-24G built by North American (Dallas). B-24H built by Consolidated (Forth Worth), Ford (Willow Run) and Douglas (Tulsa). B-24J built by Consolidated (San Diego and Fort Worth), Ford, Douglas and North American (Dallas). Four Pratt & Whitney R-1830-43 or 65 engines. Armament further improved to include four two-gun turrets, in nose and tail and above and below the fuselage (details below). Later models of the B-24J were fitted with exhaust-heated anti-icing equipment. The Liberator G.R.VI was used as a long-range general reconnaissance type by R.A.F. Coastal Command. Armament consisted of six 50 cal. guns, two each in nose and dorsal turrets and in waist positions, and four .303 in. guns in a Boulton Paul tail turret. Bombs or depth charges 4,500 lbs. (2,045 kg.).

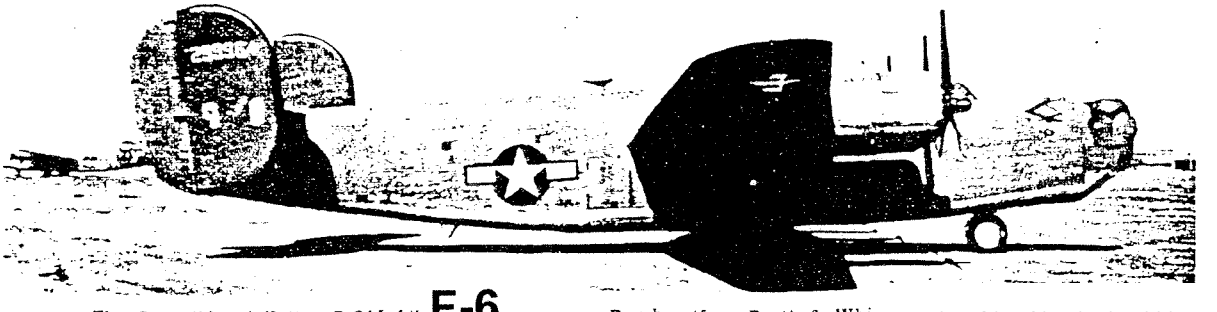
XB-24K. The first Liberator to be fitted with a single fin and rudder. An experimental model only.

B-24L. Similar to the B-24J but fitted with a new tail turret with two manually-operated 50 cal. guns. The two guns had a wider field of fire and the new turret, which was designed by the Consolidated Vultee Modification Center at Tucson, permitted a saving of 200 lbs. (91 kg.) in weight.



The Consolidated Vultee B-24N Liberator.





The Consolidated Vultee B-24J Liberator Long-range Bomber (four Pratt & Whi

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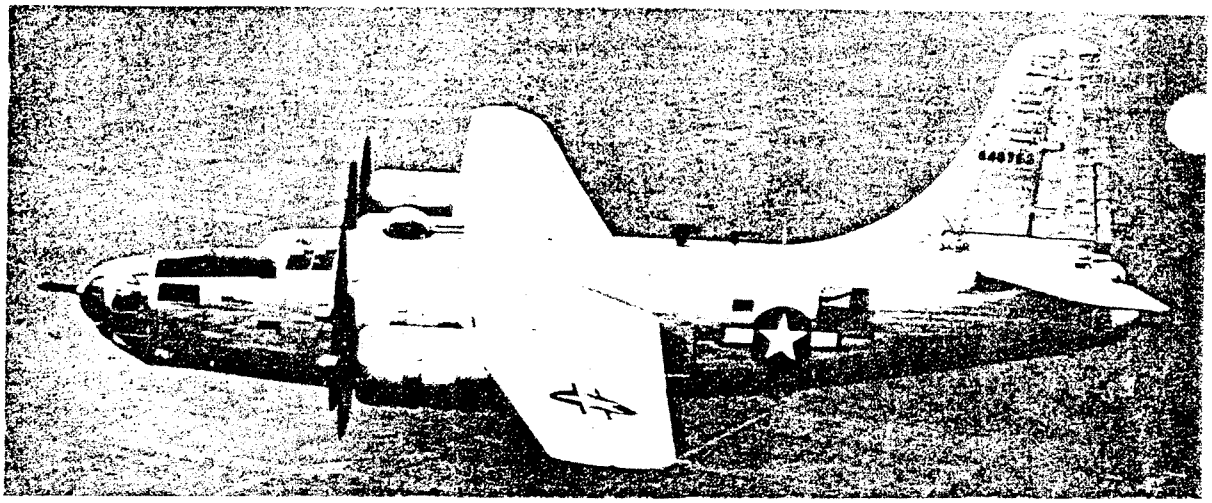

The Consolidated Vultee B-24N Liberator Long-range Bomber (four Pratt & Whitney R-1830-75 engines).

B-24M. Same as the B-24L except fitted with a new Motor Products two-gun power-operated tail turret. A B-24M was the 6,725th and last Liberator built by Consolidated Vultee at San Diego.

B-24N. The first production single-tail Liberator. Fitted with new nose and tail gun mountings. Only a few were built before the Liberator was withdrawn from production on May 31, 1945.

CB-24. Numbers of B-24 bombers withdrawn from operational flying in the European Theatre of Operations were stripped of all armament and adapted to various duties, including utility transport, etc. Painted in distinctive colours and patterns, they were also used as Group Identity Aircraft to facilitate the assembly of large numbers of bombers into their battle formations through and above overcast weather. All these carried the designation CB-24.

TB-24 (formerly AT-22). A conversion of the B-24D for specialised advanced training duties. All bombing equipment and armament removed and six stations provided in the fuselage for the instruction of air engineers in power-plant operation, essentially for such aircraft as the Boeing B-29 and the Consolidated Vultee B-32, which are the first large combat aircraft in the U.S.A.A.F. to have separate completely-equipped engineer's stations.

C-109. A conversion of the B-24 into a fuel-carrying aircraft. The first version, modified by the U.S.A.A.F., had metal tanks in the nose, above the bomb-bay and in the bomb-bay holding a total of 2,900 U.S. gallons. Standard fuel transfer system, for loading and unloading through single hose union in side of fuselage. Inert gas injected into tanks as fuel pumped out to eliminate danger of explosion. Developed for transporting fuel from India to China to supply the needs of the B-29's operating therefrom. Later version, modified by the Glenn L. Martin Company, fitted with collapsible Mareng fuel cells.

F-7. A long-range photographic reconnaissance version of the Liberator bomber. The first conversion was made at the Northwest Airlines Modification Center at St. Paul, Minn., in the Autumn of 1943. Bomb racks and other structural obstructions in the fuselage were removed and extra fuel tanks installed in the front section of the bomb-bay to give increased range. The crawl deck over the former bomb compartment was raised to permit head clearance and an upholstered cabin built in aft of the fuel tanks and provided with five windows for the cameras. Photographic equipment of eleven cameras includes a tri-metrogon camera which takes three photographs simultaneously, one vertically downward and two at angles of 30 degrees from the horizontal, to cover an area of 40 square miles from a height of 20,000 ft. The standard Liberator armour and armament of ten 50 cal. machine-guns are retained.

The description below applies specifically to the B-24J Liberator bomber.

TYPE.—Four-engined Long-range Bomber.

WINGS.—High-wing cantilever monoplane. Davis wing of high aspect ratio and constant taper from roots to tips. Wing in three sections comprising centre-section and two outer sections with detachable tips. All-metal two-spar structure. Spars have angle-section booms and reinforced sheet webs. Pressed or built-up former ribs. Spanwise stringers support the flush-riveted smooth metal skin. Statically-balanced ailerons have metal frames and fabric covering. Hydraulically-operated Fowler flaps between ailerons and fuselage.

FUSELAGE.—Aluminium-alloy monocoque structure. Five main bulkheads and intermediate secondary frames, longitudinal Z-section stringers, and a smooth stressed Alclad skin.

TAIL UNIT.—Cantilever monoplane type with twin fins and rudders. Light-alloy framework, the fixed surfaces being metal-covered. The rudders have metal leading-edges, the remainder being covered with fabric. The elevators are fabric-covered.

LANDING GEAR.—Retractable tricycle type. Main wheels retract outwards into wells in the underside of the wings just inboard of the outer engine nacelles. Nose wheel retracts backwards into the fuselage. Hydraulic retracting mechanism and wheel-brakes.

POWER PLANT.—Four 1,200 h.p. Pratt & Whitney Twin-Wasp R-1830-65 fourteen-cylinder two-row radial air-cooled engines with single-stage engine-driven superchargers and exhaust-driven turbo-superchargers. Hamilton-Standard Hydromatic constant-speed full-feathering airscrews 11 ft. 7 in. (3.54 m.) diameter. Twelve self-sealing fuel cells in centre-section between spars, and three auxiliary self-sealing fuel cells in each outer wing outboard of the wheel wells. Two further long-range ferrying tanks may be installed in the bomb-bay. Normal fuel capacity: 2,344 U.S. gallons. Each engine has independent oil system. Hopper type self-sealing oil tank (32.9 U.S. gallons) in each engine nacelle.

ACCOMMODATION.—Crew of ten. Power-driven turret in nose with bombardier's prone position below. Aft of the navigator's compartment, with astro-dome in roof, is the pilot's compartment, seating two side-by-side with dual controls. Then follows the radio operator's compartment with turret in roof. A cat-walk through the bomb-bay leads to the after fuselage, which co[illegible]s the lower retractable "ball" turret, two side gun positions & [illegible] tail turret. All crew positions are armoured.

ARMAMENT AND EQUIPMENT.—Ten 0.5 in. machine-guns. One Consolidated or Emerson electrically-operated two-gun turret in nose. One Martin two-gun electrically-operated dorsal turret in the roof of the radio operator's compartment. One retractable Briggs-Sperry two-gun electrically-operated "ball" turret aft of the bomb-bay. Two "waist" guns on manually-operated mountings firing through side ports, one on each side of the fuselage midway between wings and tail. One Consolidated or Motor Products two-gun electrically-operated turret in extreme tail. Tail turret has ammunition feed tracks from magazines amidships. Tandem bomb-bays in fuselage beneath wings, each containing two vertical racks accommodating bombs of from 100 to 1,600 lbs. Special carriers may be installed for four 2,000 lb. bombs. Maximum internal bomb load: 8,000 lbs. Bomb doors of "roll-top desk" type are hydraulically operated, the doors sliding outwards and upwards from the centre-line. Emergency hand operation is provided. Two 4,000 lb. bombs may be carried on external racks, one under each inner wing. Equipment includes two inflatable dinghies, high-pressure oxygen system, full radio and intercommunication equipment, automatic pilot, cameras in rear fuselage, sound-proofing and heating of bombardier's position and flight deck forward of wings, etc. Heating system provides warm-air sprays for pilot's windscreen and bombardier's sighting panel.

DIMENSIONS.—Span 110 ft. (33.5 m.). Length 67 ft. 2 in. (20.5 m.). Height 17 ft. 7½ in. (5.4 m.). Wing area 1,048 sq. ft. (97.4 sq. m.).

WEIGHT LOADED.—Over 60,000 lbs. (27,240 kg.)

PERFORMANCE.—Maximum speed 297 m.p.h. (475.2 km.h.) at 25,000 ft. (7,625 m.). Normal range 1,540 miles (2,465 km.) at 237 m.p.h. (379 km.h.) at 25,000 ft. (7,625 m.) with normal fuel and maximum internal bomb load. Service ceiling 28,000 ft. (8,540 m.)

THE CONSOLIDATED VULTEE MODEL 32 LIBERATOR TRANSPORT.

U.S. Army Air Forces designation: C-87.
U.S. Navy designation: RY.
British Name: Liberator.

The C-87 Liberator is a military transport version of the B-24 and is in service in both the U.S. Army Air Forces and the U.S. Navy, as well as in the R.A.F.

During the Battle of Java the B-24, because of its capacious fuselage, was used to carry personnel and cargo in the evac[illegible] to Australia. The adaptability of the B-24 to this wor[illegible] the growing need for air transport to the spreading theat[illegible] of war led the U.S. Army to order Consolidated to produce a special transport version of the bomber.

The bomb-bay and rear fuselage were replaced by a passenger or freight compartment, the nose and tail gun positions were closed in and a 6 ft. square door was cut in the rear fuselage for

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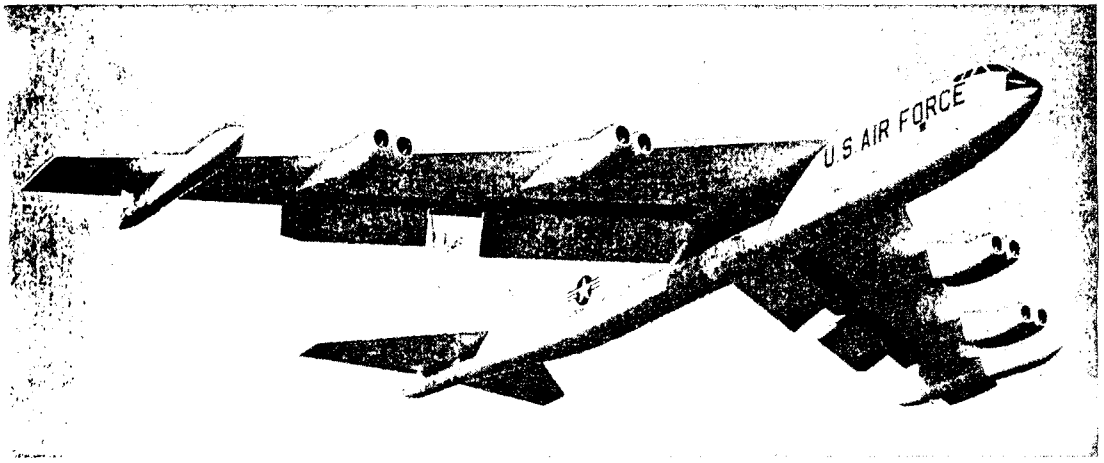


The Boeing B-52C Stratofortress Heavy Bomber (eight Pratt & Whitney J57 turbojet engines)

FUSELAGE: All metal semi-monocoque structure.

TAIL UNIT: Cantilever monoplane type, with hydraulically actuated variable-incidence tailplane. All control surfaces operated mechanically through servo tabs.

LANDING GEAR: Retractable tandem type. Four individually retracted twin-wheel main units in bogie pairs, retracting into fuselage bays and part of bomb bay. Two forward units with hydraulic steering. All four units can be set at a selected degree of castor in flight or on ground for "cross-wind" landings. Small outrigger units retract inward into wings outboard of outer engine positions. Ribbon braking parachute, 18 ft. [illegible] in diameter, in container which [illegible] under rear fuselage.

POWER PLANT: [illegible] Pratt & Whitney J57 turbojet engines; on B-52B these are J57-[illegible]-19W, each [illegible] 12,100 lb. 5,490 [illegible] in four nacelles supported [illegible] forward [illegible] cantilever struts under wing. Fuel tank capacity approximately 3[illegible],000 [illegible] 132,185 litres in wing and [illegible] tanks, including two 1,000 U.S. [illegible] 3,[illegible] litre) jettisonable tanks [illegible] under wing tips. Single pressure refuelling point [illegible] forward starboard wheel [illegible]. Provision for "flying boom" [illegible] refuelling, with inlet on top of fuselage [illegible].

ACCOMMODATION: Crew of six. Forward pressurised [illegible] accommodates pilot, co-pilot and [illegible] upward-ejection seats [illegible], navigator and radar [illegible] ejection seats on lower [illegible] deck. Kitchen and toilet [illegible]. Entrance hatch pressurised [illegible] by a crawlway, [illegible] aft. Crawlway can be [illegible] pressurised. Tail gunner [illegible] complete with own [illegible] station; entire gun and [illegible] can be jettisoned for unobstructed [illegible]. Cabins pressurised [illegible] 7.5 lb./sq. in. (0.527 kg./cm.²).

ARMAMENT: [illegible] in Bosch Arma MD [illegible] on radar fire-control and periscopic optical sight. Maximum bomb load 75,000 lb. (34,000 kg.). Normal bomb load 25,000 lb. (11,340 kg.) for 3,500 mile (5,630 km.) range.

DIMENSIONS:—
Span 185 ft. (56.42 m.).
Length 156 ft. 6 in. (47.73 m.).
Height over tail 48 ft. 3½ in. (14.73 m.).

WEIGHT:—
Weight loaded over 400,000 lb. (181,600 kg.).

PERFORMANCE:—
Max. speed over 650 m.p.h. (1,040 km/h.).
Service ceiling over 50,000 ft. (15,250 m.).

THE BOEING STRATOJET.

U.S. Air Force designation: B-47.

The XB-47 was the first large jet-propelled aircraft to be fitted with sweptback wings and tail surfaces. Two prototypes were built, the first flying for the first time on December 17, 1947.

The first production order for the B-47 was placed in September, 1948, and the first production B-47A flew on June 25, 1950. Initially production was handled by Boeing-Wichita but in 1951 Douglas and Lockheed were brought into the programme, these two companies being responsible for B-47 production in Government-owned factories at Tulsa, Okla., and Marietta, Ga., respectively.

B-47 production was phased out at Boeing-Wichita in October, 1956 and at Douglas-Tulsa in December, 1956. Production ceased entirely with the acceptance of the final B-47E from Lockheed-Marietta on February 15, 1957.

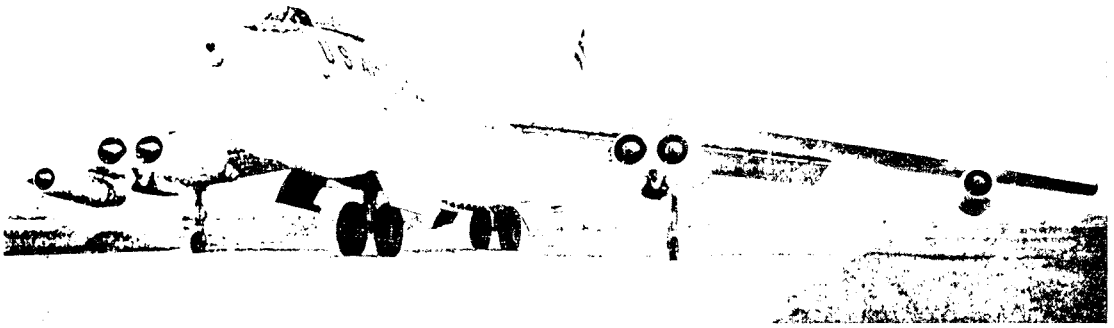
Altogether, over 1,400 B-47's were delivered to the U.S.A.F. Strategic Air Command by Boeing alone. As later types become available, it is planned to transfer B-47's to the Tactical Air Command.

The B-47 is claimed to be the first aircraft of its size capable of "toss bombing," a technique for low altitude delivery of tactical nuclear weapons in which the aircraft pulls up vertically, releases its bomb and rolls out on top of a half-loop. The weapon describes a high arc, falling on the target a great distance from the point of release, while the aircraft speeds away in the opposite direction.

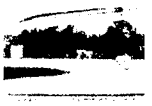
XB-47. Two prototypes, both originally fitted with General Electric J35 engines (4,000 lb.=1,816 kg.). In 1949 first prototype re-engined with J47 engines (5,200 lb.=2,360 kg. s.t.). Re-engined XB-47 flew for first time on October 7, 1949.

B-47A. Six General Electric J47-GE-11 engines (5,200 lb.=2,360 kg. s.t.). 18 individual Jato solid-fuel rockets fitted to give emergency take-off thrust of 20,000 lb. (9,080 kg.). First production B-47A flew for the first time on June 25, 1950.

B-47B. Six General Electric J47-GE-23 engines (5,800 lb.=2,630 kg. s.t.). Gross weight 185,000 lb. (84,000 kg.). Fitted with wing drop tanks. First B-47B flew on April 26, 1951. B-47B's have been modified and modernised up to B-47E standard by Boeing-Wichita. Modifications include installation J47-GE-25 engines and water-injection system to give 17% increased T.O. power; substitution of droppable 33-rocket T.O. assist for original internal 18-rocket equipment; installation of 16-foot approach parachutes; installation of ejection seats (pilot and co-pilot up, navigator down); re-arrangement of equipment in flight compartment and substitution of G.E. radar directed tail gun turret armed with two 20 mm. cannon for former 50-cal. guns. Modernisation programme, which began late in 1954, was under way for eighteen months. Modified B-47B's are known as B-47B II.



The Boeing B-47B II Stratojet Medium Bomber (six General Electric J47 turbojet engines) (*Gordon Williams*).



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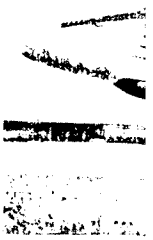

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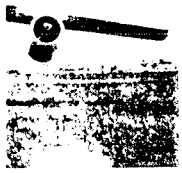
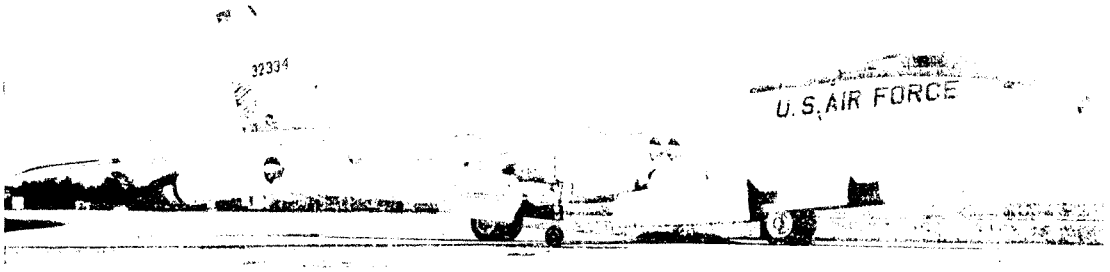




The Boeing B-47E Stratojet Medium Bomber (six General Electric J47 turbojet engines) (*Gordon Williams*).

KB-47B. Experimental tanker modification of B-47B. Used an adaptation of Flight Refuelling "probe-and-drogue" system installed in bomb-bay. Now reverted to B-47B configuration.

RB-47B. Conversion of B-47B for high-altitude photographic reconnaissance. Eight cameras and equipment in heated "package" can be installed in and removed from bomb-bay.

XB-47C. Research aircraft which was to have been fitted with four Allison J71 engines. Project cancelled.

XB-47D. Two B-47B's modified to serve as test-beds for the Wright T49 turboprop engine. Two T49 engines are installed in place of the two pairs of J47 turbojets in the inboard pod positions. First XB-47D flew on August 26, 1955. Programme now cancelled.

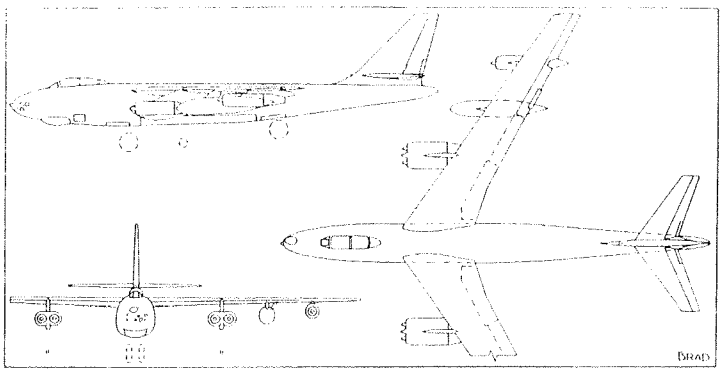
B-47E. Six General Electric J47-GE-25 engines (6,000 lb.=2,724 kg. s.t.). Developed version of B-47B. Remotely-controlled tail armament of two 20 mm. cannon. First B-47E flew on January 30, 1953. The 1,000th Stratojet, a B-47E, was delivered to the U.S.A.F. on December 17, 1954.

RB-47E. Day or night long-range photographic reconnaissance version of B-47E. Longer nose. Heated and air-conditioned camera compartment. Crew of three, pilot, co-pilot and photographer-navigator. First RB-47E flew on July 3, 1953. Length 109 ft. 10 in. (33.5 m.), other dimensions as for B-47E. Last RB-47E delivered to U.S.A.F. on August 3, 1955.

RB-47K. Similar to RB-47E but equipped for both photographic and weather reconnaissance.

DB-47. When modified to carry a Bell GAM-63 Rascal "stand-off" powered bomb on a special rack mounted externally on the starboard side of their fuselages, B-47's are redesignated as DB-47's.

One B-47 has been loaned to the Canadian Orenda company as a flying test bed for the Iroquois turbojet, which is installed in a nacelle on the starboard side of the rear fuselage. It was modified for the purpose by Canadair and is designated the Canadair CL 52.



The Boeing B-47E Stratojet Medium Bomber.

The description which follows refers to the B-47E.

Type.—Six-jet Medium Bomber.

Wings.—Shoulder-wing cantilever monoplane with anhedral and 35 degree sweepback. Thin laminar-flow wing section. All-metal stressed skin structure.

Fuselage.—Oval-section all-metal structure with flush-riveted stressed-skin covering.

Tail Unit.—Cantilever monoplane type. All-surfaces swept-back. All-metal structure.

Landing Gear.—Retractable tandem type. Two main twin-wheel units in tandem retracting forward into fuselage fore and aft of bomb bay. Small outrigger wheel units retract into inboard engine nacelles.

Power Plant.—Six General Electric J47 turbojet engines, four paired in two nacelles supported on forwardly-inclined cantilever struts under inner wings and two in single nacelles under outer wings near tips. Auxiliary take-off power provided by rocket motors on a collar type rack mounted beneath the fuselage. Thirty-three JATO units of 1,000 lb. (454 kg.) thrust each can be carried. Rack can be dropped after rocket power is expended. Water injection systems are fitted to engines in B-47E and RB-47E and are being installed in modernised B-47B's. All production B-47's have provision for flight re-fuelling, using Boeing "Flying Boom" system.

Accommodation.—Crew of three. Pilot and co-pilot in tandem under bubble-type canopy. Bombardier in nose. Ejection seats for all crew members, pilot and co-pilot ejected upwards and navigator downward under nose. Entire crew accommodation forward of wings pressurised and temperature-controlled.

Armament.—Remotely-controlled tail armament only. Consists of two 20 mm. cannon. No other details available. Designed internal bomb load 20,000 lb. (9,080 kg.).

Dimensions.—
Span 116 ft. (35.4 m.).
Length 107 ft. (32.6 m.).
Height (over tail) 28 ft. (8.5 m.).

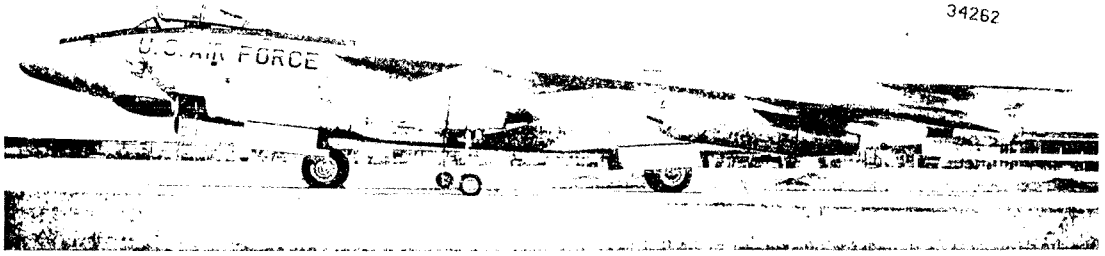
Designed Loaded Weight.—
200,000 lb. (90,800 kg.).

Performance.—
Max. speed over 600 m.p.h. (960 km.h.).
Range (internal fuel) over 3,000 miles (4,830 km.).

THE BOEING STRATOCRUISER.

Stratocruisers are being operated by Pan American World Airways (26), Northwest Airlines (9) and British Overseas Airways (16).

Pan American World Airways have modified their fleet of Stratocruisers to obtain increased performance. The engines of all the 26 aircraft have been fitted with G.E. CH 10 turbo-superchargers, the slightly larger turbine wheels of which will permit the engines to develop another 50 h.p. each. Ten of



The Boeing RB-47E Photographic Reconnaissance Aircraft (six General Electric J47 turbojet engines). (*Gordon Williams*).

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STORIES

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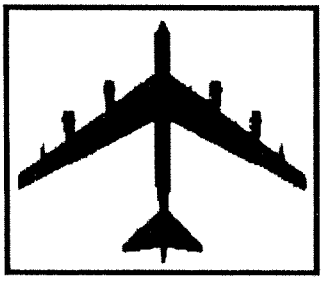
LOADIN' JATO



Fumi and I came back to the United States from Okinawa in October 1958. This was Fumi's first trip to the U.S. and we've told some things about it elsewhere in our stories.

The Air Force sent us to Schilling AFB, KS. Schilling was the new name for Smoky Hill AFB, usually called Smoky Hole by happy assignees. The base was located in Salina, a small community in the middle of eastern Kansas wheat fields. It was not where you wanted to go if you were seeking excitement.

We rented an apartment and got ourselves settled in Salina. The apartment was furnished but we had to buy pots and pans and dishes an bedding and towels and whatever.

In due time I went to work at the base. I was assigned to a SAC, Strategic Air Command, radio receiver site about 5 miles off the base. We did some point to point voice radio work and, as I remember, an infrequent ground to air contact. We were landline backup and not much used. About all we did was perform radio checks with other bases in 8th Air Force or later in 15th Air Force.

The mission of SAC at the time was to be prepared

to fly nuclear strikes on the Soviet Union. The base was the home of two wings of B-47 bombers and the accompanying KC-97 refueling tankers. A certain number, not many, of these B-47s and tankers were kept on alert at all times. The bombers were loaded with bombs, and the tankers with fuel, and could upon command be launched in less than 15 minutes. This was the serious mission. In my radio operator job I had nothing to do with this mission.

However, SAC found a way for me to help. The B-47 when fully loaded with fuel and a bomb could not be depended on to take off with the power supplied by its engines. Especially in hot weather. The engine power had to be supplemented with JATO.

JATO means Jet Assisted Take Off. An auxiliary rack was mounted on the B-47 fuselage. The rack would accept a number of JATO bottles. A JATO bottle was essentially a solid fuel rocket. The bottles were about 3 feet long, perhaps 10 inches in diameter, and weighed about 80 pounds. They had a nozzle on the rear from which the energy was emitted and an igniter in the nose. The igniter, which fired the rocket fuel, was activated by an electrical signal from the cockpit. They provided the necessary lift to get the aircraft off the ground.

Perhaps I should say that these things were not used on an everyday basis. Live bombs were not carried on training missions, so JATO was not necessary. Alert aircraft took off only on actual alert. I did not see JATO fired until some years later at Dyess AFB, TX. I stood in the control tower and watched the aircraft go. It was very impressive. In addition to getting off the ground very quickly, it set the grass along the runway on fire in several places.

If the Soviets launched an attack the alert aircraft, called shotgun and squirtgun, were to be launched within 15 minutes. But, what about the other aircraft? There was a bunch of B-47s on that 2 wing base. The rest of the aircraft were supposed to be launched within a period of 24 hours, or perhaps 48 hours. Not sure now. And, that's where the augmentation teams, of which I was a member, came in.

We were to load JATO on the remaining aircraft when it was necessary for them to fly an actual mission. But, since that never happened, how were we to know if we could do it? Well, we trained, and we had alerts. This kind of alert was called by SAC. SAC sent teams to the various bases on unannounced visits to call an alert and watch everybody perform their duties, or fail to perform them as the case might be.

Typically, a planeload of inspectors would enter the near airspace, call the base and declare an alert. The favorite times were about 3:00AM or right after duty hours, say about 5:30PM when many were on their way home. The idea being to see how quick you could get to, or back to, the base and start preparing the non-shotgun aircraft for launch.

Everyone, or at least everyone I ever heard of, hated and feared these alerts. A failure to perform could cost an officer, NCO, or airman his career. It meant a long, hard day or two of work under considerable pressure. So, it was not just us JATO augmentees who worked their asses off, it was everyone.

But, being a JATO dude I gotta tell you about that dance. We'd be called at home and told that the alert was on and to get our ass back to the base with all possible haste. We'd report to the orderly room, be logged in, and dispatched to our duties. I'd drive my car out to designated parking and then ride in a truck to a trailer, yeah, an office type trailer, where our teams would be put together and we'd be dispatched to an aircraft.

On a cool spring day 16 or 18 hours of humping JATO bottles was not cause for suicidal thoughts. Likewise, when the temperature was hovering at or below zero it was not necessary to consider suicide since one did not expect to live out the day anyway.

The bottles would be brought to the aircraft on a trailer by munitions squadron personnel. They'd leave the trailer and we'd load to bottles. My little team consisted of one smallish young airman, one middle aged airman, one young and very large

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airman, and me, a 27 year old Staff Sergeant of slight stature. I was thankful for the large airman. He was strong. It was kind of difficult for any two of us, except him, to lift a bottle shoulder high and hook it on the rack. He could do it himself. Bless him. Unfortunately, I could never do anything to reward his hard work except bestow an attaboy.

Just to show you how stupid one can be sometimes, let me tell you about a 15th Air Force inspection. The inspectors came from March AFB, Riverside, CA. It was the middle of winter. They were outfitted with field jackets. For those who do not know, a field jacket was a thin, green, jacket which had the purpose of allowing the Air Force, or Army, to claim they were issuing winter clothes while not actually doing so. One sure thing about a field jacket, you could be sure you'd freeze your ass off if it got even somewhat cold. Furthermore, you'd get wet if it rained.

My little team and I were honored by being selected from among several teams to represent the base as JATO augmentees during this inspection. About 7:00AM on a clear, very cold, winter morning we met the inspectors and rode out to a B-47. There was a trailer load of JATO bottles next to the aircraft. We were going to load them on the aircraft, and be evaluated on our efficiency in doing so.

Our inspection sub-group leader, a TSgt as I remember, was wearing his field jacket and hunched over like he was suffering an appendicitis attack. His teeth were chattering. His face was red. My little team and I were cozy in our parkas. The TSgt told me to go up in the cockpit and secure the JATO firing switches. I did, with him following. It took, perhaps, a half minute. He then indicated that we had passed the inspection with flying colors, and let's get outa the cold.

The stupidity enters in, not on his part, but on mine. I was actually proud to have had my team selected to be inspected.

Life goes on. Before the next winter was far along I left Smoky Hole for the Gulf Coast of Mississippi.

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Weapon Storage Sites / Q Area

Atomic Energy Commission [AEC] storage sites contained weapons in custody of AEC at both National Storage Site (NSS) and Operational Storage Site (OSS) locations. In order to carry out its primary Cold War mission to maintain the capability of launching a sustained attack in a nuclear environment, SAC needed a stockpile of protected special weapons, with storage and assembly sites. SAC had 20 such facilities internationally by the close of the 1950s.

The Armed Forces Special Weapons Project (AFSWP) oversaw these sites, commonly known as Q Areas, at their outset in 1946-1951. The civilian AFSWP, historically followed by the Defense Atomic Support Agency (DASA) and later the Defense Nuclear Agency (DNA), maintained the reigns for selected Air Force, Army, and Navy nuclear facilities during the first years of the Cold War, paralleling jurisdiction of the 1946 Atomic Energy Commission (AEC).

The assembly, test, and storage sites came to be known as Q Areas due to the AEC security clearance restrictions. The Q clearance mandated a full Federal Bureau of Investigation check for all personnel—AEC, AFSWP, or contractor—with access to restricted data excluded areas. Q Areas were geographically dispersed, always associated with an abutting military reservation, and focused upon stockpiling atomic, then thermonuclear, bomb components. Stockpiled special weapons of the 1950s required the storage and testing of detonators (pits); the assembly and disassembly of training bombs for SAC (not live weapons); training alerts inclusive of convoying a training weapon to a SAC bomber on the flightline; laboratory capabilities; a command post; ready crew quarters; radioactive dump sites; and, ancillary units such as power and fire stations. Q Areas were guarded sites, distinct from their surroundings.

The Sandia Corporation of Albuquerque, New Mexico, completely controlled initial management of the Q Areas. Its predecessor, the Z Division of Sandia Laboratory—named for Jerrold R. Zacharias, a physicist who had been brought to the project from the Massachusetts Institute of Technology's Radiation Laboratory by J. Robert Oppenheimer in mid-1945—was organized as numbered groups, such as Z-7 (assembly) and Z-9 (stockpiling). The Z Division next became known as Sandia Base, assuming responsibility for the engineering details, production sites, and military-assisted assembly, testing, and maintenance of ready-state atomic weapons in 1947. Sandia evolved from work at Los Alamos during World War II into a separate installation, near Kirtland Air Force Base in Albuquerque.

Units

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Sources

- Where They Were, By Robert S. Norris, William M. Arkin & William Burr The Bulletin of the Atomic Scientists November/December 1999, Vol. 55, No. 6, pp. 26-35

Our success is outpacing our budget

Two types of Q Areas existed historically: operational storage sites and main stockpiles. Although both types were mirror images of one another in their infrastructural components, the operational storage sites were alert facilities assigned the task of achieving a maximum war effort in a few hours.

Stockpiling of the atomic bomb began slowly, with only 13 in the entire arsenal in 1947; 56 in 1948; 298 in mid-1950. The leap came during the Korean war, between 1950 and the close of 1952, when stockpiles reached a total of 832 bombs. In 1955, the United States sustained an inventory of 2,280 nuclear (atomic and thermonuclear) bombs. The first four sites were of the main stockpile type, and were built before 1950. All sites were alpha-coded, with a break in the alpha sequencing for overseas locations.

- Site A - Manzano Base adjacent to Kirtland Air Force Base and Sandia Base
- Site B - Clarksville Base, adjacent to Campbell Air Force Base and Fort Campbell (Tennessee and Kentucky)
- Site C - Medina Base, adjacent to Kelly and Lackland Air Force Bases (Texas)
- Site D - Killeen Base, adjacent to Gray Air Force Base and Fort Hood (Texas)

Site B achieved completion first in 1948, with Sites A and C operational in 1949.

The nomenclature associated with these facilities is unclear, since some sources suggest that the three National Stockpile Sites where the nuclear weapons were stored were the AEC's Manzano Base at Kirtland Air Force Base, New Mexico (Site Able), Killeen Base (Site Baker) near Gray Air Force Base, and Clarksville Base at Fort Campbell, Kentucky (Site Charlie). Construction on the Manzano Mountain Site Able started in 1946, with the first operational facilities activated on 04 April 1950. Although activated in 1950, construction on the major facilities wasn't finished until 1951. On 22 February 1952, Site Able was renamed Manzano Base, and operated by the Air Force, while Site Baker was renamed Kileen Base and turned over to the US Army. Other sources suggest that there were eventually a total of six original National Stockpile Sites (NSS). Two additional main stockpile sites were in construction during the early 1950s, inclusive of Bossier Base, adjacent to Barksdale Air Force Base (Louisiana).

Sandia Base initiated construction of the Operational Storage Site (OSS), the physically smaller alert facilities of key strategic importance, in 1950. The first five of these installations were set up by Sandia immediately neighboring selected SAC bases. These Q Areas were:

- Site E - Caribou Air Force Station (AFS) at Loring Air Force Base (Maine)
- Site F - Rushmore Air Force Station at Ellsworth Air Force Base (South Dakota)
- Site G - Deep Creek Air Force Station at Fairchild Air Force Base (Washington)
- Site H - Fairfield Air Force Station at Travis Air Force Base (California)
- Site I - Stonybrook Air Force Station at Westover Air Force Base (Massachusetts)

Sandia transferred operation of the five alert sites bordering the SAC bases to Air Materiel Command after a shakedown period during which Sandia personnel worked at the sites with the Air Force and AEC. Air Materiel Command designated the sites depots, with associated Air Force personnel referenced as Aviation Depot Groups, and subsequently, Aviation Depot Squadrons. Ordered as they had been built, chronologically, the five squadrons were the 3080th through the 3084th, and reported to the 3079th Aviation Depot Wing at Air Materiel Command headquarters at Wright-Patterson Air Force Base in Dayton, Ohio. The 3079th maintained a liaison office at Kirtland Air Force Base near Sandia.

Total US continental Q Area sites, inclusive of main stockpile installations and operational storage (alert) sites, was 13.

By August 1950 seven Operational Storage Sites were under contract on foreign soil. Of these, the key group clustered in French Morocco and Spain, with those in Morocco — at Nouasseur, Sidi Slimane, and Ben Guerir — in planning out of SAC headquarters at Offutt in January 1951 and under construction in May 1951. Master plans for Air Force installations of late 1957 indicate that additional Q Areas were located at Goose Bay Air Base in Canada; Anderson Air Force Base in Guam; and, Moron and Torrejon Air Bases in Spain.

In 1962 the Air Force achieved full control of the Q Areas neighboring its installations through SAC.

SAC's planned use of the atomic bomb, and later TN weapon, hinged on its bomber force and their access to the Q Areas. While the Cold War was gearing up during the 1948-1953 years, SAC had B-36s (as of late 1948) and B-47s (as of late 1951) in its inventory. The B-36 could carry the atomic bomb and the very large, first generation TN weapon; the B-47 could not. After the middle 1950s, large yield TN devices compatible with the B-47 were developed. Before 1954, SAC B-36s were required to fly to one of the main storage Q Areas from their home base to receive their bombs, then proceeding on either a hypothetical strike mission or deploying to a forward base—such as those in French Morocco—from which they were posed to launch a strike mission. This first method of coordinating the bombers with the bombs was cumbersome and slow, and meant that SAC could not penetrate the Soviet early warning radar net in a mass strike in under 36 hours. Not until 1954 did several bases with operational special weapons storage sites (alert Q Areas) began receiving atomic bombs. And not until 1956 were atomic bombs in place at all five of the alert Q Areas neighboring Ellsworth, Fairchild, Loring, Travis, and Westover Air Force Bases. It was no coincidence that these bases also each had large percentages of the total B-36 SAC inventory.

Q Areas typically included about 40 to 50 buildings, inclusive of an igloo nuclear weapons storage area comprising a large percentage of the grouping and distinctly sited within the larger segregated environment. Circumscribed by high, chain-link fences topped with strands of barbed wire, as well as by patrol and maintenance roads, the compounds evolved in three stages. In the initial phase, Q Areas focused on a minimal administrative group of buildings at the

main entrance gate, with an underground command post; a weapons spares area with emergency power plant and buried radioactive dump sites; a semihardened, multi-part assembly plant interconnected by an underground vestibule (two plants, I and II—also referenced as A and B—at storage sites augmented for the thermonuclear [TN] weapon); an ted, detonators (also known as pits or initiators) storage building, the A structure; a checkout building for the d bomb components, the C structure; and, the igloo storage area.

Sandia built alert crew quarters immediate to the assembly plant at the operational storage sites. During 1954-1957, Q Areas augmented their administrative components, focused on greater hardening of the command and control buildings, and the articulation of their multiple communications links; and adding a special weapons crew building, replacing the alert quarters at the assembly plant. Key additions were the nuclear booster storage buildings, the A-2s, substantially bermed or completely underground; and, the S structure, a separate "surveillance" building used to conduct another level of quality assurance activities for weapon disassembly and maintenance. In 1959-1960, Q Areas expanded their assembly plants to accommodate new nuclear weapons technologies, also adding laboratory facilities for heavy metals studies at some locations.

Key buildings within the Q Area were the A and A-2 structures; the C structure; the assembly plants I and II (A and B); the command and control building; and the S structure.

A Structures

The A and A-2 structures both stored nuclear weapons components, also known as "bird cages." The A structure housed atomic bomb detonator pits, while the A-2 structure housed booster capsules for the thermonuclear, or hydrogen, bomb. The A-2 structure did not become part of the Q Area until the shift toward the TN bomb in 1954. Generally, both structures are referenced as "A" structures. The roles of the A and A-2 structures were parallel. Both were considered hardened structures, with that of the A-2 additionally shielded by bermed earth or built completely below ground. Identical in design, the A and A-2 structures were built of reinforced concrete, with 10-foot thick walls. For the windowless, aboveground A structure, measuring 41.5 feet by 53 feet (21.5 feet by 33 feet, interior, of nine-foot height), a second story actually provided more protection through its 17 feet of solid reinforced concrete.

the A-2 structure, the storage space for the capsules is entirely bermed or below ground, with a false single story eground (again, actually solid reinforced concrete) in the cases where berming was selected. The interior space is ivided into four, single-entry rooms with a narrow bisecting corridor between pairs. Each room contained four, six-cubicle; and two, three-cubicle; structural steel Holt racks welded to special weapons storage standards. One A structure stored 120 detonators, 30 per room.

Both the A and bermed A-2 structures furthermore gave the appearance of office buildings, when viewed from any distance, through the addition of bands of paired false fenestration and a projecting entrance offset. The bermed A-2 structure was less convincing in this regard from a near perspective, due to the mounded earth and the resultant tunnel-like extension of the offset on one facade.

Of curious note, the Q Area A structure is closely related in its generic appearance to the building housing the first command headquarters for SAC at Offutt Air Force Base. That structure, designed in 1941 by architect Albert Kahn for the Martin Bomber Plant adjacent, contained Curtis LeMay's office from 1948 into 1957. When viewed from the side, the first SAC headquarters also offered a simple rectangular box shape, with banded fenestration and a corner entrance offset. LeMay's early headquarters was known as the A Building—a continuance from its designation during the Martin bomber days.

C Structure

Q Area personnel used the architecturally undistinguished C structure to maintain the pits and capsules stored in the A and A-2 structures. The early atomic bomb required polonium/beryllium detonator pits (or initiators) to generate the neutrons of the explosive sequence. Polonium-210 has a half-life of about 138 days, a fact that mandated the replacement of the pits periodically. In order to access the pits, personnel opened threaded couplings machined from fissile uranium—a process that produced radioactive waste items buried within the Q Area. With the phasing out of the atomic bomb, and the phasing in of the TN weapon, a sealed neutron initiator replaced the polonium/beryllium pit. These second generation capsules, brought into the inventory as of late 1954, still required periodic disassembly to fy the integrity of the fissile materials. As of 1962, capsules were completely phased out and AEC maintenance vities with nuclear materials ceased in the C structure.

Plants I and II (A and B)

Plant I (A) served as a maintenance and assembly building for the non-nuclear components of the atomic bomb. Plant II (B) had the same function for the first generation TN weapon of 1955-1957, and was built at selected Q Areas after 1954 (Plates 98-99). The plants were always multi-unit reinforced concrete facilities, earthen embanked, and tunnel connected. Concrete arch construction varied in thickness from two feet at the base to 12 inches through the g, with a crown of 1.5 feet thickness. Plant I was a six-bay structure; Plant II a two-bay structure. Activitie the plants consisted of weapons sub-assemblies during maintenance; inspection and testing of non-nuclear mechanical and electrical systems; and maintenance of TN booster cylinders. For the latter activity in Plant II, a special room vented tritium gas through a vacuum intake device through the top of the building.

Command and Control Building

Q Areas added a command and control building in about 1955-1956, coincident with augmentation for the special weapons facilities generally, and with the addition of TN bomb capacity at some locations. The building featured a below ground command post with heightened communications in place, with a single aboveground story. Bands of windows accented the upper story on all of its facades, while the flat roof cantilevered out from the structure.

S Structure

The S structure was a large additional maintenance building constructed after 1954 to augment quality control by separating routine maintenance and assembly functions performed in Plants I and II from other distinct quality assurance activities. Also known as a surveillance structure, the S structure contained electrical and mechanical bays, a calibration room, and a photographic laboratory. Sandia staffed the Quality Assurance and Inspection Agency responsible for work in the S structure.

A single engineering firm, Black & Veatch of Kansas City, designed the primary structures of all Q Areas. The firm began its specialized work for the U.S. government with these facilities, dating to 1946, when the company "accomplished all the architect-engineer services in connection with original planning for Los Alamos." Partners Ernest Bateman Black and Nathan Thomas Veatch, Jr., had founded the firm in 1915, first undertaking city water, sewage disposal, and power systems across Kansas. During World War I, Black & Veatch was among the firms selected to ide the engineering design for U.S. military camps. Beginning in the late 1920s, the firm also involved itse or highway projects in Jackson County. During that period, Thomas Veatch became close friends with then co judge Harry S. Truman. Black & Veatch maintained its connections to Truman while he served as Senator in Washington, D.C., and later during his Presidency. It was during the Truman term in office, 1948 to 1952, that the firm established itself as the leader in design of special weapons storage facilities —- both for SAC and ADC. Design Group 115, of Black & Veatch, handled the Q Areas project, with engineer Harry Callahan involved from the beginning. The firm's Design Group 470 initiated work at the Army Ordnance Plant, Burlington, Iowa, at this same time, to convert the facility to a nuclear components plant. Black & Veatch would go on to design missile checkout and assembly structures and heightened military security systems. Today, Black & Veatch continues as a leader in the design and engineering of advanced technology facilities; hardened structures; and security design. Their expertise extends to radioactive and electromagnetic environments, clean rooms, weapons research facilities, laboratories, nuclear-chemical waste treatment, blast resistant design, blast containment design, and storage magazines.

Once the Q Area program was approaching buildout, SAC sought approval for its specialized weapons storage as "standard." The upcoming shift marked the transition from engineering and construction, to full scale special weapons receipt and day-to-day operations at the storage sites. In late summer of 1954 Air Force headquarters prepared to submit a written plan of the comprehensive SAC special weapons storage facilities—siting and operations—to the Joint Chiefs of Staff, followed by Secretary of Defense and Presidential review. The Air Force then met with Black & Veatch in Kansas City in August. The next month, the Directorate of Construction within the office of the Assistant Chief of Staff, Installations, produced the formal schedule for a second-tier SAC program of special weapons storage design and construction, estimated dates of completion, and beneficial occupancy dates. In October formal guidance was ready for distribution to the appropriate SAC bases. During the remaining months of 1954, the Air Force held meetings with Black & Veatch, amended original guidance, and received Presidential approval.

In early 1955, the Armed Services and Appropriations Committees gave this SAC special weapons storage program the necessary clearances, with the Secretary of Defense, the Joint Chiefs of Staff, and the AFSWP staff produced and received memoranda discussing the "responsibilities for the provision of Zone of Interior atomic weapon storage lities." The AFSWP had the role of approving "site and building plans for each location in the program." Agencie ge were to approve SAC base locations as accepted for the special storage sites at four per month.

As of the close of 1956, 15 of the Q Areas were considered fully complete and approved, with the remaining five Q Areas anticipated to achieve the same status by June 1957.

NO BUGLES WILL BLOW, NO TRUMPETS WILL SOUND

A Narrative History

of

Smoky Hill/Schilling Air Force Base, Salina, Kansas

1942 to 1967

A Thesis

Presented to

the Division of Social Sciences

In Partial Fulfillment

of the Requirements for the Degree

Master of Arts in History

By

Willis J. McClure

August, 1983

NO BUGLES WILL BLOW, NO TRUMPETS WILL SOUND

A NARRATIVE HISTORY OF SMOKY HILL/SCHILLING AIR FORCE BASE, SALINA, KANSAS

1942 TO 1967

WILLIS J. McCLURE

EMPORIA STATE UNIVERSITY
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AN ABSTRACT OF THE THESIS OF

Willis J. McClure for the Master of Arts degree

in American History presented on August 12, 1983.

Title: No Bugles Will Blow, No Trumpets Will Sound: A Narrative History of Smoky Hill/Schilling Air Force Base, Salina, Kansas 1942 to 1967.

Abstract Approved: William H. Seiler

No Bugles Will Blow is a narrative history of Smoky Hill/Schilling Air Force Base, Salina, Kansas starting prior to its construction in early 1942 to its last days as an Air Force installation in 1967. Smoky Hill AFB started its life in April, 1942 when Capt. Paul M. Long arrived to begin the process of acquiring and plotting land. It closed on April 3, 1967 when Lt. Col. Homer H. Loughton pulled down the flag of the officially deactivated Schilling AFB.

There are nine chapters in this paper, chapters one and nine are the introduction and conclusion, respectively, with chapters two through eight as the body of the paper. The latter chapters cover the two major eras of the base: 1942 to 1949 and 1951 to 1967, as well as the first deactivated period of late 1949 to mid-1951. In the first era, Smoky Hill was first a World War II training base for the B-17 and B-29 bomber aircraft and closed out the era as a B-29 bomber base in the Strategic Air Command (SAC) in 1949. Smoky Hill's second era started on August 1, 1951 when the base was reactivated as a SAC medium bomber base of two Wings and an Air Division equipped with the new B-47 stratojet bomber. The Air Force left Salina for good in April, 1967 after disposition of most of the Air Force property at Schilling.

Attention focuses primarily on the air base as a small city as well as its relationship with the city of Salina two miles northeast of the base. Person-

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el sketches of the major Commanders are provided when available. However, the primary objective of this paper is to provide a view of the trials and tribu-ations of an air base during the 1940s, 1950s, and part of the 1960s.

Smoky Hill played a role in three major wars in which the United States was involved; World War II, Korea, and Viet Nam. Activated during the dark days immediately following Japan's attack on Hawaii, the base was reactivated during the Korean Conflict, and finally deactivated while the United States was escalating its involvement in Viet Nam. The base was indirectly involved in all three conflicts, although the housekeeping units were never involved in the actual combat. The runways of this base from its first activation to its final deactivation were among the longest military runways in the United States. Four of its original runways were 10,000 feet long and designed to handle the largest aircraft in the world which was then the B-29 bomber. By 1962, two of the runways had been extended to 13,330 feet with 1,000 feet overruns at each nd to accomodate the B-52 bomber, which was supposed to be assigned to the base, but never arrived. The final closing took everyone by surprise, including, it seems, SAC which had assigned an overage of personnel to the base.

Appendices provide a listing of the units assigned to the base from 1942 to 1967, Commanders of the major units assigned to the base, capsule views of the base in 1945 and 1966, the origination of the current names of the base proper streets when the city of Salina assumed control of the base, and capsule histories of the 40th and 310th Bomb Wings.

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of Defense was directed to locate missile bases on government-owned property where possible.

Construction

After a series of rumors regarding Salina's role in the war had circulated for awhile, Captain Paul M. Long, US Army Corps of Engineers, arrived in early April to make soil tests. On April 23, Congressman Frank Carlson confirmed the rumor that the War Department would spend three million dollars for the construction of a base. This was followed by an announcement on April 28, that the government had filed a condemnation suit in Federal District Court in Topeka to 1,441 acres of land involving twelve owners two miles southwest of Salina.[6]

Finally, Salina was to have an increased role in the war effort. Little was known at the time about what sort of military air activity Salina would get. The Salina Journal reported on April 28 that the runways would be at least 5,000 feet long. It was then reported on April 29 that three million dollars would be spent in construction.[7] This must have made it seem well worth the wait. Three million dollars plus the payroll of the soldiers was a considerable amount of money in those days!

While preparations were underway to start work on the air base, the Army sprang what seemed to be a surprise on Salina by starting to acquire a triangular piece of land of approximately 42,000 acres four miles southwest of Salina. Construction of what came to be known as Camp Phillips, Phillips Village, Camp Phillips Gunnery Range, and finally Smoky Hill Weapons Range started on May 1, 1942 with a simple ground breaking ceremony. At the time of construction, Camp

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[6] Salina (KS) Advertiser-Sun, April 23, 1942 and Salina (KS) Journal, April 28, 1942.

[7] Salina (KS) Journal, April 28 and 29, 1942.

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Phillips was to be subordinate to Smoky Hill Army Air Field. However, owing to the number of men, there was usually a Major General in residence at the Camp making the air base subordinate to the Camp. In those days, the Army Air Force was, de facto, a branch of the Army. Five days after construction began, Major General Caulkins arrived to assume command of what he described would become a 35,000 troop cantonment.[8]

Construction of the air base was considered to have officially begun on May 5, 1942. The first contract was released on May 2 for construction of a railroad spur and on May 4, the County began building up a county road one mile long from highway US 81. This was Dry Creek Road, so named owing to a dry creek bed which crossed it. The road work was to cost the County $18,443, use ninety-four men, and take six weeks to complete.[9]

The exigencies of the war effort put construction in high gear. Work was run around the clock, seven days a week and was basically a non-union project.[10]

There remained one barrier to be removed before full-scale construction could commence. The Salina Journal announced on May 21 that the Army planned to dispose of four sets of buildings consisting of twenty-five farm buildings, which included four houses, four windmills, and a concrete stave silo. Terms of purchase required the new owners to remove the buildings from the area by June 7, 1942.[11]

A unique feature associated with the base--the absence of taverns, pawn shops, etc.,--was created on June 3, 1942 when the Saline County Commissioners

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[8] Salina (KS) Journal, May 1 and 6, 1942 and April 21, 1943.

[9] Salina (KS) Journal, May 2, 4, and 9, 1942. Apparently this was an improvement project as period maps show a road in existance at the time.

[10] Salina (KS) Journal, May 14, 1942.

[11] Salina (KS) Journal, May 21, 1942.

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zoned the area for two miles around the base to keep it "pure" and free of "honky tonks."[12] As has been noted in Chapter One, there was a strong desire by area leaders to keep the County from becoming another "Junction City." The results of this action are still in evidence. During the late 1950s, protests from Saline County kept the base from getting its own liquor store.

On August 11, 1942, the base acquired 480 more acres of land for $56,434. This brought the size of the base to between 2,400 and 2,600 acres in size.[13] By this time, construction had progressed to the stage that it was beginning to look like a military base. There were to be two runways 10,000 feet in length and two runways 7,500 feet long with twelve connecting taxi strips. The concrete apron was 4,000 by 600 feet and the buildings sat on 365 acres.[14]

What kind of buildings were constructed has been hard to determine. The buildings pointed out to this writer as being left over from World War II are on wooden stilts at least one foot off the ground. This would seem to indicate that the base was located on swampy ground. (The area was considered to be a flood plain of the Smoky Hill River.) The quality of the buildings is also of interest because during the night of June 16, 1943, a "typical summer storm" hit Salina and the base. "Several" buildings, which included at least one barracks, fell down with no injuries reported.[15] No pictures of the base during this period have been found; however, the World War II structures still standing are long, narrow one-story affairs.

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[12] Salina (KS) Journal, June 3, 1942. As of September 1, 1982, there was only one liquor store in the area and a convenience story where 3.2% beer could be obtained.

[13] Salina (KS) Journal, August 11, 1942.

[14] "Wings Over Kansas," KHQ, vol. 25, p. 348.

[15] Salina (KS) Journal, June 17, 1943. The kind of buildings will be brought up in greater detail in Chapter III.

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owing to the fact that air bases were usually named for cities or deceased people, some supplies never got delivered when the Corps of Engineers project name was used, as Smoky Hill, Kansas did not exist and no "Smoky" Hill ever performed a heroic deed while serving the United States as a military pilot or was known as an aviation pioneer. Not to be overlooked in this matter is the probable confusion that existed between the various War Department offices that had to deal with the base.

Congressman Carlson announced on November 12, 1942 that he had heard that the base would be designated "Smoky Hill Army Air Field" and would be the first base named for a geographical feature. However, Lt. Col. William Cahill, Base Commander, announced that he preferred the name "Salina Army Air Field."[24] When the base was declared operational on December 23, 1942, it was called "Smoky Hill Army Air Field."[25]

Salvo informed its readers on February 22, 1943 that the "Salina Army Air Base" had changed its name to Smoky Hill Army Air Field. "The local citizens had always called it that but spelled it S-M-O-K-E-Y. . . ."[26] Where the author of this article got his information and what took the paper so long to discover that the name of the base had been changed is unknown. Research has failed to come up with anything to indicate that the Smoky Hill Range has ever been spelled with an "e". There is a Smokey Mountain Range, but that is in another region of the country.

Military Operation

Although the base was not operational on August 1, 1942, Lt. Col. William

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[24] Salina (KS) Journal, January 13, 1942.

[25] "Wings Over Kansas," KHQ, vol. 25, p. 348.

[26] Salvo, February 23, 1943.

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to leaving Smoky Hill for overseas on December 10.[32]

There was some training activity underway in November as is evidenced by Mr. Phelan's letter. The 21st Bomb Wing and the 346th Bomb Group were on base at this time.[33] However, it was not until December 17, 1942 that any local newspaper picked up on this. On that date, the Salina Advertiser-Sun did an article on the training that the 21st Bomb Wing under the command of Colonel A. F. Hegenberger was undergoing.[34]

On July 19, 1943, the Salina Journal announced that the first B-29 to use Smoky Hill's runways had landed to refuel. At long last, the plane for which the base had been designed put in its first appearance[35] and was greeted with the same fanfare that is accorded the sighting of the first robin in Spring.

In September, 1943, Lt. Col. Paul Tibbetts landed the first B-29 assigned to the base as a member of the 58th Bomb Wing, which was the first B-29-equipped unit to go overseas.[36] Later, Colonel Tibbetts would go into training at Wendover AAF, Utah and from there would command the plane that dropped the first nuclear bomb in war on Japan in 1945.

Throughout the month of September, B-29s kept arriving until there were a record 252 B-29s on base and all were assigned to the 58th Bomb Wing. The XXth Bomber Command was probably on base at this time and later gained notoriety as the first B-29 unit to bomb the mainland of Japan. The unit had been or-

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[32]Hugh E. Phelan letter, undated, but received by this writer on August 26, 1982 and on file in author's notes.

[33]The reader may notice that a unit is designated "Bomb" or "Bombardment." Both mean the same with the latter being formal. The AAF and later AF, seem to have used both interchangeably.

[34]Salina (KS) Advertiser-Sun, December 17, 1942.

[35]Salina (KS) Journal, July 19, 1943.

[36]Salina (KS) Advertiser-Sun, April 15, 1948.

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In both cases, it had trouble getting people to donate gifts. There were also rumors of unreported suicides in this period from sources who wrote this writer, none of which have been confirmed or negated.

It seems probable that, given the mission of the base during this period as a recruiting center, a post-induction center, a transfer point for patients bound for the east or west coast, and finally as a training center for basic trainees directly out of Lackland AFB, TX, the regional hospital did have someone on its staff trained in the treatment of emotional disorders. Beyond this and considering the fact that only Major Scanlan was positive one way or the other, it is doubtful that there was a psychiatric ward in operation at the base hospital during this period.

Name

Smoky Hill changed its name twice during this period. From December, 1942 to November, 1947, the base was officially known as "Smoky Hill Army Air Field" or "SHAAF" (and unofficially known by people who detested their assignment there as either "Shafted" or "Smokey Hole," the latter a name which has since been transferred to the Weapons Range.) In September, 1947, the Air Force became an independent military branch, equal in stature with the Army and Navy.

Colonel Mulzer, Commander of Smoky Hill, announced on November 20, 1947 that the noun "Army" had been dropped from the base's name and that the base would hereafter be known as "Smoky Hill Air Field." This was followed by still another change in name on January 23, 1948. The Salina Journal announced that the base would be known as "Smoky Hill Air Force Base" or "SHAFB."[28]

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[28] Salina (KS) Journal, November 20, 1947 and January 23, 1948. Actually, there is no difference between "field" and "base" in describing a military landing field. The Army still calls its air bases "fields" and Peterson Field, CO is operated by the Air Force. "Field" appears to be an informal term used by the Air Force.

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CHAPTER V

". . . BACK IN BUSINESS"

AUGUST 1, 1951 TO MARCH 14, 1957

Reactivation

The base had been formally reactivated on August 1, 1951. Smoky Hill and Salina were to have a second chance and both sides would take advantage of it. Everything was done in a manner as though it were the first time it had ever been done. But before the base was formally reactivated, it was evident that change was in the air. Old buildings were being razed and over sixty-five people were working there, some of whom were manning the main gate, something which had not been done since early 1950.

It had been announced on July 30, 1951 just before the base was officially reactivated that the base would be a keystone in the nation's defense and no units were expected to be assigned to the base until new construction was well underway. The runways had to be inspected and repaired before the base could receive aircraft.[1]

Although no bugles blew and no banners were unfurled to commemorate the reactivation, change was evident. It was announced on November 29, 1951 that the reactivation process would be completed by September, 1952. The base was being constructed with the thought that it would be active for at least ten years instead of the "usual" five years (as had been the case in 1942). It was estimated that eighty per cent of the 8,000 men assigned to the base would be single

[1] Salina (KS) Journal, July 30, 1951.

1942. Reactivated Smoky Hill found these facilities too small and on October 20, 1954, bids were taken to construct new facilities.[40] The Operations Building on an air base is what civilians would call a terminal building. "Ops" has the weather station, an In-Flight kitchen or snack bar, and other such things as is found in its civilian counterpart.

Martin K. Eby of Wichita, KS, was awarded contracts of approximately $1.46 million in a thirty-day period in 1955. On March 30, he was awarded a $1.2 million contract to build eleven concrete igloo-type air-conditioned ordnance storage facilities, an inspection building, auxiliary power plant, gate house, and utilities and security fencing. This work had to be completed within 180 days after the start of the work. Then the firm received a $206,000 contract to build a permanent three-story dormitory of concrete-block construction measuring forty-one by 204 feet. The work was to be completed in 270 days.[41]

Construction Industries of Salina received two of three contracts put up for bidding on October 20, 1955. This firm bid $180,000 for the crash and fire station and $66,000 for a new Air Police headquarters. L. R. Foy of Hutchinson, KS bid $7,300 for a pyro magazine storage building.[42]

A $50,000 Base Operations building opened on November 30, 1955. It was a concrete-block building at the south end of the flight line. The central part of the building was two stories high with one-story wings on each side. It housed base operations, weather, and the In-Flight kitchen.[43]

On May 23, 1956, there were several construction projects underway. On

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[40] Salina (KS) Journal, October 20, 1954.

[41] Salina (KS) Journal, March 30 and April 27, 1955.

[42] Salina (KS) Journal, October 20, 1955.

[43] Salina (KS) Journal, November 30, 1955.

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Salina about the plane in an address before the Salina Rotary Club on September 17, 1956:

> In construction, speed, and striking power, it is a magnificient ship.
>
> 1. Each jet costs $3 million making the base fleet of 100 worth $300 million.
> 2. A B-47's fuel weighs one and one-half times as much as the plane. (An empty plane weighs forty tons but carries sixty tons of fuel.)
> 3. The fuel weighs more than a fully loaded B-17 of World War II fame.
> 4. The wings are so flexible that the tips flex up and down about five feet in flight and this can increase to twenty feet during a wind storm.
> 5. It can withstand sudden change in atmospheric pressure.
> 6. Engine fires have been reduced by the installation of a feature where a pilot can press a button and snuff it out.
> 7. The plane can do a million times more damage than a B-17 could. . . .[85]

This was an interesting view of the plane that would be assigned to the base for the rest of the history of the base. The B-47 could do more damage because it could deliver a nuclear bomb which the B-17 was not created to do.

Equipped with the new B-47s, the Wings assigned to the base were ready for a TDY. During the week of March 9, 1955, all 1,500 men of the 310th Wing left for a ninety-day TDY to England. This mission included the 310th ARS and the Wing was to replace the 321st Wing of Pinecastle AFB, FL. There were forty-five B-47s involved in this mission. Of course, the families were not allowed to accompany the units. Shortly after the 310th Wing left for England, the 40th Wing participated in the ninth birthday celebration of the Strategic Air Command at Offutt AFB, NE. Four planes representing the 25th BS, 40th ARS, 44th BS, and 45th BS joined other SAC units in a fly-by demonstration and returned to their bases.[86]

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[85] Salina (KS) Journal, September 18, 1956.

[86] Salina (KS) Journal, February 4, March 9, and 24, 1955.

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on to SAC Headquarters at Offutt AFB, NE where General LeMay, Commander of SAC, approved and forwarded it on to Washington, D. C. for final action. Alas, Headquarters, USAF in Washington rejected the name and informed Salina that the name was being saved for another base.[5]

Why the Air Force turned down Salina's bid for the name after soliciting suggestions may never be fully known. A possible explanation may rest in the political arena. Senator Frank Carlson of Concordia was up for re-election in 1956. The dominant Republican Party in Kansas had gone through a rough primary and incumbent Governor Fred Hall had been defeated. During this time, Senator Carlson's popularity had declined, according to some observers. It can not be proven but during the week preceding the 1956 general election, the Air Force announced through Senator Carlson's office, and not through Congressman Smith's office as was the norm, that the base was to be named for the late Colonel David C. Schilling, a native of Leavenworth, KS.[6] Senator Carlson may have felt that he did not need the votes of central Kansas since that area was normally Republican anyways, but northeast Kansas was another matter and could decide the election. Was political expediency a factor?

On the other hand, it has been suggested to this writer by several enlisted and commissioned personnel who were assigned to the base at this time that Colonel Wilson was behind the "surprise" change in names. The tone of the letters this writer has received range from amusing to outrage at a bomber base being named for a fighter pilot. Press accounts concerning the name change indicate that Colonels Schilling and Wilson had been friends. Was the desire to honor a friend behind the name change? Was it coincidence or is there another factor that has not come to light?

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[5] Salina (KS) Journal, July 3 and August 9, 1956.

[6] Salina (KS) Journal, November 1, 1956.

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Schilling AFB was a part of SAC's Alert Force. The plan called for one group of planes to be airborne within fifteen minutes after the alert was sounded. The planes were parked on the runway and crews kept nearby twenty-four hours a day, but the number of planes and crews on alert was classified. Alert crews were restricted to certain areas of the base and had to respond to klaxons mounted on poles throughout the area and Salina.[52] The 40th Bomb Wing won an "outstanding" rating for its work in a December, 1958 nation-wide alert. In June, 1959, the 310th Bomb Wing won an award from the 15th AF for its work in an alert.[53] These articles did not go into specifics.

An article appeared in the Salina Journal concerning alerts on May 20, 1960. No matter what the men at Schilling were doing, when the signal came, they had to be in their aircraft and gone in minutes. Those men had to live together twenty-four hours a day for an entire week. If one went somewhere, the others had to go along and were to never be out of ear-shot of a klaxon. During a daily free meal hour, wives and families were permitted to visit the men at the Officers' Club. During the summer, a picnic area provided by the alert barracks, allowed the family to visit them there. The ultimate goal was to have one-third of the bomber crews on runway alert after October 1, 1957. Plans were underway to build an alert crew building which would make control of the crews tighter and after that building was opened, the crews would remain in that area, a "stone's throw" from their planes. While the crews waited for an alert or attack, maintenance crews constantly went over the planes looking for trouble.[54]

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[52] Salina (KS) Journal, November 13, 1957 and July 3, 1958.

[53] Salina (KS) Journal, December 21, 1958 and June 21, 1959.

[54] Salina (KS) Journal, May 20, 1960.

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tenance crew had been sent to Minnesota to repair a 40th ARS KC-97. Something happened and a one-ton propellor fell on A1C Kenneth Boehnen, 21, a member of the 40th FMS. He was single and was reported to be in good condition in a Minnesota hospital.[73] What is interesting about this accident is the weight of the propellor and that someone could survive after one fell on him.

Less than a year later, a 44th BS, 40th Wing, B-47 crashed northwest of Hugoton, KS in southwest Kansas and killed three men. Second Lieutenant Gordon E. White, 25, Navigator, and a native of Amarillo, TX survived. Before the crash, the plane had been in the midst of an air refueling operation at 14,000 feet. There was no collision but the plane seemed to have lost power, stalled, and then, of course, crashed.[74]

The last accident of this period occurred a little over a week later when another B-47 belonging to the 44th BS crashed. This time, the accident occurred near Fairbanks, AK. Two men died and two survived. The plane had been in the air only twelve minutes after taking off from Eileson AFB, AK on its return to Schilling AFB when a warning light flashed on in the cockpit indicating a malfunction in the landing gear. The plane attempted to return to Eileson but was forced to make a crash landing. The two survivors were able to leap out of the plane, but rescue of the others failed because of exploding shells.[75]

Missiles

Salinans were informed on August 4, 1958 that a survey was underway to determine if Schilling had what it took to be a missile base. If the answer was affirmative, the base could become one of three in Kansas and one of twelve

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[73] Salina (KS) Journal, February 24, 1959.

[74] Salina (KS) Journal, January 6, 1960.

[75] Salina (KS) Journal, January 15, 1960.

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On the interior, there were three stories of offices.[114]

As a result of these improvements, on April 2, 1959, the United States Army Corps of Engineers, which supervised all construction projects on military installations, announced that Schilling was about as permanent as it could be made. New projects planned were 44,000 square yards of primary runway paving, a new RAPCON center, expanded lighting for runway approaches, and an education wing for the new chapel, but these projects were not related to the missile projects.[115]

Construction Industries, Inc., of Salina, submitted a low bid of $538,000 for construction of a seventy-man readiness crew building. Crews were then using temporary buildings which only provided sleeping quarters. They had to take their meals in nearby dining halls and sometimes were farther away from their planes than the base planned for them to be.[116]

The last structure considered during this period was when Swanson and Youngdale Construction Company of Minneapolis, MN submitted the low bid of $637,500 for the construction of an Atlas missile assembly building on the base. The government estimate had been $786,320. Work was expected to start in about two weeks and was to be completed by November 30, 1960.[117]

Community Relations

There were between 6,000 and 8,000 men assigned to Schilling during this period in what may have been the heyday of base/community relations. Perhaps the national attitude of intense patriotism was responsible for this. Dwight

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[114] Salina (KS) Journal, November 13, 1958 and March 29, 1959.

[115] Salina (KS) Journal, April 2, 1959.

[116] Salina (KS) Journal, April 24, 1959.

[117] Salina (KS) Journal, June 10, 1960.

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December of 1959. He had been at Schilling three and one-half years as Deputy Director of Operations for the 802nd AD. Schilling had been his fourth Kansas assignment since 1941 and was the best one as far as he was concerned. "I've never found people as cooperative as in Salina. My duty at Schilling has been made easier because of the city's interest in Schilling and in the welfare of its men. The spirit of Salina is the finest I've seen. If I ever get a chance to come back to Schilling, I'll be happy to return."[125] Colonel Matsko was another person who found Salina different in its relation to the base. "The habits of friendship, if practiced, are enduring. And the valuable reputation for friendship endures."

Goodwill

The first acts of goodwill reported during this period were not for Salina but for other communities. After a storm wiped out power in Natoma, Osborne County, Kansas in early April, 1957, the base loaned an eleven-ton field generator to that town to restore power. Later that month, in honor of Colonel David Schilling, the base began contributing English coinage to restore the Royal Air Force chapel in London, England, which had been destroyed during World War II.[126] Colonel Schilling's last tour of duty had been in England.

Men from Schilling continued to be available to address civic groups in the area and seven such addresses made it to the pages of the local press. The first address was one made by Maj. H. O. Hilton, Munitions Officer at the base, who addressed a meeting of Salina firemen and explained what could happen if a loaded bomber crashed in the area. He doubted that anything devastating would happen. Nuclear bombs were almost never armed while flying over the con-

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[125] Salina (KS) Journal, December 17, 1959.

[126] Salina (KS) Journal, April 4 and 18, 1957.

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pay scale and allowances increase significantly once they re-enlist and some regard that as an enticement to re-enlist because from then on, the pay and allowances are safely above the minimum subsistance levels.

However, Congressman Wint Smith, who represented the District that included Salina in Congress, was not satisfied with the Air Force's justification for more housing for the base. By March 12, 1959, the number of additional units for the base had been reduced to 275 and he blocked it in Congress without giving any reason save that the base did not need the housing.[227]

It was known by May of 1959 that missiles were coming to Salina. This meant that the Department of Defense would be spending over $135 million to improve facilities of the base to accomodate the missiles and construct the silos. In an editorial on May 14, 1959, the Salina Journal once again turned its attention to the housing situation: ". . .While this (construction) is going on, we will be hosts to a large group of scientists, technicians, and industrialists. If we want industry, here is our chance to sell our goods. Our first problem is housing. . . .The job is up to us. This is the turning point--one way or another. . . ."[228]

As will be brought out in the following section, Schilling got 200 more units for Schilling Manor. This did not seem to alleviate the matter but may have only made it worse. It was learned on April 13, 1960 that the Army, which would operate the Nike missile sites in the area, was offering a year lease to get the Nike personnel housed in Salina. The Army needed at least seventy-five homes which were in short supply in the area. There was hope that some houses

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[227] Salina (KS) Journal, March 12, 1957.

[228] Salina (KS) Journal, May 14, 1959, editorial.

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the base owing to the defense needs changing with the times. Until the early 1950s, the B-29 and B-36 bombers were the major means of retaliation against an enemy attack. These two planes gave way to the B-47 and B-52 bombers. New weapons systems were in the offing and it had been known in 1954 that the B-47 was a stop-gap plane until the B-52 could fully take over. Thus, there probably was a legitimate concern about the future of Schilling. Would it change with the times or would it be abandoned?

Salina was assured on January 17, 1958 that the base was to continue as a "top base in SAC in spite of current United States dispersal plans." Congress was pushing a plan to make American military installations less attractive to the enemy but there was no such plan in effect for Schilling.[244] A little over a year later, the Salina Journal commented on the successful efforts by Congressman Wint Smith to block a 240-unit housing development for the base. Serious concern was present in Salina's attitude. "But there is still a char Salina must write and let Congress know that we care."[245]

Later that month in an editorial titled "Need Room Not Rumors," the Salina Journal looked at the rumors concerning the future of the base:

> . . .Rumors grow naturally where secrecy is enforced. But here are some facts: 1. The B-47 and KC-97 will soon go the way of the B-17. 2. They will be replaced by missiles and faster than sound aircraft. 3. The number of people needed will be fewer but better trained. 4. The time-table for these changes will be stretched out over a number of years. 5. Schilling is one of the best bases in the nation. 6. Some $45 million will be spent to install Atlas ICBM missiles in Salina.
>
> It is clear that the long-range existence of Schilling as a number one base depends upon three factors: 1. The future of the global mission. 2. Invention of weapons not yet conceived. 3. Ability of both Salina and the Air Force, jointly and cooperatively, to provide the climate of morale necessary for a first-rate force.

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[244] Salina (KS) Journal, January 17, 1958.

[245] Salina (KS) Journal, March 13, 1959, editorial.

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its future plans. Schilling was the second largest base in SAC. Although approximately 650 families would leave with the 40th Wing when it moved to Topeka, new plans for the base would bring in new families and probably exceed the loss of the Wing. He was not sure of just when the new aircraft would be assigned to Schilling but the switch would probably mean only fewer aircraft, not men, at the base.[250]

The last article concerning the future of Schilling in this period appeared on June 3, 1960 in an editorial in the Salina Journal, which seems to have taken upon itself the role of a watchdog over the base. By this time, it was known that the 40th Wing would leave that month for Forbes AFB, Topeka, KS and that missile silos were under construction in the area.

> How can Salina do an honest, conscientious tax-saving job for national defense and at the same time preserve for the area the economic benefits of Schilling Air Force Base? That's a good question today. Some of our friends in the 40th Bomb Wing are migrating to Topeka, many of our old Air Force friends are back in town for a 310th Wing reunion, the missile boys are digging a dozen silo holes faster than any prairie dog, and the Nike outfits are up in the air without benefit of propulsion.
>
> Fortunately, there's a good answer. It meets squarely both halves of my question. That it should be a good answer is of concern not only to us but also to the government and certainly to the Schilling leaders and alumni who have put this base and its wings to the top in SAC performance.
>
> First, digging Atlas sites is on schedule. Construction crews will reach 1300 to 1500 by March, 1961. They will be gone by late spring 1962. As the construction crews move out, the missile crews will move in. Even with the 40th Wing gone, the aircraft at the base will remain at 100 or more, about half of them bombers, half of them tankers. They will soon be replaced by more modern aircraft. To accomodate the larger aircraft, the runways are being beefed up. It is hoped the widening of the runways can be approved for a start between July 1961 and June 1962 and it will take about ten months.
>
> Here is the uncertain time. During runway construction period, the Air Force will have three choices. It could try to sandwich flying time operations with runway building; it could move the troops out, leaving the base temporarily on a caretaker status which would be costly to the Air Force and Salina; or it could transfer flying

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[250] Salina (KS) Journal, May 12, 1960.

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communicate with the twelve missile sites. However, a fall-back system was planned and finalized on September 15, 1960 when the Air Force was granted a thirty-five foot temporary right of way and a sixteen and one-half foot permanent right of way easement through 250 miles of land in Saline, Cloud, Ottawa, McPherson, Lincoln, Ellsworth, Rice, and Dickinson Counties in Kansas.[9]

Lieutenant Colonel Robert L. Wells, a native of New Mexico and a veteran of twenty-one years military service, arrived on base on October 11, 1960 to assume command of the Air Material Command detachment on base. This unit was charged with the mission of handling logistics and engineering functions connected with the building of the Atlas missile sites around Schilling.[10]

When the announcement was made in 1959 that the missiles were to be installed around Schilling, mention was made of the ground transportation arteries in the area. But no mention was made as to how the missiles would get to the sites. This matter was rectified on November 11, 1960 when it was revealed that the missiles and machinery would arrive on base by planes belonging to the Military Air Transport System (MATS).[11]

Colonel Edward B. Jennings, Schilling area Engineer-in-Charge of Missile Construction, hosted a two-day seminar on February 15 and 16, 1961 to discuss construction procedures and problems. Schilling had the distinction of being the first with underground silos in the United States.[12] The first phase of missile construction was finished in March of 1961. In formal ceremonies on March 20, the Atlas site near Beverly was turned over to the Air Force. This

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[9] Salina (KS) Globe-Sun, September 15, 1960.

[10] Salina (KS) Journal, October 11, 1960.

[11] Salina (KS) Journal, November 11, 1960.

[12] Salina (KS) Journal, February 14, 1961.

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was termed the completion of the "brick and mortar" construction phase meaning that the Air Force had the shell of the complex which was ready for the installation of machinery.[13]

The Atlas missile squadron on base had been without a name ever since the first personnel had started arriving in 1960. That matter was rectified on April 1, 1961 at 8:15 A.M. when over 200 members of the squadron already on base were expected to appear in formation in the base hangar area to be formally welcomed to Schilling by Col. James C. Robinson, Vice Commander of the 310th SAW. Col. Charles K. Agan would then assume formal command of the 550th Strategic Missile Squadron (SMS) and M. Sgt. Robert L. Adams would assume duties as First Sergeant of the squadron. After the formation, many of the men were expected to depart for a year's training at Sheppard AFB, Wichita Falls, TX and Vandenberg AFB, CA. Then they would return to Schilling to man the twelve Atlas F missile sites assigned to the base.[14]

On July 24, 1961, the first Atlas missile arrived at Schilling aboard a C-133 cargo transport plane from San Diego, CA. After testing, the missile was to be taken by truck to the Beverly site for installation.[15] But apparently this did not mean that the site would be operational with the installation of that missile. Something happened and the Air Force announced on November 10, 1961 that work on the area missile bases was not being completed as far ahead of schedule as officials had hoped. Some modifications of an unspecified nature were being planned before the sites were activated.[16]

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[13] Salina (KS) Journal, March 16 and 20, 1961.

[14] Salina (KS) Journal, March 31, 1961.

[15] Salina (KS) Journal, July 25, 1961.

[16] Salina (KS) Journal, November 10, 1961.

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expect to serve as Commander of the Schilling Hospital for about three years.[28]

On June 24, 1962, the Base Hospital got its first Physical Therapy Director since it was reactivated in 1952. She was Maj. Dorothy G. Woods, a veteran of seventeen years military service and a native of Charlotte, NC. Her husband was a retired Air Force administrative officer.[29] Later that year, the Hospital announced that it was prepared for 100 percent participation by military personnel and their dependents in the Sabin oral polio vaccine program on base. The vaccination was free to them. Active duty military personnel were to be given forms to fill out for their medical records.[30]

Colonel Marriott's expectations of remaining at Schilling for three years did not materialize when he received a special assignment to Viet Nam. His successor was Lt. Col. William C. Rountree who assumed command of the 802nd Medical Group on April 13, 1963. Colonel Rountree had been Chief of Aerospace Medicine at Maxwell AFB, Montgomery, AL before receiving the Schilling assignment.[31]

OQ Gunnery Range

The OQ Gunnery Range, located seventeen miles southwest of Salina, continued to play a role in the affairs of the base training program during this period. Its importance may not have been appreciated until 1966, but there was activity there throughout this period which is presented here since the Range was an integral part of the base. There were 30,000 acres in the Gunnery Range complex, making it one of the world's largest bomb ranges. B-47 and B-52 gun turrets

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[28] Impact, May 12, 1961 and Salina (KS) Journal, July 16, 1961.

[29] Salina (KS) Journal, June 24, 1962.

[30] Salina (KS) Journal, November 30, 1962.

[31] Salina (KS) Globe-Sun, April 18, 1963.

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2,110 acres of Range land in thirteen tracts for grazing or restricted agricultural purposes by the United States Army Corps of Engineers, which oversaw the leasing of the land for the Air Force. These leases were for five years starting January 1, 1963 and ending December 31, 1967. No bid would be accepted unless it was accompanied by a deposit of not less than ten percent of the annual rent offered.[35]

The Air Force announced on October 24, 1963 that starting on November 1, 1963, the Range would be used extensively by the Tactical Air Command (TAC), SAC, Air National Guard, and Air Force Reserve units for an indefinite period of time. It would be used seven days a week, twenty-four hours a day. Farmers and civilians were warned not to pick up any shells or fragments and were to report anything found to the base immediately. Hunting and fishing would be permitted after 5:00 P.M. and before 8:00 A.M. weekdays and all day on weekends and holidays.[36]

On July 1, 1964, the OQ Gunnery Range, along with fifteen men, were transferred from SAC to the Tactical Air Command (TAC). The men would be attached to Schilling as a tenant unit for administrative purposes. Maj. Charles R. Koons, junior, was named Commander of Detachment 1, 23rd Tactical Fighter Wing (TFW), as the Range would be formally known. By February of 1965, there were supposed to be thirty-seven military personnel assigned to the Range.[37]

Operations

Throughout this period, the mission of the base would be the deterrent of war. It would do this with B-47 stratojet bombers and Atlas F missiles which

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[35] Salina (KS) Journal, November 23, 1962.

[36] Salina (KS) Journal, October 24, 1963.

[37] Albert F. Simpson Historical Research Center and Salina (KS) Journal, June 28, 1964.

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were operational in 1962. The B-47s were supported by the 40th and 310th Air Refueling Squadrons until 1963 when the 40th ARS was deactivated. The KC-97 was the plane used for refueling until November, 1963 when the last one left the base never to return. In March, 1964, the base received the KC-135 jet tanker and always expected to receive the B-52 bomber, which was originally expected in 1962.

Lt. Col. Karl H. Brauer, Deputy Commander for Civil Engineering at Schilling, compared his job to that of a city manager. His city had its own fire departments, water plant, and sewage disposal plant. There were seven railroad spurs which unloaded "thousands of pounds of freight" each week. There was a new three-million-dollar hospital and a million-dollar multi-denominational church. Colonel Brauer had to keep up thirty-three miles of roads and runways. He also had 735 homes in "the suburbs." There were two giant vacuum cleaners to keep the runways and ramps clean of debris, a regular street sweeper and ten snowplows. There were sixty-three boilers which provided heat and power to the city. The electric bill was $26,000 a month and the gas bill was $17,500 a month. To keep his city operating, Colonel Brauer had a staff of 304 military and 120 civilians responsible to him.[38]

On September 20, 1960, the Salina Journal proudly announced that the first phase of a $3.9 million runway improvement program was about to get underway. First, $55,000 was to be spent on repair of runways which the B-47s would use while the man runway was rebuilt and expanded for the B-52 which was expected to arrive in 1962.[39] From here on, Salina would be looking to the skies for signs that the "castles in the air" were arriving.

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[38] Salina (KS) Journal, July 9, 1961.

[39] Salina (KS) Journal, September 20, 1960.

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With the addition of missiles, the base used enough oxygen to warrant construction of a plant to manufacture it for both the missiles and bombers on base. A special building was built for this project and was called the "LOX Plant" for short.[40]

Speculation started about the future of the KC-97 propellor-driven tankers assigned to the base when the Salina Journal informed its readers on September 18, 1962 that the base was losing some of its KC-97s by March, 1963 when the 40th ARS was deactivated. It was assumed that this was being done to make room for the KC-135s and that shortly after this, the B-47s would be replaced by B-52s. At this time, there were 5,083 military and 323 civilians on base or approximately 5,400 men and women assigned to Schilling.[41]

To keep the planes flying, "Operation High Blower" was created to maintain more than 100 planes assigned to Schilling. The way it worked was that the moment a plane parked on the flight line, a crew of twelve men started swarming over it looking for trouble and fixing it on the spot. They did everything from washing the plane to inspecting the machine guns and engines. Schilling had twenty-four teams on duty twenty-four hours a day for the B-47s and KC-97s.[42]

In the fall of 1962, a U-2 (a spy plane still in use) flying over Cuba took pictures revealing the existance of Russian missile sites capable of striking the United States. These sites had been installed by Russia and although not fully operational, they would be shortly if the United States did not act. President Kennedy demanded the removal of these missiles and for a while a war seemed probable. What was not publicly revealed until November 20,

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[40] Salina (KS) Journal, November 26, 1961.

[41] Salina (KS) Journal, September 18, 1962.

[42] Salina (KS) Journal, October 14, 1962.

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1962 was the fact that Schilling's flying units were involved and had flown to bases in the southeastern part of the United States, ready for action. The men and planes began returning to Salina on that date and by November 26, training missions and routine peacetime operations had resumed.[43]

According to the information office, Schilling had been on an "increased alert status" for a period of around thirty-nine days. Schilling Air Force Base had resumed its normal alert posture held prior to the start of the Cuban crisis. Of the Strategic Air Command aircraft, fifty percent were on fifteen minute alert and a greater percentage of the missile force were on a similar status. President Kennedy had announced his plans for a Cuban blockade on the high seas after learning that Russian weapons capable of offensive action against the United States were being installed. Shortly after this announcement, stringent security measures were instituted at the base, followed by a news blackout which was not lifted until November 28. Although base officials would not comment about anything that happened during the alert period, Salina noted that all AP's on town patrol were recalled to the base and all leaves and passes were cancelled and most of the military personnel assigned to Schilling had left the base for TDY to other areas of the nation.[44]

Today, many Americans can still recall when a medium-sized new car could be purchased for $5,000, but on March 7, 1963, Schilling accepted delivery of a brand-new $99,000 P2 Fire Truck, which is nearly nine times the cost of a new car today. At this time, there were only sixteen such vehicles assigned to Air Force bases and only bases which had KC-135s and B-52s would get them until

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[43] Salina (KS) Journal, November 20 and 26, 1962.

[44] Salina (KS) Journal, November 29, 1962.

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more were available.[45]

A month later the Air Force announced that Schilling would definitely get B-52s and KC-135s assigned to it in the near future. Formal announcement would be made through the Kansas delegation to Congress. "Schilling is one of the nation's better bases and every attempt will be made to hang on to it." This statement came from Maj. Gen. Delmar E. Wilson, Deputy Commander of the 15th AF, while on a visit to the base.[46] This was followed later by the statement that the 24th Bomb Squadron was to be transferred to Schilling from Walker AFB, NM with its complement of B-52 bombers in the summer of 1964. When this move was completed, Schilling would have lost 944 men and eleven civilians leaving 4,571 military and 372 civilians on station. There would also be fifteen KC-135 jet tankers assigned to the 310th ARS.[47]

It appeared that things were starting to pick up in the modernization of Schilling's units. Schilling crews were to be retrained to fly and maintain the KC-135s. A sixteen-man field training detachment (FTD) was to arrive on July 1, 1963 to start the training program. Selected KC-97 crews were to go to Castle AFB, CA for retraining in flying KC-135s. Colonel Arnold, 310th SAW Commander, announced that B-47 crews would probably be retrained to fly B-52s but he had nothing positive to offer the press at that time beyond the fact that there would be no mass movement of manpower from the base.[48]

As the modernization process speeded up, there would be fewer aircraft at the base in 1964. The base had already lost twenty KC-97s when the 40th ARS

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[45] Salina (KS) Journal, March 7, 1963.

[46] Salina (KS) Journal, April 4, 1963.

[47] Salina (KS) Journal, April 28, 1963.

[48] Salina (KS) Journal, May 2, 1963.

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was deactivated and the 379th, 380th, and 381st Bomb Squadrons were to be deactivated when the 24th BS arrived with its B-52s in 1964 with the B-47s being transferred to other bases for storage. At this time, there were 630 B-52s in the Air Force inventory and the plan was to have twelve B-52 wings and forty-two squadrons at thirty-six stateside air bases. The Air Force planned to use the B-52 through Fiscal Year 1971.[49] The longevity of the planned use of the B-52 is interesting to note here. It is still the major long-range bomber in the Air Force inventory and saw use in the Viet Nam Conflict. Had the B-47 enjoyed the same life, it would only now be in the process of being phased-out.

Schilling received seven utility aircraft in 1963 to ferry missile crews to the missile bases in early 1963. These planes, similar to the Army's L-20 Beaver, were designed to land on grass landing strips and within the boundaries of the twenty-acre missile bases.[50] It is doubtful that these planes ever saw much use for the intended purpose, as most men seemed to prefer to drive to the sites to which they were assigned. This writer knows that one officer drove a 1950 Ford to his assigned sites in the area and he never mentioned flying. In fact, the officer was one of the few Texans this writer knows to claim that Salina had more hills than many supposed, indicating a belief that flying to some of the sites was not feasible.

To improve Schilling's response to any emergency, the Ballistic Missile Early Warning System (BMEWS) was declared operational on October 24, 1963. This system was connected to bases with missiles to give them at least a fifteen-minute advance warning of impending enemy attack.[51]

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[49] Salina (KS) Journal, May 26, 1963.

[50] Salina (KS) Journal, August 25, 1963.

[51] Salina (KS) Journal, October 24, 1963.

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At 10:30 A.M. on November 21, 1963, the last KC-97 tanker took off from the base never to return. In a ceremony covered by the Salina Journal, Colonel Arnold, 310th SAW Commander, signed the plane off of the base's inventory. The last KC-97 assigned to Schilling had flown 2,300 hours for the 310th ARS. There were only twenty members of the 310th ARS on hand to witness the affair as the rest of the squadron were at other bases being retrained for the KC-135s expected to arrive in early 1964. This plane was flown to the 9th SAW at Mountain Home AFB, ID. Members of the last crew were: Capt. Nicholas H. Howell, pilot; Capt. Donald K. Winston, co-pilot; 1st Lt. Clifford E. Shires, navigator; M. Sgt. Luther M. Wise, engineer; and A1C Connie A. Turner, boom operator. The crew was expected to return the next day.[52]

The first KC-135 to be assigned to a Kansas base was christened the "City of Salina II" on March 8, 1964. When completed, the 310th ARS was to have a complement of fifteen KC-135s, flown direct to the base from Boeing's Spokane, WA plant and there would be approximately 140 men assigned to the Squadron.[53]

During the late 1950s, one-third of the B-47s had been kept on alert status. This had changed by April, 1964 while the base was in transition. Approximately fifty percent of the planes assigned to the base were kept on "ground alert." To make room on the base for its expanding role, most of the unused World War II-vintage buildings on the south end of the base were in the process of being torn down.[54]

An unexpected "bomb" was dropped on Schilling and Salina on May 8, 1964 when the Air Force informed Salina that the B-47s would remain at the base at

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[52] Salina (KS) Journal, November 21, 1963.

[53] Salina (KS) Journal, February 13, 19, March 4 and 8, 1964.

[54] Salina (KS) Journal, April 5, 1964.

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least until after Christmas, 1964. The B-52 squadron would not arrive until early 1965. The delay was not expected to alter plans for the base but would keep a greater number of personnel on base for Christmas. Behind this was the situation at Forbes. The 40th Bomb Wing was to be deactivated in the summer of 1964. Its deactivation had been advanced from original plans of early 1965.[55] Just how this affected Schilling was not mentioned or explained.

Plans were finalized and announced on October 20, 1964 that the B-52s would arrive. Starting on January 1, 1965, the B-47s were to begin leaving the base and retired from the Air Force inventory. Then, the B-52s would start arriving on March 1. With this change, the 310th SAW would be redesignated a heavy bomber wing. The 24th Bomb Squadron (Heavy) would be deactivated at Walker AFB, NM at this time. Instead of being reactivated at Schilling as originally planned, it would revert to control by Headquarters, USAF, and the 379th Bomb Squadron at Schilling would be redesignated a heavy bomb squadron. The 380th and 381st Bomb Squadrons would be deactivated and revert to control by Headquarters, USAF.[56]

While speculation continued about the B-52s, it was learned that Schilling had been named one of five Air Force bases having the best cost reduction programs in the United States during FY 1964. Schilling saved the Air Force over $750,000 and in FY 1965 saved the government over $350,000. This started in 1962 when the base was recognized as having one of the best cost reduction programs in the 15th AF and in 1963 when it had one of the best in SAC.[57]

The last item concerning operations appeared on Sunday, November 15, 1964

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[55] Salina (KS) Journal, May 8, 1964.

[56] Salina (KS) Journal, October 20, 1964.

[57] Salina (KS) Journal, October 30 and November 8, 1964.

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provement at the base. It was needed for the B-52s and KC-135s that were to be assigned to the base. Congress had released the money and work was expected to start shortly. The $1.8 million was changed to $2.3 million on February 28, 1962.[102]

Five contracts for on-base repair and modification were released on March 25, 1962 and three went to Salina firms. These contracts varied from an $8,304 contract for modification of the automotive maintenance shop to painting projects and extension of the motor pool parking lot in the amount of $12,782.[103]

The base revealed how it intended to ready the runways for the new planes it would be getting to the local press on April 17, 1962. First, the repair of the base's 10,000 foot long "cross-wind runway" which was seldom used and ran southeast to northwest was being fixed up for use while the main runway was fixed. In addition to strengthening the main runway, it would also be widened. Blast deflectors would be installed around the runways.[104]

By the start of September, 1962, most of the work on the missile sites had been completed and the 550th SMS crews were taking over. This had brought about a temporary reduction in Salina's population which was reflected in school enrollments and the number of rental properties put back on the market. It was possible that the loss of the construction workers would be made up by future defense programs as well as private industry and business development. All twelve Atlas sites were formally turned over to the Air Force on September 12, 1962 in a token ceremony at the Carneiro site west of Salina. SAC took possession of them after they had been two and one-half years in the building.

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[102] Salina (KS) Journal, January 16 and February 28, 1962.

[103] Salina (KS) Journal, March 25, 1962.

[104] Salina (KS) Journal, April 17, 1962.

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was booking motel rooms. This was confirmed on July 1 when the first of 400 men began arriving for "Project Update." General Dynamics was charged with this work and announced that the firm expected to hire 375 workers from the local labor supply to augment the labor force on the missiles. Over $6 million was expected to be pumped into the local economy. As this work was finished, Congress authorized the installation of an "electric eye" system to replace humans as guards around the missile sites. This work was expected to be completed sometime in 1965.[108]

In October of 1963, two contracts totalling $26,520 were released for the repair of Schilling facilities. Salina Tent and Awning received a contract for $23,268 to repair missile enclosure boots at the twelve area sites and Woods Brothers Construction of Salina received a $3,252 contract to replace the glass in the control tower. This work was supposed to start on November 1, 1963.[109]

Bids were taken by the Army Corps of Engineers for the construction of a $94,000 radar building at the base and for the installation of new equipment. The current unit had a range of fifty-three miles while the new one was to have a radius of sixty miles and would be available for civilian use.[110] In 1964, twelve contracts were awarded for work at the base. The first was a series of three contracts involving $164,000. One was a contract for $64,000 awarded to the Betts Baking Company of Hutchinson to supply the base with bread for a year. Four painting contracts were awarded on October 4 along with a contract to put up a security fence around the south alert area for $11,847. Seventeen days later, it was announced that four more contracts had been released totalling

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[108] Salina (KS) Journal, June 5, July 1, August 14, 1963 and November 20, 1964.

[109] Salina (KS) Journal, October 15, 1963.

[110] Salina (KS) Journal, November 14 and December 6, 1963.

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percent over its goal.[116] Whether Colonel Knapp was project officer for the drive on base or merely a spokesman was not mentioned.

Later in 1961, it was revealed that every fourth person in Salina was either a member of the Air Force or a member of an Air Force family. The 1960 census found a total base population of 11,758, not counting those families who lived off base. Approximately 17 percent of the base's married personnel lived in Schilling Manor and 3,000 of the 4,500 military personnel assigned to the base were married.[117]

Because of the economic impact that the base had on the area, there were some concerns about the lack of industrial development in Salina. True, it had grain elevators and railroad yards, but that would not be enough to offset the loss of the base if anything ever happened. Although the base was expected to be soon receiving B-52s and KC-135s indicating that the base would be around a while longer, there was a feeling that the base was not permanent and that Salina should start trying to build up an industrial base.[118] What caused this fear was not stated. Was the writer of this article just speculating or was there something being whispered somewhere indicating that the base was doomed?

It was announced on April 20, 1961 that base officials were making arrangements with fourteen area communities for mutual aid in fire protection. Schilling's fire department had assisted communities in the past when help was needed. Now, with the twelve missile complexes as far away from the base as fifty odd miles, the base saw the possibility that it might need assistance in the event

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[116] Salina (KS) Journal, October 6 and 25, 1960 and December 5, 1963.

[117] Salina (KS) Journal, June 12, 1961.

[118] Salina (KS) Journal, May 12, 1963.

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of trouble at any of the twelve sites.[119]

Col. Julius B. Summers, junior, who had been at Schilling since June of 1959, received orders during the week of May 24, 1962 for Minot AFB, ND where he was to serve as Base Commander. Since his arrival at Schilling, he had served as Director of Materiel for the 802nd AD, Commander of the 802nd CSG/310th CSG and Base Commander, and his last assignment was as Vice Commander of the 310th Bomb Wing.[120] Before he left Schilling, he wrote a letter to the editor of the Salina Journal which appeared on June 3, 1962 stating that "we feel we're leaving home":

> On the eve of our departure from Salina, Marion and I, quite naturally, I feel, go back in our thoughts to our arrival. . .three years ago. We had just completed a wonderful 3½ year tour, split almost evenly between Japan and Hawaii, and were wondering what the future held for us. As we left Colorado. . .Marion said: "Tell me something about Salina and Schilling." I could only reply: "It's flat," not mentioning the tarpaper shacks, the snow, the wind and the cold I remembered from my last visit in February, 1954. Frankly, I was afraid to talk too much for fear that she would ask to be put off in Denver.
>
> When we got to Salina, I found my fears unfounded. Trees shaded the beautiful lawns, flowers were in full bloom and most surprising of all, people smiled and spoke to us on the streets. We stopped at a very nice motel and the manager personally came over to see if we were comfortable. All of these were little things but believe me they counted.
>
> At Schilling, we were also surprised. Almost all the tarpaper shacks were gone, buildings gleamed white in the sunlight and wonder of wonders, our belongings were on hand for immediate installation in a comfortable house in Schilling Manor. Of course, there have been problems over the three years. I couldn't justify my. . .rank if there were none. I'll never forget one morning when I got a hurry-up call from Wichita. The man explained that he was digging an oil well southeast of the base where a bombing range had formerly been located. His workers had uncovered an unexploded 1,000 pound bomb and in as much as he had heavy equipment running over it he was a little afraid that it might explode and someone might get hurt. You can be sure that we took care of that right away.
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> Tomorrow, we are leaving for our new duty station at Minot, ND,

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[119] Salina (KS) Globe-Sun, April 20, 1961.

[120] Salina (KS) Globe-Sun, May 24, 1962.

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its men have been a part of our community. It does not mean the end of the base or of our relationship with the base and its men and that relationship is the finest anywhere. We'll keep it."[215]

Col. E. F. Arnold, 310th SAW Commander, addressed the meeting of the Rotarians on September 29, 1963 and informed them that the future of the base was probably the same as SAC's. The base was probably going to play an important role in SAC. The problem that confronted Schilling was the retention of young officers and airmen. Salina's role was important in that by remaining hospitable to personnel from the base and making them feel at home. The base put over $25 million into Salina's economy each year.[216]

What the Colonel did not mention but probably hinted at was that the future of Salina was also tied to SAC. If SAC did not feel that it needed the base and another air command could not find a use for the base, then it would be closed and Salina would probably be hit very hard in the pocketbook. The base/community relationship was a very important factor and by this time, the old thorn of housing had been removed due to the departure of most of the missile construction workers.

Secretary of Defense Robert S. McNamara announced that twenty-six bases in the United States would be closed or substantially reduced in size on December 12, 1963. With this announcement, he stated that he had "every reason to believe that studies now underway will lead to further reductions in the coming months." Of the twenty-six bases involved, twelve were air bases but none in Kansas were affected. Nevertheless, Salina was concerned. In response to queries from Salina, Senator Frank Carlson, Kansas's senior United States Senator,

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[215] Salina (KS) Journal, September 18, 1962.

[216] Salina (KS) Journal, September 30, 1963.

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CHAPTER VIII

CASTLES IN THE AIR

NOVEMBER 18, 1964 TO APRIL 3, 1967

Castles in the air and castles on the ground. Schilling AFB had the Atlas F missile complexes which helped make the base a well-defended castle on the ground. It also had KC-135 tankers, then the largest air tanker in the world, which gave United States warplanes virtually unlimited range. In addition, Schilling had been promised the B-52, the largest bomber in the world, a castle in the air. Unfortunately for Salina and Schilling, it remained a mythical castle in the air. Salina and Schilling were constantly looking to the horizon for signs of the plane's imminent arrival at the base; in vain, for it never arrived, save for an occasional visit.

Since the late 1950s, Salina had been told that B-52s and KC-135s were going to be assigned to the base by the early 1960s. First, the B-52 was to arrive in 1962, then 1963, 1964, and finally in early 1965. The last KC-97 flew out of Schilling in late 1963 and the first KC-135 arrived in early 1964. But the 379th, 380th, and 381st Bomb Squadrons of the 310th SAW continued to fly B-47 stratojets, the "long rifle" of SAC.

There was nothing really mystical about the B-52 heavy bomber. It was a giant eight-engined bomber designed to deliver nuclear payloads to the enemy's home turf. This had also been the purpose of the B-29, B-36, and B-47. But to Salina, it was the modern plane that would assure the future of its air base, which was Salina's largest employer and the keystone of its economy.

Commerce's Military Affairs Committee were awaiting the departure time of a flight that would take them to Abilene, TX to explain the Salina/Schilling base/community relationship that seemed almost unique.[3] There was also an overage of personnel on base this day. Certainly, if the base were one to be closed, the Commanders would not have been away and instead of an excess of personnel, there would more likely have been a shortage of men with many units undermanned.

The Announcement

Norris D. Olson had been City Manager of Salina since May 1, 1964. At 10:40 A.M. on November 18, his telephone rang. It was his wife and she immediately asked: "Have you heard the news?" Assured that he had not, she went on to state that she had just heard over Salina radio station KSAL that Secretary of Defense McNamara had announced that Schilling AFB would be closed by June 30, 1965. The information had been received as a radio news bulletin with no supporting information.[4]

That night, the Salina Journal under the banner headline "MAC'S AXE ON SCHILLING" went into greater detail about the closing. Schilling was one of ninety-five installations to be reduced in activity or closed. The last B-47s would leave by March, 1965 with the last KC-135s and Atlas missiles leaving by June. On June 30, 1965, Schilling AFB would be officially closed. "Dear Sal: And a Merry Christmas to you, too, Secretary McNamara. Yours, Ina."[5]

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[3]Ibid., p. 14. Olson states that the delegation was bound for Walker AFB, NM. However, both Mike Scanlan and Wayne Dailey, a member of that delegation, stated to this writer that Abilene, TX was the destination. It will be stated later that according to the Salina Journal, a group had been to Walker AFB, Roswell, NM prior to the day of the announcement.

[4]Ibid., p. 10.

[5]Salina (KS) Journal, November 18, 1964. The term "officially closed" is deceptive. There was no air activity on base, but as in 1950, there was military activity on the base until April 3, 1967 when the last Air Force unit was deactivated.

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nent installation."[8] The meeting of President Johnson and Senator Carlson would have been interesting, but unfortunately, this writer could not find how it went, or for that matter, if the meeting were ever held. But at the same time that Senator Carlson announced his plans, Secretary of Defense McNamara stated that his decisions on the fate of the military installations slated for reduction or closure were "absolutely, unequivocally, without qualification irrevocable." Some new evidence might cause him to change his mind, but the "chances of that are damned small."[9]

Why was Schilling closed? That was the question of greatest interest to Salina. There seemed to be a number of reasons, but the two major ones offered by the Department of Defense were that the base had B-47s and Atlas F missiles. The B-47 was a relatively "old weapons system" and had been in the Air Force inventory since the early 1950s. As for the Atlas F missile, it was a first-generation ICBM and was programmed for withdrawal from the Air Force inventory.[10] Schilling did have KC-135s and was ready to receive the B-52s, but the catch was that the B-52s had not arrived, even though millions of dollars had been spent modernizing the base and the primary function of the base was to be combat-ready, not air refueling.

Like his mentor, William Allen White, Whitley Austin, editor of the Salina Journal, was capable of wielding an editorial sword in defense of his town when it was in trouble. On November 20, 1964, he lashed out at the decision to close Schilling AFB in one of the bitterest editorials he was ever to write:

> Old Soldiers understand SNAFU--situation normal, all fouled up. Well, Schilling was snafued. Its like the time the Air Force bombed us in Burma because some cluck couldn't read a chart.

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[8] Salina (KS) Journal, November 20, 1964.

[9] Ibid.

[10] Ibid.

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decision made to close the base? Why were the new KC-135s assigned to the base in early 1964 when it would have been cheaper to send them to a base that would be able to utilize them for an indefinite period of time? With hindsight, it is possible to analyze the decision to close Schilling as one designed to release a group of trained personnel for the Viet Nam Conflict which was escalating at this time. But during this period that could not have been obvious to all; only to those who were "in the know."

December 1, 1964 to June 25, 1965

Operations

The Salina Journal announced on December 3, 1964 that some B-47s (with their three-man crews) had already left and would not return. The three B-47 squadrons on base were to gradually lose their aircraft until by March 31, 1965, none would be left on base.[17] Whether the departure of the B-47s had been planned prior to the closure announcement is speculative. Although the base was closing, the three squadrons sent one B-47 each to Washington, D. C. in a flyover honoring retiring Air Force Chief of Staff General Curtis LeMay.[18] It was only fitting that the base that General LeMay had helped create in an image that he felt Air Force bases should resemble was retiring around the same time as the base and was honored by that base in one of its last missions.

Colonel Roy Crompton, Commander of the 310th SAW, announced the next day that the last two B-47s would leave Schilling on February 25 for Davis-Monthan AFB, AZ where they would be placed in storage. The 379th, 380th, and 381st Bomb Squadrons would be formally deactivated on March 15. Around the same time, five KC-135s, with nine crews, consisting of a pilot, co-pilot, navigator, and

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[17] Salina (KS) Journal, December 3, 1964.

[18] Salina (KS) Journal, February 2, 1965.

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boom operator, would be transferred to Bunker Hill AFB, IN. The remaining KC-135s would go to Walker AFB, Roswell, NM at a later date. "Dear Sal: The people who used to complain about the bombers' roar probably will now complain about the silence. Yours, Ina."[19]

Just as the transfer of planes and equipment was accelerating, the Viet Nam Conflict, in which United States involvement was increasing, affected the base. The Air Force confirmed rumors on February 12 that certain Schilling units were taking part in an "operational exercise" owing to the crisis in Viet Nam. Base officials refused to confirm or deny that all personnel on orders had been temporarily frozen, keeping them at Schilling. The 310th ARS was the only Schilling unit still combat-ready.[20] For a brief period of time, there was a glimmer of hope that Schilling might not be closed.

But true to schedule, the last B-47 lifted off the runway at 10:00 A.M. on February 25, 1965. All that was left of the B-47 era on base were three "ghost" squadrons. (What this meant was that the squadrons were still active and had personnel requirements although no planes were assigned to them.) "Dear Sal: Now that we can no longer look up and see the gleaming B-47s, we'd better start looking around for something to make Salina's future gleam even more brightly. Yours, Ina."[21]

The Air Force shipped ten brand-new station wagons to Schilling, arriving in Salina by rail on April 2, 1965. No one at Schilling knew what had snarled up in the military bureacracy or why the base had received the vehicles, or

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[19] Salina (KS) Journal, February 3, 1965.

[20] Salina (KS) Journal, February 12, 1965.

[21] Salina (KS) Journal, February 25, 1965.

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whether they would be kept or shipped to another base.[22]

At 9:30 A.M. on April 15, 1965, the "City of Salina II," Schilling's last KC-135 jet tanker, which had also been its first, left for Bunker Hill AFB, IN piloted by Capt. Donald K. Winston who had also piloted the last KC-97 to leave Schilling in late 1963. The moment the KC-135 lifted off of the runway, Col. Roy Crompton, 310th SAW Commander, turned off the red telephone which had linked Schilling to every SAC base in the world. Schilling still had some support aircraft assigned to it, but these were irrelevant to the future of the base. Transient aircraft would be permitted to land at the base with prior permission until June 1 when the runways would be closed to all aircraft.[23]

As the base prepared to close, it was revealed that the 625 buildings and takeoff installations were valued at $80,345,000. They covered 3,197,551 square feet with a land cost of $1,064,000. These figures did not include the 735 housing units.[24] This appears to have made the aircraft formerly assigned to the base worth approximately $200 million when the worth of the base was last reported in the early 1960s.

The Schilling Radar Approach Control (RAPCON) center was scheduled to be closed for good by June 30, 1965. By May 25, this fairly-new facility, with a sixty-mile range, was operating from 9:00 A.M. to 5:00 P.M. every day. The base weather radar was no longer in operation.[25] In fact, the weather observers may have been the first to leave for other assignments. For some unexplainable reason, there has always been a shortage of weather observers in the Air Force.

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[22] Salina (KS) Journal, April 2, 1965.

[23] Salina (KS) Journal, April 15, 1965.

[24] Salina (KS) Journal, May 2, 1965.

[25] Salina (KS) Journal, May 25, 1965.

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viceman, steam plant operator, carpenter, auto mechanics, plumbers, and electricians. These were temporary appointments but some of them could last as long as a year. The salary range was from $2.39 to $2.50 an hour for a forty-hour week.[49]

As the end neared for the units of the 310th SAW, the base began preparing for its next phase of life. A new main gate was built one-fourth mile east of the old main gate. This was being done so that security checks could be made of cars entering the housing area as well as those entering the base proper. The north entrance to the base had been reduced to auxilary status and was only open from 7:00 A.M. to 6:00 P.M. on weekdays.[50] The Salina Journal ruminated about the base's final days commenting that "the revolving beacon atop the water tower is dark. . .The barracks are shuttered, the doors barred by signs reading 'Off Limits.'" The last dining hall served its last meal on May 17, 1965. Most of the base was quiet with the lawn mowers replacing the whines of jet engines. "Dear Sal: The Schilling stories--and legends--are part of Salina's history. Yours, Ina."[51]

At no specific time on June 25, 1965, the 310th Strategic Aerospace Wing was deactivated, a much-decorated unit with a record virtually unrivalled in the history of the United States Air Force. On this date, Col. Roy Crompton left for his new assignment with the 15th AF at March AFB, Riverside, CA. In the stead of the 310th Wing was the 4253rd ABS under the command of Col. Mike Scanlan, dubbed "Sundowner" by Salina Mayor Jerry Waddell for his role in closing the base in 1949, a missile base in England, and Salina's air base, again.

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[49] Salina (KS) Journal, May 21, 1965.

[50] Salina (KS) Journal, June 17, 1965.

[51] Salina (KS) Journal, June 23 and 25, 1965.

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be constant surveillance of the area by Air Police patrols.[57]

During a staff meeting in early March of 1965, Colonel Scanlan was discussing Schilling Manor when he got an idea on what to do with some of the 735 units that would soon be vacant. He knew that the Army's First Division, then stationed at Fort Riley, was about to embark for a tour of duty in Viet Nam and that when it did, the families of the men assigned to that unit would have to vacate any government housing they resided in to make room for incoming personnel. It made sense to invite the First Division to take advantage of the vacant government housing at Schilling Manor and he visited the Commanding General at Fort Riley to see if the First Division was interested. The General was, naturally, busy handling matters concerning the transfer of his unit, but he did send his First Sergeant to survey the situation. Ten families soon moved in and after a few more had moved in and with more wanting to, Colonel Scanlan informed the Air Force of his action and obtained permission to make Schilling Manor units available to the families of military personnel going overseas.[58]

Salina's Board of Education decided not to open Schilling School for the 1965-66 school year on August 10, 1965. There simply were not enough students to justify it. Starting with 147 students, enrollment would have dropped rapidly after two months.[59] But by October, the Board of Education may have started revising its plans. The Department of Defense had not declared Schilling Manor surplus, as it had the air base proper, nor was it expecting to do so in the near future. In fact, the Army was planning to run Schilling Manor as a tri-service housing center. As of October 26, 1965, there were 150 Air Force and

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[57] Interviews with Col. Mike Scanlan (USAF, ret.), October 13, 1981, September 1, 1982, and June 13, 1983.

[58] Ibid.

[59] Salina (KS) Journal, August 10, 1965.

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fifty-five Army families living there.[60]

The Army returned to Salina for the third time since 1942 on January 3, 1966 with a staff of thirty-five people to run Schilling Manor. On that day, Colonel Scanlan relinquished control of Schilling Manor to Maj. Roger Bradley, United States Army, who was to run the Manor as a sub-post of Fort Riley. It was to be operated as an experimental housing project for the families of men serving overseas and was to be open to members of all branches of the United States military establishment. By January 30, there were 201 families living there, including ninety-six of men assigned to Schilling's caretaker unit and seventeen of men assigned to the Range.[61]

By 1973, an average of 665 units were occupied at all times under the "Waiting Wives" program. With the end of the Viet Nam Conflict, approximately two-thirds of the units were occupied by Air Force families as the Air Force had more unaccompanied tours to send its personnel than did the Army.[62]

For ten years, the Army ran Schilling Manor. Then starting in March of 1976, the Army began thinking of closing the Manor. As of March 3, 1976, only 564 units were occupied. A new Army and Air Force policy announced on April 1, 1976 permitted servicemen to leave their families at the base they were on when they received overseas orders. In addition, Fort Riley had opened 1,101 new military housing units. On December 1, 1976, the Army returned Schilling Manor to the Air Force which promptly declared the housing surplus and turned it over to the GSA. However, the units were not to be dumped on the local housing

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[60] Salina (KS) Journal, October 5 and 26, 1965.

[61] Salina (KS) Journal, December 22, 1965, January 11, and 30, 1966.

[62] Salina (KS) Journal, March 18, 1973.

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market all at once.[63]

Schilling Manor had been a thorn in the side of Salina ever since it was first announced in 1955 and especially after November 18, 1964. When the Air Force decided to build the Manor, it was sort of in self-defense. The Air Force had pleaded with Salina to build more housing and Salina hesitated. Housing was scarce until 1962, when the situation reversed itself. Then, when the base was announced for closing, an abundant housing situation appeared on the verge of getting even worse. The decision of Colonel Scanlan to open the Manor to military families gave Salina eleven years to ready itself for the probability of 735 housing units being added to the local real estate market. What did happen after 1976 was that a private firm bought the houses, and after refurbishing them, did open them up on the market all at once in 1979. Salina's worst fears were never realized. The houses were cheap while the rest of the Salina housing market remained high, but there was no noticeable rush to buy former military housing and at the present time, the highest number of vacancies in Salina are in the Schilling Manor area.

OQ Gunnery Range
Smoky Hill Bombing Range

Salinans were assured on December 8, 1964 that the bombing range would not be affected by the closing of Schilling AFB. At the time, there were twenty-three men assigned to the Range and that number was expected to climb to sixty and possibly ninety by July 1, 1965, according to Maj. Charles R. Koons, Range Commander.[64] Some 32,000 acres were in the bomb range complex and approximately 27,000 acres were leased to farmers for agricultural purposes.[65] When

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[63] Salina (KS) Journal, March 3, April 1, November 29, and December 3, 1976.

[64] Salina (KS) Journal, December 8, 1964.

[65] Salina (KS) Journal, January 10, 1965.

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that the Air Force would return. On July 28, 1965, SAC gave the Salina (KS) Public Library the entire 20,000 volume Schilling Library, worth an estimated $44,500. This included the remaining subscriptions and its collections of periodicals and newspapers.[75]

Finally, Schilling Air Force Base was declared surplus and was deemed ready for turnover to local governmental agencies on June 29, 1965.[76] What this meant was the Federal Government had no foreseeable future use for the base and was ready to place it on the market.

A ceremony involving twenty-seven men was held in the Base Commander's office on July 30, 1965. Fourteen members of the deactivated 550th SMS received the Air Force Commendation Medal (AFCM). At the same time, thirteen men, each with at least twenty years of service, retired from the Air Force. Col. John R. King, former Commander of the 550th SMS, was acting Base Commander and presided over these ceremonies.[77]

Most Salinans were probably unaware that their Chamber of Commerce had a small investment at the base. The Military Affairs Committee held an auction on the evening of August 4, 1965 and took in over $1,000 from the sale of such items as pictures (for dormitory dayrooms), table lamps, a movie projector, a ceramic kiln (for the base hobby shop), a snow blower, and seven lounge chairs. This equipment had been purchased for use by the base because they were things that could not be purchased with government funds but which helped morale.[78]

By September 24, 1965, Col. Mike Scanlan's 4253rd ABS had shrunk to 584

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[75] Salina (KS) Journal, June 28, 1965.

[76] Salina (KS) Journal, June 29, 1965.

[77] Salina (KS) Journal, July 30, 1965.

[78] Salina (KS) Journal, August 5, 1965.

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group had thirty vehicles at their disposal. Headquarters of the 4253rd ABS had been moved to the Civil Engineering Building. At the same time, the Salina Airport Authority took possession of the airfield portion of the base. This transaction involved over 1,000 acres and fifty buildings as well as the runways, taxiways, terminal, tower, and support facilities.[93]

Praise for Salina came from an unexpected source on November 17, 1966. Robert S. McNamara, Secretary of Defense, the man who had decided to close the base, in a statement read at the Ramada Inn, praised Salina for the way it had recovered from the jolt that his decision had caused almost two years prior. "Dear Sal: The patient is recovering nicely, thank you, Mr. McNamara. Yours, Ina."[94]

Colonel Houghton announced on January 18, 1967 that the 4253rd Air Base Squadron would be deactivated on April 3, 1967. On that day, his command, which would consist of himself, two NCOs, two airmen, and eight civilians, plus a few guests would gather in his office in Building 595 where he would read the order deactivating his command. No bugles would blow, no trumpets would sound at Schilling's wake. "Dear Sal: The base is dead; long live the base. Yours, Ina."[95]

April 3, 1967 was a bright, sunny spring day in Salina. Under normal circumstances, it would merely have been a typical day. But this day was to mark the final end of Schilling Air Force Base. For twenty-five years, Smoky Hill/Schilling Air Force Base, Salina, Kansas, two miles southwest of the center of the city, located near the center of Kansas, had played a role in the affairs

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[93] Salina (KS) Journal, September 14, 1966.

[94] Salina (KS) Journal, November 17, 1966.

[95] Salina (KS) Journal, January 18, 1967.

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of a nation, a state, a county, and a city. At 10:00 A.M. on that day, twenty guests gathered in Colonel Houghton's office in Building 595 for the final moments of the base.

Special Order G-17 from Headquarters, Strategic Air Command, Offutt AFB, NE was read: "1. The 4253rd AB Sq, Schilling AFB, Kans. is discontinued effective 3 April 1967. Personnel rendered surplus by this action will be absorbed into other SAC units. Equipment rendered surplus by this action will revert to stocks. Disposition of orgl records will be per AFM 181-5. Authority: AFM 26-2."[96]

This ended the life of the base. However, there was a small ceremony which made it more of a retirement party than a wake. Colonel Houghton, the last Schilling Commander, made a few farewell remarks: "There are mixed emotions. We're proud, naturally, of what Schilling has done and proud of the way in which the base has been phased into the community's civilian life. But saying 'Goodbye' is not easy. It makes us a little sad." The last personnel assigned to Schilling were given keys to the city, then the group went outside and watched the flag and headquarters sign pulled down. It was over. Schilling Air Force Base had retired.[97]

Before Schilling Air Force Base could officially retire from the pages of the Salina Journal, it needed an editorial so that Whitley Austin could present thoughts which represented the way the area felt about the retirement of the base. On April 4, 1967, the last editorial concerning the active base was presented:

The Strategic Air Command is gone from Salina. In an informal

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[96] Salina (KS) Journal, April 3, 1967.

[97] Ibid.

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CHAPTER IX

NO BUGLES WILL BLOW

CONCLUSION

Ever since Spain settled Florida and the first English colonists arrived at Jamestown, Virginia in 1607, military installations have existed to provide for the common defense and general welfare of the American people. Some have existed for a few days, while others, such as Fort Leavenworth, KS and Langley AFB, VA, have continued in operation for decades. The purpose of military installations in the United States has undergone change through the years. Originally, American installations were designed to protect settlers from Indians, marauding enemies such as the French, English, Spanish, and later Mexicans whose objectives were to harass America's continental expansion, and from possible invasion from the high seas. Today, with an enemy a hemisphere away, the advent of air power has caused change. Theoretically, the Army can set up a defense in a few fortified buildings or trenches, but aerial warfare and defense requirements mean a fairly stable and secure rear-echelon base. Here, there must be paved taxi areas, a strip of at least 5,000 feet in length (and preferably much longer to allow for mishaps), and the capability of handling aircraft carrying loads of 60,000 pounds and greater. In addition, it must have fuel storage facilities for at least thirty aircraft and that storage area should be able to withstand enemy attack.

At the time the "Army Air Base at Salina, Kansas" was constructed, the demands of aerial warfare were simpler and the average length of the runways, based upon sources available to this writer, seems to have been 5,000 feet long.

What became Smoky Hill/Schilling Air Force Base, was destined to have some of the longer runways in the United States military establishment. When it closed in 1967, it had two runways 13,330 feet long with 1,000 feet overruns at both ends for a total effective length of 15,330 feet and it still had two runways 10,000 feet long, making the base still one of the largest in the United States when it came to runways!

Salina's air base was created in the dark days of World War II. Although it started out with B-17 bombers, its creation was a center for the "Sky Dreadnaughts" later known as the B-29. It was one of three bases in the continental United States charged with training crews in that plane and its Gunnery Range was probably used for practice bombing runs. The base had four 10,000-feet-long runways and four 7,500-feet-long for a total of eight runways.

After the war ended, the base was probably kept open because of its runways. When constructed in 1942, it was designed for a five years operation. As such, construction was on a temporary basis. It does not appear that much permanent construction was accomplished during this period. The mission of the base after the war was primarily combat training, although at one time or the other, it served as a recruiting center, a post-basic training center, and a way station for hospital patients being transported to a major Air Force hospital. Several Smoky Hill Commanders from this period went on to promotions of at least Brigadier General.

Economy and the poor re-enlistment rate were given as explanations for the forced closing of the base in 1949, and it was placed on a caretaker status under the command of one officer assisted by four enlisted men and seventeen civilians. Some equipment was left behind to provide for a cadre should the base be reactivated.

The United States had been involved in the Korean Conflict for a year when

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the decision was made to reactivate the base. A group of men from Forbes AFB, Topeka, KS were already attached to the base to reactivate the OQ Gunnery Range when the word came on August 1, 1951 that the total base was reactivated. These men became the nucleus of the units newly assigned to the base.

Smoky Hill was to be a different base in its second era than it had been in its first era. In the beginning, the aircraft was the same B-29 model, but these gave way to the new B-47 stratojet bombers, the "long rifle" of the Strategic Air Command. In addition, KC-97 tankers were assigned in two squadrons to give the base mid-air refueling capability.

Two other significant changes that made the base different were personnel and base/community relations. As far as can be determined, the most personnel assigned to the base during the 1940s was approximately 5,000 military. This figure varied from one man in early 1942 to 5,000 at the peak of the war to fewer than 3,000 in 1946. At one time, there were four groups assigned to the base, although in the post-war period there were only two groups under one wing. The reactivated Smoky Hill had the 802nd Air Division and the 40th and 310th Bomb Wings assigned to it for an approximate total of 8,000 military personnel.

It would be hard to write about the base without a look at base/community relations. Without going into detail or wandering off on a tangent, it is believed by this writer, on the basis of the material available to him, that base/community relations fluctuated during the 1940s seldom venturing past the "good" mark and on occasion dropping down into the "poor" area. But with the reactivation, relations seldom dropped below "excellent" and have often been described as "unique" in modern military history. In the last era of the base, there were frequent Open Houses and Receptions on base for civilians which were reciprocated by the city of Salina with the annual week-long "Honor the Uniform" Week in which men in uniform were given discounts, prizes, etc., by Salina

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merchants and townspeople were urged to buy airmen cups of coffee. Salinans were given memberships in the base clubs. Two planes, a B-47 and a KC-135 tanker, were named "City of Salina" and "City of Salina II," respectively. The reputation of base/community relations in Saline County, Kansas was such that over 125 communities in the United States with military installations near them either wrote or sent delegations to Salina to see how it was done.

What effect base/community relations had on the base can only be judged by the reader. What can be stated is that the base set re-enlistment records which set an Air Force record in 1958 and it was named "The Golden Anniversary Base" in recognition of that fact. The units assigned to the base were frequent winners of various Air Force competitions. Morale was probably above average. Once, the Air Force tried to catch the base off guard with three Operational Readiness Inspections (ORIs) within three months at a time when the average inspection was once every twelve months. Each time, the base passed the inspections with ease.

Construction in the second era of the base started out as a five-year plan, was changed to ten years, and finally to twenty-five years by 1952, meaning that the base was virtually permanent. Most of the office buildings were constructed of concrete block and the barracks were among the most modern in the Air Force for the times. As has been mentioned, the runways were among the largest in the United States. A rumor surfaced in this writer's research that the runways were six feet thick of reinforced concrete and capable of withstanding direct hits by nuclear bombs. Material available to this writer makes that rumor appear false. The best that can be determined is that they are twenty-four inches thick of reinforced concrete with six artificial drainage systems. With this, the runways can handle the heaviest of military planes which currently need only runways with a depth of nineteen inches. Whether

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this makes the runways capable of withstanding direct nuclear attacks has not been determined and hopefully will never be determined.

Worth noting here is the fact that the base did have a secure fuel storage system. Six salt mine caverns in western McPherson County had been leased to the Air Force for storage of jet fuel. A pipeline connected the base to these caverns and it is assumed that these caverns could survive a limited enemy attack.

In 1960, the base underwent several changes. First, the 802nd Air Division was deactivated and the 40th Bomb Wing was transferred to Forbes AFB, KS. In their stead, a squadron of Atlas F missiles was deployed in twelve sites around the base and attached to the base for support. The base was upgraded to receive the B-52 heavy bomber and the KC-135 jet tanker. Through these changes, the base only lost approximately 3,000 personnel.

Until the construction for the base and the missile sites ended, there was considerable mention in the local press about a housing shortage in the area. This writer has received letters from people assigned to the base between 1942 and 1965 stating that until 1962, reasonable housing was nearly impossible to find. This writer has mentioned in Chapter V of this paper that men assigned to the 310th Wing when it was at Forbes AFB made excursions to Salina in mid-1952 to secure housing before that unit was transferred to Smoky Hill. Yet, this writer talked to several Salinans who were surprised to hear that there had ever been a housing shortage in the area. Despite their surprise, this writer believes that there was a critical housing shortage during most of the history of the base and that it may have been responsible for some of the ill-feeling that the airmen had for the area in the 1940s. Furthermore, this writer believes that the base housing area was constructed by the Air Force only after Salina failed to construct enough homes for its personnel. Why it

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was difficult for contractors to decide to build housing can not be determined. This is a matter for the reader to decide.

By November, 1964, Schilling had an overage of personnel assigned to it. There were nearly 5,000 men and women assigned to the base and it was ready to receive the first B-52s, then a relatively new plane in the Air Force inventory. It had received the new KC-135s in March, 1964. There was no indication that Schilling would be closed, yet the announcement was made and caught everyone, it seems, in SAC by surprise. By the end of June, 1965, the 310th Wing had been deactivated and the planes had left. Yet, it took the Air Force nearly two more years to close up shop and remove the last of its personnel.

This writer remains curious as to why the base, in which millions had been spent to upgrade, was closed. It is possible to believe that the exigencies of world war and location were responsible for its creation in 1942, but there is no clear-cut answer for its closing. Did politics play a role? Was money needed for the Viet Nam Conflict and closing the base was one means of getting it? Or was location no longer a variable to consider? Perhaps the answer to one of these questions is the reason the base was closed. On the other hand, the reasons the Department of Defense gave for the closing such as the facts that the base had the obsolete Atlas F missiles, B-47 bombers, and as yet did not have B-52s, is the answer. Maybe, it rests with something not readily apparent to this writer. Why the Air Force then took nearly two years to leave after the 310th Wing was deactivated is another mystery when one recalls that in August, 1949, the announcement was made to close the base and by April, 1950, there was only a skeleton caretaker force of twenty-two people on base. There are probably simple, justifiable answers to these questions but, again, they are not readily apparent to this writer.

Throughout its history, Smoky Hill/Schilling was a base which was con-

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sidered a keystone in the military defense of the United States. Its planes could be rushed to either coast, since the base was nearly equidistant to both. It was endowed with long runways and in the second era of its history, it had above average personnel assigned to above average units and its facilities were in good shape. The base was economical to operate and on the day it was announced for closing, Col. Roy Crompton, 310th Wing Commander, was at a meeting at Davis-Monthan AFB, AZ to receive an award recognizing the base's success in saving the government money. Some of the nation's most famous military aircraft such as the B-17, B-24, B-29, B-47, KC-97, KC-135, to name a few were assigned to the base at one time or the other. Many top Commanders went on to higher rank after they left the base. It does not appear to ever have been a detriment to anyone's career to have been assigned to Smoky Hill/Schilling AFB.

Finally, one thing stands out in the mind of this writer about this base. The history of the base is a microscopic study of the United States Air Force, yet it is also a study of how a community reacted to having that base next door as a neighbor. It is especially evident in the last era (1951 to 1967) that this base was the Air Force at its finest. At the same time, this writer believes that it is also a history of a Kansas community behaving as it felt a Kansas community should behave when it has a group of strangers as guests. It appears that no history of Salina or the United States Air Force is complete without considering the contributions each made to the other between the years 1942 and 1967.

Today, there are two overt reminders of past events in this area: A parked B-47 with peeling decals and the freshly painted orange and white checkerboard-patterned water tower, the latter common to United States military bases worldwide. Col. John F. "Mike" Scanlan (USAF, retired), the next to the last Base Commander, is the General Manager of the Salina Airport Authority which oversees

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the area, and his contribution to the once glorious past is to see that the tower remains painted in that familiar manner.

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APPENDIX A

UNITS ASSIGNED
1942 - 1967

DESIGNATION	PERIOD ON BASE	AIRCRAFT ASSIGNED
376th Base Headquarters Squadron	9-10-42 to c. 11-45	Admin
21st Bomb Wing	10- 3-42 to 5-43	B-17
346th Bomb Group	10-13-42 to 2-43	B-17
58th Bomb Operations Training Wing	5- 1-43 to 6-43	B-17
58th Bomb Wing	9-15-43 to 3-12-44	B-17
73rd Bomb Operations Training Wing	6-20-43 to 10-15-43	B-29
73rd Bomb Wing	11-20-43 to 2-28-44	B-29
462nd Bomb Group	7- 1-43 to 7-27-43	B-29
400th Bomb Group	7-31-43 to 9-43	B-24
468th Bomb Group	8- 1-43 to 3-12-44	B-29
472nd Bomb Group	9- 1-43 to 11-30-43	B-29
XX Bomber Command	11-20-43 to 2-12-44	B-29
499th Bomb Group	12- 1-43 to 7-22-44	B-29
XXI Bomber Command	3- 1-44 to 6-10-44	B-29
17th Bomb Operations Training Wing	March, 1944	B-29
39th Bomb Group	4- 1-44 to 1- 8-45	B-29
382nd Bomb Group	12-11-44 to 7- 8-45	B-29
485th Bomb Group	9- 8-45 to 8- 4-46	B-29
44th Bomb Group	12-14-45 to 7-12-46	B-29
519th Air Service Group	11- 7-45 to 1-47	Admin?
405th Air Service Group	2- 7-46 to 1-47	Admin?
92nd Bomb Group (Inactive)	10-25-46 to 6-20-47	Admin
49th Combat Wing, Provisional	1-47 to 11- 5-47	B-29
97th Bomb Wing/Group	8- 4-46 to 5-16-48	B-29
301st Bomb Wing/Group	11- 5-47 to 12- 7-49	B-29
22nd Bomb Wing/Group	5-18-48 to 5- 1-49	B-29
4108th Base Service Squadron	12- 7-49 to 6-52?	Admin
802nd Air Division (includes 802nd Air Base Group/Combat Support Group)	6-52 to 6-20-60	B-29/B-47/ KC-97
802nd Medical Group	6-52 to 6-25-65	Hospital
310th Bomb Wing/Strategic Aerospace Wing (includes 310th Air Refueling Squadron)	9-52 to 6-25-65	B-29/B-47 KC-97/KC-135
40th Bomb Wing	1- 8-53 to 6-20-60	B-29/B-47
40th Air Refueling Squadron	1- 8-53 to 3-14-63	KC-97
550th Strategic Missile Squadron	2-62 to 6-25-65	Atlas F Missile
22nd Strategic Air Division	7- 1-62 to 7- 1-63	B-47/B-52/ KC-97/KC-135 Atlas F Missile
310th Combat Support Group	6-20-60 to 6-25-65	Admin
4253rd Air Base Squadron	6-25-65 to 4- 3-67	Admin

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APPENDIX B

COMMANDERS

Base Commander
4108th Base Service Squadron
802nd Air Base Group
802nd Combat Support Group
310th Combat Support Group
4253rd Air Base Squadron

RANK	NAME/AGE AND STATE (if known)	DATE OF TOUR	PREVIOUS TOUR	FOLLOW-ON ASSIGNMENT
Capt	Paul M. Long (MO)	4- 1-42 to 7- 3-42	? ? ?	Base
Lt Col	William A. Cahill (OH)	7- 3-42 to 12-18-42	Biggs Field, TX	Walker AAF, KS
Col	Carlton F. Bond (NY)	12-18-42 to 10-11-43	? ? ?	? ? ?
Col	Raphael Baez, Jr.	10-11-43 to 1- 5-44	Great Falls, MT	Ardmore AAF, OK
Col	Arthur J. Melanson, 47	1- 5-44 to 7- 9-44	Base	? ? ?
Lt Col/ Col	Ralph W. Rodieck (TX)	7- 9-44 to 6-20-45	Base	Washington, D.C.
Col	William J. Bohnacker (WI)	6-20-45 to 9-25-45	Base	Washington, D.C.
Col	Walter E. Arnold (TX)	9-25-45 to 10- 3-45	German POW	Sioux City AAF, IA
Col	William O. Eareckson (NY)	10- 3-45 to 11- 5-45	Mountain Home AAF, ID	University of Michigan
Col	Maurice A. Preston, 33 (CA)	11- 5-45 to 8-15-46	Sioux Falls AAF, SD	Maxwell AAF, AL
Col	William L. Lee (TX)	8-15-46 to 9-15-47	Italy	Turner AFB, GA
Col	Leslie G. Mulzer (OH)	9-15-47 to 8- 3-48	Alaska	Colorado Springs, CO
Col	Leonard T. Nicholson	8- 3-48 to 8-18-48	Base	Virginia
Lt Col	John P. Gregg (OK)	8-18-48 to 10- 8-48	Base	Base
Col	Leslie G. Mulzer (OH)	10- 8-48 to 1- 3-49	Colorado Springs, CO	Maxwell AFB, AL
Col	Joe W. Kelly, 37 (IN)	1- 3-49 to 12- 7-49	Japan	Barksdale AFB, LA
Lt Col	Dailey M. Jones	12- 7-49 to 4-20-50	Base	Offutt AFB, NE
Capt	Bernard J. Nied, 51	4-20-50 to 9-21-51	Base	Travis AFB, CA
Maj	Leon Russell	9-21-51 to 1- 8-52	Fairchild AFB, WA	Base
Lt Col	Miles W. Johnston (NE)	1- 8-52 to 3- 4-52	? ? ?	Base
Col	Myers B. Cather (NE)	3- 4-52 to 5-10-53	Korea	Lincoln AFB, NE
Col	Robert Thacker (CA)	5-10-53 to 2-10-54	Davis-Monthan AFB, AZ	Base
Col	John R. Kane, 47 (LA)	2-10-54 to 4-29-54	Morrocco	Discharged
Col	Jack L. Randolph, 45	4-29-54 to 3- 7-56	Norton AFB, CA	Campbell AFB, KY
Lt Col	Gordon E. Hein, 45	3- 7-56 to 7- 7-59	Base	Maxwell AFB, AL
Lt Col	Carl W. Hauth	7- 7-59 to 7-20-59	Base	Base
Col	William Mullins, 43	7-20-59 to 11-10-59	Thailand	Base

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Col	Julius B. Summers, Jr.	11-10-59 to 7-31-61	Base	Base
Lt Col	Wallace F. MacGregor	7-31-61 to 5-20-63	Base	March AFB, CA
Lt Col	Curtis Youngblood	5-20-63 to 6-18-63	Base	Base
Col	John R. King (SD)	6-18-63 to 7-16-63	Grand Forks AFB, ND	Base
Col	Charles K. Agan	7-16-63 to 7-64	Base	Malmstrom AFB, MT
Col	James R. Sheffield	7-64 to 8- 5-64	Base	Base
Col	John F. Scanlan (MN)	8- 5-64 to 3- 5-66	England	Offutt AFB, NE
Lt Col	Homer H. Houghton	3- 5-66 to 4- 3-67	Base	Davis-Monthan AFB, AZ

802nd Air Division

Col	John H. de Russy	6-52 to 11-25-52	Forbes AFB, KS	Base
Brig Gen/ Maj Gen	Wiley D. Ganey (AL)	11-25-52 to 4-24-54	March AFB, CA	Washington, D.C.
Brig Gen	John R. Sutherland, 44	4-24-54 to 2- 5-56	Offutt AFB, NE	March AFB, CA
Col	Burton H. Burns (TX)	2- 5-56 to 2-24-56	Base	Base
Col/ Brig Gen	James W. Wilson, 39 (WY)	2-24-56 to 3-24-58	MacDill AFB, FL	Plattsburg AFB, NY
Col	Harold L. Ohlke (MO)	3-24-58 to 7- 8-59	Forbes AFB, KS	Fairchild AFB, WA
Col	George Y. Jumper, 42 (CA)	7- 8-59 to 6-20-60	Base	Base

22nd Strategic Aerospace Division

Col	Jack W. Hayes, Jr.	7- 1-62 to 7- 1-63	Base	Walker AFB, NM

310th Bomb Wing
310th Strategic Aerospace Wing

Col	Robert J. Nolan, 34	9-52 to 11-25-52	Forbes AFB, KS	Base
Col	John H. de Russy	11-25-52 to 8- 7-55	Base	Wright-Patterson AFB, OH
Col	Selmon Wells, 39	8- 7-55 to 7- 5-56	Mountain Home AFB, ID	Westover AFB, MA
Col	Delmar P. Woods	7- 5-56 to 9-21-56	Base	Base
Col	Bryson Bailey	9-21-56 to 1-12-58	Fairchild AFB, WA	Greenland
Col	Jean B. Miller	1-12-58 to 4- 8-59	Offutt AFB, NE	Davis-Monthan AFB, AZ
Col	Walter Y. Lucas	4- 8-59 to 6-20-60	Base	Mountain Home AFB, ID
Col	George Y. Jumper	6-20-60 to 2- 2-61	Base	Lowry AFB, CO
Col	Jack W. Hayes, Jr.	2- 2-61 to 7-11-62	Dyess AFB, TX	Base
Col	Edison F. Arnold	7-11-62 to 5- 5-64	England	Fairchild AFB, WA
Col	Roy Crompton (GA)	5- 5-64 to 6-25-65	Ellsworth AFB, SD	March AFB, CA

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APPENDIX B, III

40th Bomb Wing

Col	Stanley J. Donovan, 42	12- 8-52 to 5- 2-53	Forbes AFB, KS	Travis AFB, CA
Col	David A. Burchinal, 38 (PA)	5- 2-53 to 10-53	Pentagon	Davis-Monthan AFB, AZ
Col	Robert J. Nolan, 35	10-53 to 1-54	Base	Base
Col	William R. Large, Jr.	1-54 to 6-54	Offutt AFB, NE	? ? ?
Col	Robert J. Nolan, 35	6-54 to 6-14-54	Base	Base
Col	Burton H. Burns (TX)	6-14-54 to 6-57	Japan	Maxwell AFB, AL
Col	Andrew S. Low (RI)	6-57 to 7- 4-58	Base	Maxwell AFB, AL
Col	George Y. Jumper, 41 (CA)	7- 4-58 to 7- 8-59	Japan	Base
Col	Woodward B. Carpenter	7- 8-59 to 6-20-60	Base	Washington, D.C.

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APPENDIX D

THE BASE
1945

Location:

From City--4.0 air miles, SSW.
Position--Lat. 38° 47' 18". Long. 97°39' 25".
Altitude--1,260'.
City Population--21,073.

Description:

Size--2,600 acres.
Landing area--Runways: N/S 10,000' x 500', NE/SW 7,650' x 150', E/W 7,650' x 150', NW/SE 10,000' x 500', concrete.
Drainage--Artificial.
Approach hazards--None.
Lighting--Beacons (rotating and code); course lights; obst.; contact; B-2 runway (portable); flood (stationary).

Facilities:

Hangars--(1) 200' x 184', door 120' x 29', wood; (1) 200' x 180', door 160' x 36', wood and concrete; (4) 120' x 80', door 120' x 25'8", steel.
Shops--Major engine repair and major aircraft repair.
Gasoline--73, 91, and 100 octane with 15 servicing trucks available on base. None reported in vicinity.
Oil--Available on base. None reported in vicinity.
Communications--Telegraph and teletype.
Personnel Accomodations (transient)--Available on base and in Salina.

Transportation:

Airlines--none reported.
Railroads--Chicago, Rock Island and Pacific; Missouri Pacific; Union Pacific; at Salina. Sidings on base.
Roads--US 40, 3.0 mi. NNE; US 81 2.2 mi. E; paved; access road, E. improved.
Facilities--Bus and taxi service.

Owned by the United States government and operated by the Army Air Force.[1]

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[1] US Army Air Forces Airport Directory Continental United States, Vol. 1, January 1945, p. 88.

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APPENDIX E

THE BASE
1965 TO 1967

Location:

From City--Southwest edge of Salina. 90 miles from the geographical center of the nation.
Population--Over 42,000.

Description:

Size--Over 3,300 acres.
Landing area--Runways--N/S 13,330' x 300', NW/SE 10,000' x 500', NE/SW 10,000' x 150', concrete.
Taxiways--Concrete; 17,000' x 75', Bituminous; 10,500' x 70'.
Lighting--Complete runway and taxiway lighting. High intensity lighting on N/S runway and related taxiways.
Administration building--9,000 SF.
Undeveloped areas--Numerous, ranging in size from fractions of an area to over 40 acres. All served by existing utility systems.

Facilities:

Hangars--(1) 61,300 SF, (1) 47,000 SF, (3) 27,000 SF, and (1) 116,000 SF.
Shops--27,000 SF.
Aircraft Wash Platform--150' x 250'.
Buildings--Over 300, totalling 2,337,000 square feet including; 75-bed hospital; 15-chair dental building; 3 dining halls; 30 dorms; gym; laboratories; theater; chapel; bowling alley; 2 swimming pools; dozens of shop buildings; 20 warehouses; and office buildings. Natural gas heating and many buildings are air-conditioned.
Water system--Complete facility. Capacity of 1.5 million gallons a day and storage of 1.5 million gallons above ground.
Streets--Over 12 miles of paved streets and 13 miles of all-weather graveled and oiled roads.
Parking--190,000 square yards of bituminous surfaced parking with lots located to serve all buildings adequately and conveniently.

Transportation:

Airlines--Daily service provided by Frontier and Continental Air Lines.
Railroads--On-base service provided by the Missouri Pacific on a number of sidings.
Roads--I-70, 4 mi. NNW; US 40, 3 mi. NNE; I-35W/US 81 2 mi. E; paved; access road, E. paved.[1]

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[1] Salina (KS) Journal, January 31, 1965 and Olson, p. 172.

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APPENDIX F

CHRONOLOGY OF THE 40TH BOMB WING PRIOR TO ITS ARRIVAL AT SMOKY HILL AFB, KS

Date	Event
April 1, 1941	Activated as the 40th Bomb Group and assigned to Boriquen Field, Puerto Rico.
May, 1942	29th, 44th, 45th, and 395th Bomb Squadrons, Heavy, assigned to the 40th Bomb Group. Its mission was to patrol the Caribbean with B-17, B-18, and B-24 bomber aircraft.
January, 1943	25th Bomb Squadron is assigned to the 40th Group and the 29th Bomb Squadron is transferred to another unit.
June 15, 1943	40th Bomb Group is rotated back to the United States and equipped with B-29 bombers.
Early 1945	40th Bomb Group is assigned to India and then to the Asian Theater of Operations where it was involved in the final missions over Japan.
August 14, 1945	Flew last World War II mission over Japan.
October, 1945	Deactivated.
May 28, 1952	Reactivated as the 40th Bomb Wing, Medium, at Davis-Monthan AFB, AZ and equipped with B-29 bombers.
March, 1953	40th Bomb Wing transferred to Smoky Hill AFB, KS and assigned to the 802nd Air Division.[1]
June 20, 1960	Unit transferred to Forbes AFB, KS minus the 40th ARS which remained on base under the 310th Wing.
Summer, 1964	40th Wing deactivated at Forbes AFB, KS.[2]

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[1] Impact, April 3, 1959.

[2] Salina (KS) Journal, May 8, 1964.

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APPENDIX G

CHRONOLOGY OF THE 310TH BOMB WING PRIOR TO ITS ARRIVAL AT SMOKY HILL AFB, KS

Date	Event
March 15, 1942	Activated at Tucson, AZ as the 310th Bomb Group, Medium, under the command of Lt. Col. William L. Lee with the 379th, 380th, 381st, and 428th Bomb Squadrons.
September 1, 1942	Received 54 B-25 bombers at Westover Field, MA while enroute to Africa where it flew 1,200 sorties and dropped 849.27 tons of bombs.
September 12, 1945	Deactivated at Pomigbiano, Italy.
December 27, 1946	Redesignated Headquarters, 310th Bomb Group, Light, inactive, and assigned to Hanscom Field, MA.
March 28, 1952	Reactivated at Forbes AFB, KS as the 310th Bomb Wing, Medium, and equipped as a B-29 unit.
September, 1952	Transferred to Smoky Hill AFB, KS and assigned to the 802nd Air Division.[1]
June 20, 1960	Receives control of the 40th Air Refueling Squadron.
March, 1963	The 40th ARS is deactivated.
June 25, 1965	310th Wing deactivated and returned to control by Headquarters, USAF.

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[1] Impact, July 26, 1957. The first Commander of the 310th Group was probably the same William L. Lee who later commanded the base in 1946-1947. He was a Lieutenant Colonel about this time and did rise to command of the 15th AF in Italy which had control of the 310th Group during World War II.

Note the 310th's paper status at Hanscom Field. This seems to have been common as Smoky Hill had the paper 96th Group assigned to it in 1946.

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DECLASSIFIED 6 - MAR 1990

HISTORY

[illegible] DIVISION

AND [illegible] SUPPORT [illegible]

(Unofficial Title)

1 - 31 AUGUST 1959

1967

STRATEGIC AIR COMMAND

04663599

DECLASSIFIED

F-11

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The inventory for cost category I items was 100% complete. Cost category II items were 60% finished and the cost category III stock was 65% complete. There were 33,381 line items inventoried and the total monetary adjustment was $20,414.20 for all categories.[3] (U)

The high percentage of "immediate" requisitions was due largely to the low percentage of depot support on stock replenishment and the requirement that all "Hi-Valu" property be requisitioned by "immediate" priority. There was a reduction of "immediate" requisitions from the previous month; also, percentage of depot effectiveness is less than the previous month.[4] (U)

A program has been established to train fire fighters and explosive ordnance personnel. San Antonio Air Material Area will distribute classified explosives to Schilling Air Force Base for use in this training. All fire department personnel and explosive demolition personnel will be active in this training.

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3 SAC-S35, SAC form 205, dtd 15 Aug 1959. Exhibit # 17.
4 Ltr., RCS: SAC-S35 (15AF-1), dtd 15 Aug 59. Exhibit #18.

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Part of this training is familiarize these personnel with detection and identification of burning explosives. This phase of training is necessary so that fire fighters and demolition personnel will know how to react when an aircraft carrying nuclear weapons are involved in hazardous incidents.

The 802d Air Division will be instructed in the use of these training aids.

The explosives to be received at Schilling Air Force Base for training purposes will be from weapons being deactivated for the specific purpose of being burned.

The training will follow certain basic rules to preclude accidents. The burning of these explosives will be held were firemen normally train with salvaged aircraft. The other training procedures will be followed as directed in Fifteenth Air Force Message to "Whiskey", DM7S 3944, dated 11 August 1959.

This type training will be repeated at intervals to coincide with the availability of lens castings. The 802d Air Division will be advised if there are any additions to this planned training.[5] (C)

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5 Msg., 15AF to Whiskey, DM7S 3944, dtd 11 Aug 59. Exhibit #19.

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ROUTINE

AF160ZKNJ156

RR RJWBJL RJWBJN RJWBJP RJWBKB RJWBSZ RJWBJS RJWBHB

DE RJWBKN 171

111800Z ZEX

FM 15AF MARCH AFB CALIF

TO WHISKEY

AD-BJS/14ADS EIELSON AFB ALASKA

AD-DHB/73ADS ELMENDORF AFB ALASKA

C-1
Be-1
DM-1
A-BDCE-2
ADS-2
BDCM-1
(8)

AUG 11 1964

C O N F I D E N T I A L DM/S 3944. FOR FIRE DEPARTMENT AND EXPLOSIVE ORDNANCE DISPOSAL. SUBJECT: (U) TRAINING FIRE FIGHTERS AND EXPLOSIVE ORDNANCE DISPOSAL PERSONNEL WITH USE OF EXPLOSIVES. HEADQUARTERS SAC HAS REQUESTED SAAMA TO DISTRIBUTE CLASSIFIED CANS OF EXPLOSIVES YOUR BASE FOR USE IN TRAINING. ALL FIRE DEPARTMENTS AND EXPLOSIVE ORDNANCE DISPOSAL PERSONNEL ARE TO PARTICIPATE IN TRAINING UTILIZING EXPLOSIVES REQUESTED IN THE VERY NEAR FUTURE. AIRCRAFT INCIDENTS IN WHICH NUCLEAR WEAPONS WERE INVOLVED INDICATE THE NECESSITY FOR ESTABLISHING A TRAINING . . . IN WHICH FIRE FIGHTERS AND EOD PERSONNEL CAN LEARN DETECTION

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T-4230

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[redacted]

PAGE INC RJWRAN 171

AND IDENTIFICATION OF BURNING EXPLOSIVES. YOUR BASE WILL BE IN-
STRUCTED IN THE USE OF THIS TRAINING AID. THE EXPLOSIVES TO BE
RECEIVED WILL BE LENS CHARGES FROM WEAPONS BEING DEACTIVATED AND
USE FOR SPECIFIC PURPOSE OF BEING BURNED. THE BASIC RULES
WILL BE AS FOLLOWS: /A/ BURNING IS TO TAKE PLACE IN AREAS
WHERE FIRE FIGHTERS NORMALLY TRAIN WITH SALVAGE AIRCRAFT OR
OTHER ISOLATED LOCATION. /B/ A PIT APPROXIMATELY ONE FOOT
DEEP AND TEN FEET SQUARE IS TO BE USED WITH A CONCRETE BLOCK,
BRICK ROCK, ETC., IN THE CENTER ON WHICH THE UNCONFINED CHARGE
IS TO BE PLACED TO KEEP IT ABOVE WATER AND/OR GASOLINE LEVEL.
PIT WILL BE FILLED WITH WATER AND TOPPED OFF WITH SUFFICIENT
GASOLINE WASTE TO IGNITE THE CHARGE. /C/ EOD PERSONNEL WILL
IGNITE GASOLINE WITH A POWDER TRAIN AND SQUIB, DRY EXCELSIOR
BRICK OR OTHER APPROVED METHOD. /D/ " CLEAN UP". OF DEBRIS FROM
BURNED CHARGE WILL BE BY DETONATION IN SUITABLE AREA. /E/
AN APPROVED STANDARD OPERATING PROCEDURE MUST BE AVAILABLE FOR
EXERCISE PRIOR TO BURNING. /F/ FIRST BURING SHOULD BE
SCHEDULED WITHIN FIVE DAYS AFTER RECEIPT OF LENS CASTINGS WITH
NOTIFICATION TO THIS HEADQUARTERS. /G/ RECORD OF DESTRUCTION
OF CLASSIFIED MATERIEL WILL BE ACCOMPLISHED IN ACCORDANCE WITH

[redacted]

T-4230

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[redacted]

PAGE THREE RJWBKN 171

AFR 205-1. THIS TYPE OF TRAINING WILL BE REPEATED AT INTERVALS TO COINCIDE WITH AVAILABILITY OF LENS CASTINGS. YOUR BASE WILL BE PROVIDED WITH ANY ADDITIONAL INFORMATION ON THE ABOVE SUBJECT ON RECEIPT BY THIS HEADQUARTERS. THIS MESSAGE TRANSMITTED TO WISKEY FLTS 14ADS AND 73 ADS.

T-42

[redacted]

11/1900Z AUG RJWBKN

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In The Beginning...

Top Navigation

...there was Trinity, the worlds first atomic bomb, tested successfully on July 16, 1945. The device being tested, nicknamed Gadget, was an implosion type with plutonium fuel and it had been hoisted to the top of a 100 foot tower. A great deal depended upon the results of this first bomb test, whether or not there would be an invasion of the home islands of Japan, whether or not the $20 billion spent on the Manhattan Project had been wasted, whether or not the bomb would ignite the atmosphere and destroy the world (Fermi was jokingly taking side bets). The Scientists at Los Alamos produced two bomb designs, one using uranium 235 and another using plutonium. Little Boy, the uranium bomb was a simple gun type weapon, which the scientists were confident, would work and which did not require testing. Gadget, the plutonium cored implosion bomb, was more complex. The design worked by compressing the plutonium into a critical mass, which could sustain a chain reaction. The compression of the plutonium ball was to be accomplished by surrounding it with lens-shaped charges of conventional high explosives, which had been precision cast for the purpose. They were designed to all explode at the same instant. The force was directed inward, thus crushing the plutonium core and increasing the density of the sphere. This would have to be tested, experimental verification of the projected results was important since a number of new design principles were involved. Plans were underway to test the device and from a list of eight sites in California, Texas, New Mexico and Colorado, Trinity Site was chosen as the test site. The area already was controlled by the government because it was part of the Alamogordo Bombing and Gunnery Range, which was established in 1942. The secluded Jornada del Muerto was perfect as it provided isolation for secrecy and safety, but was still close to Los Alamos.

Taken from: http://nuclearhistory.tripod.com/testing.html

HEADQUARTERS
SMOKY HILL ARMY AIR FIELD
OFFICE OF THE DIRECTOR OF GROUND TRAINING
SALINA, KANSAS

684

28 April 1944

SUBJECT: Bombing and Gunnery Ranges

TO : Sub Office, Missouri River Division Engineers, Salina, Kansas.

1. In compliance with telephone conversation between Mr. Jenkins of your office and Lt. Knowles of this headquarters, attached herewith is a list of numbered Bombing and Gunnery ranges giving their coordinates and the station to which they are assigned.

2. The enclosed list of ranges were re-assigned and re-designated, as indicated by General Order # 40 dated 30 March 1944, Headquarters Second Air Force, Colorado Springs, Colorado.

For the Station Commandant.

PAUL H. FAHLEY
Major, Air Corps
Director of Ground Training

1 Encl.
List of Ranges

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BOMBING AND GUNNERY RANGES

Y HILL ARMY AIR FIELD

1. Salina PBR No. 1 (Pottawatomie)
   Lat. 39° 21' 30" N
   Long. 96° 09' 20" W
   Elevation 1343.6'

2. PBR No. 2 (Wabaunsee)
   Lat. 38° 55' 10" N
   Long. 96° 19' 40" W
   Elevation 1355'

3. PBR No. 3 (Osage)
   Lat. 38° 37' N
   Long. 95° 56' 30" W
   Elevation 1192'

WALKER ARMY AIR FIELD

1. Walker PBR No. 1
   Lat. 39° 06' 15" N
   Long. 99° 37' 45" W
   Elevation 2175'

   PBR No. 2
   Lat. 39° 08' 25" N
   Long. 99° 57' 45" W
   Elevation 2350'

3. PBR No. 3
   Lat. 38° 46' 15" N
   Long. 99° 52' 35" W
   Elevation 2276'

SMOKY HILL AIR TO AIR RANGE (WALKER)

NE	38°	56' N	100°	30' W
NW	38°	56' N	100°	51' W
SE	38°	39' N	100°	30' W
SW	38°	39' N	100°	51' W

PRATT AIR TO GROUND RANGE

Lat. 37° 40'
Long. 98° 50'

GREAT BEND ARMY AIR FIELD

1. Great Bend PBR No. 1
   Lat. 38° 44' N
   Long. 99° 32' 44" W
   Elevation 2032'

2. PBR No. 2
   Lat. 38° 40' N
   Long. 97° 59' W
   Elevation 1604'

3. PBR No. 3
   Lat. 39° 10' 40" N
   Long. 97° 25' 30" W
   Elevation 1465'

PRATT ARMY AIR FIELD

1. Pratt PBR No. 1
   Lat. 37° 39' N
   Long. 99° 35' W
   Elevation 2334'

2. PBR No. 2
   Lat. 37° 43' N
   Long. 99° 20' W
   Elevation 2231'

3. PBR No. 3
   Lat. 37° 50' N
   Long. 99° 25' W
   Elevation 2200'

WALKER AIR TO GROUND RANGE

Lat. 38° 24' 30"
Long. 100° 07' 30"

CHEYENNE BOTTOMS (GREAT BEND)

Lat. 38° 28'
Long. 98° 40

CG 2
AAB
To SJ
NR12F
2AF A
FOR US
TOPEKA
CERTIF
LEON S

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802 A.A. Division History 1943

802AD
Dec 45

AIR MAIL - SPECIAL DELIVERY

Subject: Design of Gas Chamber Building, Smoky Hill Airfield, Salina, Kansas. (Ltr. fm AE, Salina, Kans., to DE, KC, Mo., 11/23/43.)

MRD 631 (Smoky Hill AB)MRDEF 2nd Ind.

632 Smoky Hill Air Base

Office, Div. Engr., MRD, Omaha, Nebr., 29 November 1943. To: The Chief of Engrs., U. S. Army, Washington, D. C. Attn: Major E. W. Weber.

1. Forwarded for final action by the Chief of Engineers and for coordination with the Headquarters, Army Air Forces, pursuant to telephonic instructions of Major Weber, OCE, to Major McCormick, MRD, in conversation of 26 November 1943 relative to the subject construction.

2. The subject Gas Chamber Building, Smoky Hill Army Air Base, was authorized for construction by Direc. Consec. No. A-18004 dated 6 November 1943. The proposed changes to the design shown on standard Plan No. 1600-150 consist of the addition of ½" fibreboard sidewall lining and ceiling with taped joints, including both sides of the interior partition, cement asbestos board wainscot on all walls, window sash fixed and taped, and exterior doors weatherstripped. This additional construction is proposed in order to conform to paragraph 5 of Memorandum No. 135-15 dated 6 July 1943 issued by the Headquarters, Second Air Force, a copy of which is inclosed. The estimated cost for this additional work is $650.

3. With reference to paragraph 2, 1st Indorsement, the approved location for the subject building is adjacent to the sewage treatment plant area at the Smoky Hill Army Air Base, as recommended by the Headquarters, Army Air Forces in 7th Indorsement on letter from the Area Engineer, Salina, Kansas, to the Headquarters, Second Air Force, dated 9 September 1943, subject: "Construction of Gas Chamber, Smoky Hill Army Airfield."

4. This office concurs in the comment contained in paragraph 3, 1st Indorsement.

5. It is requested that a policy be established by the Chief of Engineers in coordination with the Headquarters, Army Air Forces, relative to the construction of Gas Chamber Buildings in accordance with a modified design to conform to the inclosed memorandum in lieu of utilizing the standard design shown on Plan No. 1600-150.

6. In order that construction of the Gas Chamber Building at the Smoky Hill Army Air Base will not be delayed, it is requested that this office be advised by teletype of the action taken at the earliest practicable date.

Miles Reber

Miles Reber,
Colonel, Corps of Engineers,
Division Engineer.

1 Incl. n/c (in trip).

File
7 Dec

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BUC HID Dec 45

SPECIAL DELIVERY

Subject: Design of Gas Chamber Building, Smoky Hill Airfield, Salina, Kansas (23 Nov. 43).

KC631(Smoky Hill Airfield) MRDKD 1st Ind.

U. S. Engineer Office, Kansas City 10, Missouri, 28 November 1943.

To: The Division Engineer, Missouri River Division, Omaha, Nebraska.

1. Forwarded, in accordance with telephonic conversation with Mr. Alexander of the Division Office, for a decision by higher authority as to the necessity for the wood wains-cot, wall insulation and weather-stripping requested by Second Air Force for the Gas Chamber Building, Smoky Hill Airfield.

2. Attention is invited to the fact that the building location as approved by Headquarters, Second Air Force, provides a clearance of 550 feet to the nearest structure, which is in keeping with regulations concerning the proximity of this type of building to other inhabited buildings, or points where personnel might gather.

3. Information is also furnished that this office can find no regulations in Section V, War Department Circular No. 75, 28 May 1943, Subject "Use of Chlorine in Training" (as mentioned in the inclosed Memorandum No. 135-15), that requires other than the type of construction shown on OCE drawing No. 1600-150, authorized for this building.

4. In order to avoid delay in the construction of the Gas Chamber Building, it is requested that a decision on the type of construction to be used be furnished to this office at the earliest practicable date.

For the District Engineer:

James J. Garland,
Major, Corps of Engineers,
Executive Assistant.

1 Incl--
No change (1 copy withdrawn).

MISSOURI RIVER DIV

B07KS025604_01.02_0001_a

802 AD
DEC 45

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
SALINA AREA OFFICE
SALINA, KANSAS

IN REPLY REFER TO: CE
SA/SH

23 November 1943

Subject: Design of Gas Chamber Building, Smoky Hill Airfield, Salina, Kansas.

To: The District Engineer, U. S. Engineer Office, Kansas City 10, Missouri.

Attention: Mr. R. L. Gillis

1. Transmitted herewith as per telephone request of today with your Mr. Gillis, are five copies of Memorandum No. 135-15, Headquarters Second Air Force, Colorado Springs, Colorado, 6 July 1943, "Chemical Warefare Service Use of Chlorine Gas in Training."

2. The District Engineer has been previously advised that the Second Air Force expects to use chlorine gas in the Gas Chamber Building, Smoky Hill Airfield.

3. The design of this building include the features covered in the memorandum transmitted herewith.

PAUL H. SOMMERS
Captain, Corps of Engineers
Area Engineer

1 Incl.
Memo. No. 135-15 (quin.)

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802 AD
Dec 45

C
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HEADQUARTERS SECOND AIR FORCE
Office of the Commanding General
Colorado Springs, Colorado

MEMORANDUM)
:
NO. 135-15)

6 July 1943

CHEMICAL WAREFARE SERVICE

USE OF CHLORINE GAS IN TRAINING

1. The provisions of Section V, War Department Training Circular No. 75, May 28, 1943, "Use of Chlorine in Training" will be complied with in this command.

2. The use of chlorine in gas chamber exercises requires a two-room gas chamber with a minimum of 400 square feet per room. On all bases where two-room gas chambers are not available, the Base Commander will arrange for the construction of such facilities.

3. If a 40' x 20' or larger gas chamber is already available, it will be satisfactory to partition it into two rooms providing that:

a. In each room an entrance and exit is located so as to create a cross draft when doors are open.

b. The rooms particularly the chlorine chamber, are made reasonably air-tight.

4. Where one-room gas chambers smaller than 40' x 20' are existent, a 20' x 20' addition can be constructed onto the present gas chamber. Inasmuch as construction of this type not exceeding $1000.00 can be done by the Post Engineer without obtaining approval from Army Air Forces, the Base Commander should arrange with the Post Engineer for the immediate construction of the addition.

5. The constructions of the chamber in which chlorine will be used should incorporate the followin features:

a. All doors and windows to be weatherstripped.

b. All exterior walls finished with wallboard and 4'6" high wood wainscot on the interior.

c. All wallboard joints and at intersection of walls and celings shall be sealed to make rooms reasonably air-tight.

d. Interior partition finished with wallboard and 4'6" high wood wainscot.

e. Ceilings finished with wallboard.

6. Report will be made to this headquarters when construction is completed.

By Command of Major General JOHNSON:

OFFICIAL:
/s/ Harris F. Scherer
Colonel, A.G.D.
Adjutant General

AUBRY L. MOORE
Colonel, G.S.C
Chi

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HEADQUARTERS
SMOKY HILL ARMY AIR FIELD
Salina, Kansas

C O P Y

F-1

In Reply
Refer To

3 September 1943

SUBJECT: Construction of Gas Chamber

TO: Commanding General, Second Air Force,
Colorado Springs, Colorado

Thru: Commanding Officer, 73rd Operational Training Wing (L)
Smoky Hill Army Air Field, Salina, Kansas

1. Transmitted herewith are location plans and cost estimate for the construction of a gas chamber, this base.

2. It is estimated that the proposed construction will cost $2245.95 itemized as follows:

Gas Instruction Building 20' x 40'	$1630.00	
Electrical Distribution	85.00	
Drive	145.00	
Estimated Contract Cost	1860.00	
Contingencies 15%	279.00	
Total Estimated Base Contract Cost	2139.00	
Area Engineer & Architect-Engineer Overhead 5%	106.95	
Total Funds Required		$2245.95

3. The above mentioned project is submitted in accordance with 2nd Air Force Memorandum #135-15, dated July 6, 1943 requesting a gas chamber be made available for the use of chlorine gas exercises.

4. The proposed location of the gas chamber is such that troops can be marched to and from gas exercises eliminating the problem of transportation.

5. The work proposed is the simplest applicable and just sufficient to meet the minimum requirements, as no existing facilities can be properly converted to serve the purpose.

/s/ Carlton F. Bond
CARLTON F. BOND
Colonel, Air Corps
Commanding

2 Incls.
Incl 1 - Plan #WA-23-210
Incl 2 - Req. for New Const.

Correct copy of basic letter

B07KS025604_01.02_0001_a

CE SPEKM

SUBJECT: Construction of Gas Chamber, Smoky Hill Army Airfield, Kansas.

6th Ind.

93 Airfields

Office, C. of E., 9 October 1943.

TO: THE COMMANDING GENERAL, ARMY AIR FORCES.

1. Transmitted for remark and recommendation regarding the proposed construction of a Gas Chamber at the Smoky Hill Army Airfield, Salina, Kansas.

2. With reference to paragraph 2 of preceding 5th Indorsement, the inclosed letter from this office dated 3 September 1942, relative to the location of Gas Instruction Buildings was based on information received from Headquarters, Army Air Forces. It is the opinion of this office that the fifty-yard minimum distance referred to in the letter is intended for Gas Chambers in which only non-toxic gas is used; and where toxic gas is to be used a clearance of 200 yards between the Gas Chamber and inhabited buildings should be provided, if practicable. In view of the fact that it appears that the use of chlorine gas in the proposed building is contemplated, comment regarding the building location desired by Headquarters, Second Air Force, is requested.

For the Chief of Engineers:

E. W. WEBER,
Major, Corps of Engineers,
Assistant; Military Construction Branch,
Construction Division.

dt

4 Incls.
#1-Ltr., 3 Sept.'43, C.O., Smoky Hill to CG, 2nd AF.
#2-Req. for New Constn. (dup)
#3-Plan WA-23-210 (dup)
#4-Cy. ltr., OCE to MRD, 3 Sept.'42. (dup).

Major Weber
Reading
Suspense.

RECORD: 2nd AF requested constn. of gas chamber for Smoky Hill Afld.

Area Engr. submitted layout plan showing proposed location of gas chamber to CG, 2nd AF, who revised location.

MRD submitted case to this office for appropriate action in connection with the authorization of the gas chamber and location thereof.

This action transmits to AAF f remark and recommendation.

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Dist[illegible], Kansas, No. A 18964
Dist. Hq. No. NKD Kansas City A 663
Job No. Smoky Hill A (9-9)

632 Smoky Hill Airfield

CE SPEEM

X (31) Smoky Hill Airf

6 November 1943

SUBJECT: Construction Directive for Gas Chamber Building, Smoky Hill Army Airfield, Salina, Kansas.

TO: The Division Engineer
Missouri River Division
Corps of Engineers, U.S.A.
19th and Douglas Streets
OMAHA (1), NEBRASKA

1. Construction is authorized of the project described below.

2. a. Job Location: Smoky Hill Army Airfield, Salina, Kansas; supervision by District Engineer, Kansas City, Missouri.

b. References: 7th Indorsement from CG,AAF, 1 November 1943, subject: "Construction of Gas Chamber, Smoky Hill Airfield, Kansas," on letter from CG, Smoky Hill, 3 September 1943.

c. Completion Date: To be established by District Engineer in accordance with Circular Letter 1943. (Completion date to be inclusive of other work authorized under Job Series A 9.)

3. Construction Authorized: One (1) Gas Chamber Building, Plan No. 1600 - 150, size 20' x 60'.

4. Prior to initiating construction, layout plan approval will be obtained from the Commanding General, Second Air Force.

5. No additional land is required.

6. Funds:

a. Source: Project 210, EBA 1942-44.

b. Authorized Expenditure: $2500.

c. Total authorized to date for Job Series A 9: $292,800, which will not be exceeded without authority of this office.

d. Reserved: $700 to Chief Signal Officer for telephone and telegraph installations.

By order of the Chief of Engineers:

AIR MAIL

E. A. WEBER
Major, Corps of Engineers
Assistant; Military Construction Branch
Construction Division

117
Airfields -

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DECLASSIFIED
Authority EO 10501
By [illegible] NARA Date 7/27

Reproduced at the National Arc

WAR DEPARTMENT
Office of the Chief of Engineers
Washington

SPEOA

AIRMAIL

September 3, 1942

Subject: Location of Gas Instruction Building.

To: The Division Engineer,
Missouri River Division,
206 South 19th Streets,
OMAHA, NEBRASKA.

1. The teletype of September 1, 1942, from this office to Division Engineers, SPEOA 7437, which stated that the Gas Instruction Building, authorized for certain Air Forces stations, must be located 200 yards from any building or facility where personnel are employed and from railroad spurs and service roads, is hereby rescinded, and the instructions contained in the following paragraphs will govern.

2. The Commanding General of the Army Air Forces had advised this office that while it is desirable that the Gas Instruction Building, authorized in the Chemical Warfare Program for Air Forces Stations be located 200 yards from the nearest inhabited building, such location need not be adhered to rigidly.

3. The Chemical Officer of Base Services had indicated that the location of this building depends to a large degree on local conditions and recommends that where possible the building be located down-wind from inhabited structures to avoid creating a nuisance in the event of accidental release of training gases, and that thwere possible a minimum distance of 50 yards be maintained between this building and other inhabited buildings. Warehouses and buildings which are occupied only on occasions need not be classed as occupied in this case and, with respect to such buildings, the 50 yard minimum distance might be reduced, depending upon local conditions.

4. Since the possibility exists that toxic gases may be used in training at this building, it is requested that the distance of 200 yards from other inhabited buildings be maintained if it is practicable to do so.

5. It is not desired that additional land be required for location of this building if it is possible to locate it on land now available with reasonable safety distances. Special conditions which make the location of this building on available land impracticable or dangerous should be referred to this office for decision.

By order of the Chief of Engineers:

/s/ W. C. ROCHERR,
Colonel, Corps of Engineers,
Assistant; Operations Branch,
Construction Division.

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Smoky Hill AAF History
1943

(f) FACILITIES: [redacted]

The construction program continued on a large scale (see appendix sheet and map) up to the middle of the year 1943. The major improvements were the increasing of hangar space, the new modification hangar completed in April doubled hangar space for the Sub-Depot. The (2) (3-26-43) (12-31-43) extensions on the four other large hangars (350-450-650-750) made it possible to facilitate major repairs on the B-29 airplane.

Buildings completed during 1943 for training purposes were Bomb Trainer Bldg. (554); target butt, gas instruction bldg. (1125); link trainer building (453), War Room Building (725); CNT Buildings (645, 646, 647, 648, 649); Navigation Trainer Bldg. (652); Low Pressure Building (1040); Shooting In Butt (1171); Gas Chamber Bldg. (57).

There was no shortage of housing facilities for EM during the year. The critical condition due to shortage of sufficient and suitable BOQ's was relieved in October when the 15 BOQ's were completed north of the Officers Mess.

Additional space for administrative offices was furnished by addition to the Base Headquarters Bldg. (570), Finance Office (470).

Buildings which were built or enlarged for recreation on special services were EM Service Club (414), Hospital Visitors Room (1000); Red Cross and library (512); NCO Bldg. (66); Pool Hall (384); Library (512); Recreati Hall (614) much needed.

Hospital facilities were greatly expanded by the completion of Wards 1007, 1200, 1022, 1023 and visitors house 1000.

Post Exchange facilities were provided and expanded throughout the year as follows: Main PX Bldg. (616), Civilian Cafeteria (56), Addition to (616), Addition to (56).

The Sales commissary of the QM proved to be one of the most important facilities provided for the military personnel with families who resided locally.

(g) SPECIAL PROJECTS:

Effective 8 Feb. 1943 all the civilian personnel on the base are required to have the new official base pass and badge. This pass and badge system proved to be very effective and provided very good security for all the areas.

On 15 July 1943, Prisoners of War from Camp Phillips began being utilized on the base for general clean up and maintenance duty. Due to the importance of this base being a B-29 project, the CO took action to have them stop working on the base. This was in the interest of security as the uniform worn by the German officers looked very similar to the sun tans worn by U.S. soldiers and there was a possibility of these men escapir and intermingling with air base personnel and committing sabotage.

[redacted]

B07KS025604_01.02_0001_a

HISTORICAL RECORDS

1943 [redacted]

accepted

Date		Bldg. No.	Description
1-2-43		554	Bomb Trainer Bldg.
		1175	Wind indicator (Base Only)
1-12-43		25	Warehouse
1-19-43		1007, 120, 1022, 1023	Hospital Wards
1-21-43		5	Lube Oil Pump Houses
		403	Alert Building
1-29-43		14	Warehouse
2-1-43		351	U-Combination
2-2-43		1100	Target Butt
2-4-43		604	U-Combination
2-5-43		703	Alert Building
		152	Boiler House
2-6-43		676, 677, 690,	Officers Quarters - 128 Officers
		691, 692, 840,	
		841, 842.	
		727, 742, 792.	Officers Lavatory - 150 man
2-12-43		728, 743, 793,	Officers Lavatory - 150 man
		732, 735.	Officers Lavatory - 100 man
2-13-43		1050	WAC - 152
		1051, 1052	WAC - 148
		1053	WAC - 152 Mess
2-26-43		12, 13.	Warehouses
		1201	Outer Marker Beacon
		1202	Inner Market Beacon
		1203	Main Beacon
3-2-43		11	Warehouse
		874	Headquarters
3-9-43		194	Chemical Equipment Warehouse
		196	Crash Station.
		1170	Compass Swinging Base
3-10-43		616	Post Exchange
		197, 198	Alert Building
3-26-43		450, 650, 750.	Hangar
3-29-43		1125	Gas Instruction Bldg.
		824	Fire Station
		195	Paint & Dope Storage Warehouse
		7	Reclamation Bldg.
		56	Civilian Cafeteria
4-1-43		635	Service Club
	Add	4	Locker Room
4-9-43		8	Modification Hangar
4-13-43		414	Service Club
		1000	Hospital Visitors House
4-14-43		193	Engine Cleaning Room
4-17-43		453	Link Trainer Bldg.
	Add	684	Officers Mess

[redacted]

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Date		Bldg. No.	Description
4-22-43	Ext.	350, 450, 650, 750.	Hangar Extensions
4-26-43		419, 420, 421.	Barracks
		512	Red Cross & Library
		614	Bowling Alley
		730, 740	Officers Quarters
		382, 383	Barracks
	Add	162	Tech. Supply
		834	Officers Quarters
		66	Non-Comm. Officers Bldg.
		664	Pool Hall
5-24-43		1119	Small Arms Ammunitions Storage.
		634, 636	Officers Quarters & Lavatory
5-26-43		725	War Room Bldg.
6-21-43		6	Unloading Dock
7-6-43		350, 450, 650, 750	Lean-to to Hangars
7-11-43		352, 451, 651,	Oil houses
		704, 751.	
	Add	616	Post Exchange
8-13-43		645, 646, 647,	Celestial Navigation Trainer Bldg. & Boiler.
		648, 649.	
8-22-43		22, 23, 15,	Warehouses
		16, 25	
7-17-43		305	Adm. Bldg.
		384	Pool Hall
		464	Adm. Bldg.
9-22-43		652	Navigation Trainer Bldg.
10-22-43		477, 478, 479,	Officers Quarters
		480, 481, 482,	
		483, 577, 578,	
		579, 580, 581,	
		582, 583, 637,	
		738.	
11-9-43		1040	Low Pressure Bldg.
11-19-43		1171	Shooting-in butt
11-30-43		448, 449, 800	Prefabricated school buildings
	Add	56	Civilian Cafeteria.
12-10-43		865	School Building
12-11-43		639	Fire Station
12-21-43		49	Post Engineer Office
		51, 52	Used by Architect Engineer
		38	Area Engineer Warehouse
		57	Gas Chamber Bldg.
12-31-43		1126	Engine Test Stand & Bldg.
	Add	350, 450, 650,750	Annexes and additions to hangars
	Add	37	Wash rack
	Add	616	Addition to kitchen at Post Exchange
	Add	1002	Addition to hospital administration
		253	Cardox refrigeration storage
		201	CAP Office & Storage
		30	Paint & Oil Storage

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W-1-33

File

Hdqtrs. Copy

HEADQUARTERS
SMOKY HILL ARMY AIR FIELD
SALINA, KANSAS

600.1

IN REPLY
REFER TO:

5 February 1944.

SUBJECT: Gas Chamber, Post Request No. 4-43.

TO: The Commanding General, Headquarters Seventh Service Command, Attention: Service Command Engineer, Federal Building, Omaha 2, Nebraska.

THRU: The Commanding General, Headquarters Second Air Force, Colorado Springs, Colorado.

1. It is desired to make the Gas Chamber, Bldg. No. 57, into a gas-tight chamber by the installation of wallboard lining; and to provide a gas casualty treatment chamber for mustard gas training by the construction of an addition to Latrine, Bldg. No. 1035.

2. These facilities are needed to comply with Second Air Force Memorandum 135-15 dated 6 July 1943. Copies of related correspondence are inclosed.

3. Plan No. FE 221 and Form 106 are inclosed, requesting funds in the amount of $1700.00.

4. The construction will be the least necessary in accordance with the Directive for War Time Construction.

ARTHUR J. MELANSON
Colonel, Air Corps
Commanding

5 Incls.
Incl. 1-Correspondence File (trip.)
Incl. 2-OCE Form No. 106 (Post Req. #4-43) (dupl.)
Incl. 3-Plan No. FE 221 (2)

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PHS:mmg

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
SALINA AREA OFFICE,
SALINA, KANSAS.

CE 600.13 (SH) 9 September 1943.

Subject: Construction of Gas Chamber, Smoky Hill Army Airfield.

~~Ta~~: To: Headquarters Second Air Force, Colorado Springs, Colorado.
Attn: Capt. Geisheker, Engineering Section.

In accordance with telephone conversation between Captain Geisheker and Captain Sommers this date, transmitted herewith are four (4) copies of overlay plan No. WA-23-210, dated 25 August 1943, "General Layout of Reservation Showing Proposed Location Gas Instruction Building".

/s/ Paul H. Sommers
PAUL H. SOMMERS
Captain, Corps of Engineers,
Area Engineer.

1 Incl.
Overlay Plan #WA-23-210 (quad).

470.72 1st Ind. F HWR/rk

HDQ. 73rd BOMB OP. TNG. WING (H), Smoky Hill Army Air Field, Salina, Kansas, 5 September 1943.

TO: Commanding General, Second Air Force, Colorado Springs, Colorado.

Recommend approval.

For the Commanding Officer:

RALPH R. RAVENBURG
Captain, Air Corps,
Adjutant.

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HEADQUARTERS
XX BOMBER COMMAND
Smoky Hill Army Air Field
Salina, Kansas

XXBC 353 O 10 DEC 1943

SUBJECT: Use of Liquid Mustard in Gas Defense Training.

TO: Commanding Officer, Smoky Hill Army Air Field, Salina, Kansas. (Attention Chemical Officer)

1. Attention is invited to Headquarters Second Air Force memorandum 135-3, dated 10 November 1943, "Use of Liquid Mustard Gas In Training." Attention is further directed to paragraph 1 c, Section III, Headquarters Second Air Force memorandum 135-1, dated 20 November 1943.

2. The above memorandum directs that exercises involving the use of liquid mustard in training gas defense personnel will be initiated on XX Bomber Command bases as soon as practicable. These exercises will be carefully prepared by the Base Chemical Officer and will, in all instances, be under his personal and direct supervision.

3. It is desired that exercises be conducted consecutively on your base at the rate of one per month commencing the first week in January. A schedule giving the dates the exercises are to be held will be submitted to this headquarters prior to 20 December 1943. The exercises will have a minimum of two incidents including decontamination of Mustard on ground and decontamination of Mustart on a building. The Base Chemical Officer will submit to Headquarters Second Air Force through channels, a detailed outline of the exercise to be held on your base. This outline will reach Headquarters Second Air Force one month prior to day exercise is to be conducted. On completion of each exercise a detailed report on the results and all incidents pertaining thereto will be made by the Base Chemical Officer to this headquarters.

4. In the near future Base Chemical Officers of this command will be ordered to Smoky Hill Army Air Field, Salina, Kansas on temporary duty in order to observe a sample exercise and receive information valuable to them in preparing their own exercises.

5. The following safety measures will be carefully followed in the handling of liquid mustard:

a. Responsibility

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(1) The responsibility for the provision of safe working conditions, equipment, clothing and instructions for toxic gas handlers rests with the Chemical Warfare Service Officer in charge of the exercise. Each member of a work detail must be properly clothed and instructed, and must follow instructions minutely in performance of assigned tasks.

b. Precautions

(1) Protective clothing and equipment must be provided for the safety of all personnel engaged in handling toxic gases. The protective clothing to be worn consists of:

Drawers, cotton, protective
Undershirts, cotton, protective
Socks, wool, light, protective
Gloves, cotton, protective
Shoes, service (treated with Shoe Impregnite)
- and -
Hood, wool, protective
Leggings, dismounted, canvas, protective
Suit, one-piece, herringbone twill, protective
(Note: Protective flannel shirts and protective O.D. wool trousers may be substituted, if available, for the suit, one-piece, herringbone twill, protective.)
- or -
Outfit, protective clothing, impermeable, Type II, consisting of:

Suit, impermeable, protective
Gloves, rubber, protective

Outer clothing may be of the protective (impregnated) type or the impermeable type. The gasproof apron may be used with the impregnated type if deemed suitable. Rubber gloves will normally be worn over cotton protective gloves when handling chemical containers or chemical bombs. If the nature of the work is such that operations cannot be carried out with rubber gloves, the cotton protective gloves only may be worn. If considered necessary, additional protection may be obtained in the latter case by rubbing protective ointment well into the hands, wrists and forearms. All rings, bracelets and watches must be removed.

(2) Each officer and enlisted man will be properly instructed in the method of dressing, undressing and bathing, first aid in case of accidents, and in the correct procedure for handling toxic gases and decontaminating materials.

(3) Safe work can result only if the worker is careful and deliberate, avoids unnecessary chances, and takes all precautions.

(4) Care must be taken in opening sealed containers of toxic gases because of pressure which may have developed. Fumes and evenliquid may be ejected through the opening by the internal pressure developed. Wherever practicable, release pressure into a vacuum system or under hoods to the atmosphere.

(5) Officers and enlisted men will be instructed to remove clothing in the building or area used for undressing. Care will be exercised that clothing or equipment is not contaminated before being replaced in storage or worn again.

(6) The Decontamination Center or other suitable change house will be used for the undressing and dressing of all personnel involved in toxic gas handling. Before dressing in ordinary clothes personnel will bathe, using G.I. soap where provided, and will wash their eyes. Suitable eyewashes are 2-4% boric acid solution, sterile normal saline, or 2% sterile sodium bicarbonate solution.

(7) Clothing which has been contaminated or exposed to vesicants will be decontaminated before re-issue. Instructions are found in FM 21-40, "Defense Against Chemical Attack."

c. First Aid Measures

(1) To be effective first aid treatment must be given immediately. For this reason, whenever toxic gases are being handled, a first aid kit for gas casualties will be located so as to be available within one minute.

(2) A first aid room properly equipped for gas casualties will be made available. Adequately trained medical personnel with necessary equipment will be present at the exercise.

(3) In the event that vesicant is spilled on the clothing, the worker should immediately wash thoroughly that part of the body with kerosene (if available) and then wash the entire body thoroughly with hot water, lathering well with G.I. soap. (Caution: Care must be taken not to use kerosene about the face or genitalia, as it is extremely irritating.) If it is known where the vesicant touched the skin, protective ointment should then be applied on that part of the body as a further safety measure.

(4) The surgeons attention is directed to AAF Reg 25-8 dated 27 July 1942 and AAF Reg 25-8A dated 29 December 1942.

(5) A personnel decontamination and Gas First Aid Center will be provided in conjunction with station hospitals.

(6) An open vehicle, other than an ambulance, will be available for transportation of contaminated personnel.

(7) In case of accident a full technical report, including observations by a medical officer will be submitted to the appropriate commander. A copy thereof will be forwarded direct to the Chemical Officer, 2nd Air Force, and Surgeon, 2nd Air Force. Reports will contain complete details of the accident including the following information:

(a) Nature of injury.

(b) Estimated time of incapacitation.

(c) Response of patient to treatment.

(d) Details of accident.

(e) Contributing factors.

(f) Were all precautions observed by the workers concerned?

By command of Brigadier General WOLFE:

/s/ Leo I. Herman
LEO I. HERMAN
Lt. Colonel, Air Corps
Act'g. Adjutant General

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Subject: Addition to Building #1035 (1 January 1944)
600.1 1st Ind.

Office of the PE, SHAAF, Salina, Kansas January 6, 1944

To: Headquarters, XX Bomber Command, SHAAF, Salina, Kansas

1. Request permission to use CCC building sections, now held in storage for XX Bomber Command, as requested in basic communication.

/s/ Harold J. Martin
HAROLD J. MARTIN
Major, Corps of Engineers
Post Engineer

1 Incl - n/c

XX BC 600.1 (1 Jan 44) F 2nd Ind.
HEADQUARTERS, XX BOMBER COMMAND, SHAAF, Salina, Kansas. 12 JAN 1944

To: Commanding Officer, Smoky Hill Army Air Field, Salina, Kansas.
Attn: Post Engineer.

Request in basic communication approved provided Base Commander approves the erection of the building and use of CCC building sections for this purpose.

By command of Brigadier General WOLFE:

/s/ Leo I. Herman
LEO I. HERMAN
Lt. Colonel, Air Corps
Act'g. Adjutant General

1 Incl--
n/c

HEADQUARTERS
SMOKY HILL ARMY AIR FIELD

600.13

Salina, Kansas
4 January, 1944.

SUBJECT: Request for Materials and Work.

TO : Post Engineer, Smoky Hill Army Air Field, Salina, Kansas.

1. In accordance with Second Air Force Memorandum 135-3, dated 10 November 1943, Mustard Gas is to be used at this Base for training personnel.

2. Request that materials and work be provided for gas markers (signs) to be placed around the area designated for use of liquid mustard.

3. Mustard area will cover approximately one hundred (100) square yards which necessitates the use of twenty two (22) markers.

4. A drawing of the requirements of the markers is attached hereto.

For the Commanding Officer:

NORMAN D. JARNEY,
Capt., Air Corps,
Adjutant.

1 Incl.
Drawing of requirements for gas markers.

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supervise the navigation training program.

Instrument Training

The mission of the Instrument Training Section remains the same as heretofore: to train authorized personnel, including airplane commanders and pilots, in instrument training. Training accomplished has been very satisfactory both quantitatively and qualitatively.

Bombing and Gunnery Ranges

Throughout the month of March, the Bombing and Gunnery Ranges continued their function of training precision bombing with B-29 aircraft. The major activity is to maintain and operate radio equipment used in communication with the planes bombing the target.

Chemical Warfare

The Chemical Warfare Section training schedule for the month of March was accomplished satisfactorily. All squadrons of the Base Unit were given the Gas Chamber exercise with tear gas and Chlorine. The convalescents of the Regional Hospital participated in incendiary and decontamination exercises. All personnel attending these classes under the supervision of Chemical Warfare instructors are attaining proficiency as outlined in FM 21-40, page 2, par. 4.

[Aug 1943 CW Bulletin]

AAF Adavanced Flying School conducted CW training

Photo in the April 1943 issue of Chemical Warfare of the preparation of a phosgene tube for detonation at Roswell

Sacramento, California

Mather Field

Station Report, 1505 AAF BU, 28 Feb 45 lists 1-1/2 M1 detonating gas identification sets on hand and 1 M4 HS vapor detector loaned out

IV Air Service Command Area Headquarters, 1330 J Street

Salina, Kansas (Smoky Hill AAF)

247 AAF BU & CTU (VH) - report as of 28 Feb 1945 chemical warfare equipment on hand to include, 1 M4 HS vapor detector kit loaned out and 1 1/2 M1 detonating gas identification sets on hand

Under...school qualified 8 gas officers and 22 noncommissioned officers." [Mar 43, Chemical Warfare, page 33]

Salinas, California

Army Air Base, Base Chemical Property Officer report of 28 Feb 1945 lists 1 M4 HS vapor detector kit on hand. Other property consists of gas masks, decon equipment, spray tanks

Salt Lake City, Utah (AO)

857th cml co. air bomb (permanent station)
858th cml co. air bomb (permanent station)
160th cml pltn - airdrome (permanent station)
520th cml pltn - AF serv cen (peranent station)
522nd cml pltn - AF serv cen (permanent station)

153rd cml pltn - airdrome (permanent station)

Salt Lake Air Base

Second Air Force, Fourth Chemical Company, Service (Aviation)

29th & 30th Decon Det
59th DP Section

CW developments.

17. Conduct specialized courses in conjunction with medical personnel for treatment of or handling of chemical casualties.

18. Conduct courses in control of disturbances by the use of chemical agents.

19. Conduct classes in the CW phases of bomb reconnaissance.

. **II. Supply Duties**

1 - 10 see article

11. Administer the post CW ammunition magazines, storing post CW property and also ammunitionf or those units having inadequate storage.

12. see article

13. Maintain an emergency stock of nonlethal chemical ammunition for special purposes.

14-16. see article

Tactical Duties/Cooperative Duties - see source article [Chemical Warfare Newsletter, March 1943, pages 39 - 42]

The GAS CHAMBER

Consider a standard two-room gas chamber (with a difference). In order to retain "hard-to-get" CN , it is provided with a conrete floor, careful caulking, sealed wallboard lining and sealed roof-trap. One side of the chamber is for Cl or Cn. The other is for CN, or in "lean days" for formaldehyde, sulphur dioxie, allyl isothiocyanate, or ***oil of garlic*** (simulated HS), or the more pleasant vapors of ***oil of geranium*** (simulated M1), oil of anise (licorice for PS), alcoholic solutions of coumarin (simulated CG) and there is no reason for not using valatile teriary amines (fishy odors) for some of the newer agents. An large scale atomizer or commercial nebulizer (used to spray disinfectant in the hospital) offers wide channels for instructional purposed through the use of alcoholic solutions of essential oils with characteristic odors.

Now for the interior of the gas chamber. There are seats (for saturation exposures) and vestibule (to retain valuable agents by preventing draft), and under one seat, a CN generator - simply a thin metal plate soldered atop a salvaged kerosene lantern.

There is an entrance door with "panic bolts." This safety feature makes it possible for the over exposed or the undercouraged to lean against the door and fall into the arms of the waiting NCO, only to be righted (and readjusted) and marched back in again. Pressure of the horizontal bar actuates a cam that opens the bottom and top bolt closure and inertia does the rest.

An outhouse (without cresent) contains a precious cylinder of chlorine complete with a salvaged and repaired chlorine bubbler and measuring meter (from a

swimming pool). The Cl concentration can be varied from a barely detecable trace to a point where the gas mask proves that it can completely fulfill its mission. [Chemical Warfare Newletter, May 1943, page 29]

ENTER DATA FROM PAGES 564, DIVISION 9 REDBOOK REGARDING WEARING TRIALS

ADD INFORMATION FROM THE FILE OF THE 131ST CHEMICAL PROCESSING COMPANY (file is tabbed with marked information)

Change 2, TM 3-305, 5 July 1940; 10 February 1944

12.1 Use of chlorine and mustard gas in training (Added) - When chlorine and mustard gas are used in training, the following rules will be observed:

a. The use of chlorine and mustard gas will in all instances be under the personal and direct supervision of a commissioned officer of the Chemical Warfare Service. This limitation does not apply to the use of instructional gas identification sets or of detonation gas identification sets.

B. Chlorine in all instances will be released only in the gas chamber

c. The use of mustard gas, generally to contaminate materiel, equipment, and terrain for purposes of training personnel in methods of decontamination and the use of decontamination materials and equipment, will be the determination and responsibility of the commander.

12.2 USE OF CNB from aircraft (added) - Large drops of CNB sprayed on personnel from airplanes at low levels may cause permanent injury to the unprotected eyes and severe irritation of the skin, especially in hot weather. Consequently, in all instances where this liquid is sprayed from airplanes for the purpose of training or demonstration the following precautions will be taken:

a. CNB will not be released when it might cause discomfort or inconvenience to persons not involved in the training. Or where the spray will fall on highways that have not been closed to traffic.

B. Troops should be cautioned that it is dangerous to look up when an airplane spraying CNB is immediately overhead or has passsed over, or just upwind of them, unless the eyes are protected.

C. Troops contaminatedwith CNB whould remove their clothing as soon as practicable and take a bath, using a 3- to 5- percent solutin of sodium bicarbonate, followed by soap. The eyes if contaminate should be irrigated with a 2 to 3 percent

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FIFTH HEAVY BOMBARDMENT PROCESSING HEADQUARTERS#4 ODB/gh
Smoky Hill Army Air Field
Salina, Kansas

614 6 August, 1943

Subject: Shooting-in-Butts.

To : Commanding General, Second Air Force, Colorado Springs, Colorado.

1. The Commanding General, 58th Wing, has requested that shooting-in-butts be constructed for the use of training peronnel incidental to the B-29 project and testing guns for B-29 airplanes at the following bases:

X45-2,1

Pratt
Walker
Great Bend
Salina

2. The same arrangements for taxiaprons, etc. as regularly authorized should be included.

X095

3. Captain Blondis, of this headquarters, inspected the shooting-in-butts used by the Boeing Aircraft Company, Wichita, Kansas, and found them satisfactory for the above purpose. Copies of these plans are attached.

4. These shooting-in-butts have been specially designed for use by the type of equipment to be used at the above bases and can be constructed under the minor construction program as cost will not exceed $40,000. (See copy of letter from Boeing Airplane Company, dated July 29, attached as Inclosure #2).

For the Commanding Officer:

/s/ Ralph R. Ravenburg
RALPH R. RAVENBURG
Captain, Air Corps
Adjutant

2 Incls.
#1 - Plans of Shooting-in-Butts (Trip.)
#2 Copy Ltr. Boeing Airplane Co.

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By NARA Date 7/27

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Subject: Shooting-in Butts. (Ltr. 5th HB Proc. HQ., Salina, Kans., to CG ZAF, Colo. Spgs., Colo., 8-6-43.)

614 U (30) 1st Ind.
HEADQUARTERS SECOND AIR FORCE, Colorado Springs, Colorado. 18 August 1943.

TO: Commanding General, Army Air Forces, Washington, D. C.
Attention: Assistant Chief Air Staff, M.M.D., Buildings & Grounds Section.

1. It is requested that shoot-in butts and necessary taxiway be authorized for construction in accordance with the attached plans at the following Army Air Bases.

a. Great Bend, Kansas.
b. Hays-Walker, Kansas.
c. Pratt, Kansas.
d. Smoky Hill, Kansas.

2. These shoot-in butts are to be constructed for the use of training personnel incidental to the B-29 project and testing guns for B-29 planes.

For the Commanding General:

JOHN E. CAMPBELL
Lt. A. G. D.
Asst. Adjutant General

2 Incls. - n/c

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By [illegible] NARA Date 7/27

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DBS 2A-1/5

Subject: Shooting-in-Butts

2nd Ind. 3 SEP 1943

War Department, Headquarters, Army Air Forces, Washington, D. C.,
To: Chief of Engineers

1. Authorization is granted to proceed with the construction of one (1) Shooting-in-Butt complete with taxiway and apron at each of the following Second Air Forces Stations:

a. Great Bend, Kansas
b. Hays-Walker, Kansas
c. Pratt, Kansas
d. Smoky Hill, Kansas

2. With reference to paragraphs 3 and 4 of basic letter it will be noted that the Shooting-in-Butts used by the Boeing Aircraft Company, Wichita, Kansas have been specially designed for use by the type of equipment to be used at the above listed bases, and are considered satisfactory for the purpose. The details of this type of Shooting-in-Butt are shown on attached drawing no. WA-23 555 .

3. In the event it is not considered practicable by your office to construct the Shooting-in-Butts in accordance with the attached drawing, it will be necessary to increase the height of the standard concrete design as shown on sketch plan no. 1000-102A from 15 feet to 25 feet. This is the minimum height required for boresighting and testing guns on B-29 aircraft.

4. It is recommended that, if practicable, the construction be in accordance with the attached drawing, inasmuch as it will require some time to prepare drawings for modification of the standard concrete design. The Shooting-in-Butts are urgently needed and should be provided at the earliest possible date.

5. Construction shall not be initiated until the locations of the above authorized facilities have been approved by the Commanding General, Second Air Force.

6. Funds for the accomplishment of the above authorized construction are available under Project 210, Engineer Service Army, reserved for Air Forces construction. It is requested that this Headquarters be furnished a copy of the allotment of funds and advised of the action taken.

For the Commanding General, Army Air Forces:

cc: CG, 2nd AF
Air Ordnance Off.
Central

B&G
Constr.
Inspec.

Incls.
n/a LCM:cj 9/2/43

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Schilling AFB
Smoky Hill AFB

Schilling Air Force Base in Salina, Kansas, home to the 310th Strategic Bombardment Wing [also designated the 310th Strategic Aerospace Wing] flying B-47s and the 22d Strategic Aerospace Division, ceased operations in 1965. A portion of the property once occupied by the base has been partly transferred to the Salina Airport Authority (SAA) through a base redevelopment plan and is operated as the Salina Municipal Airport.

The construction of airfields during World War II resulted in the construction of the Smoky Hill Army Airfield on 2,600 acres, southwest of the Salina urbanized area. Construction began in May of 1942 with the aid of nearly 7,000 construction workers. The first B-17's arrived in September of that same year. In September 1943 the 20th Bomber Command and the 58th Bomber Wing moved to Smoky Hill Army Airfield, and they were later joined by the 73d Bomb Wing. The B-17's were eventually replaced with B-29's and the base was used as a processing and staging area for heavy bombardment units ng overseas. Upon completion of WWII, the base was home to 45 's and 20 tanker planes of the 301st Bombardment Wing.

The Strategic Air Command's 97th Bombardment Wing was based at Schilling Air Force Base during 1946 and 1947, equipped with B-29s. By 1947 the 97th and 301st bombardment wings of the Strategic Air Command, flying B-29s were based at Smoky Hill AFB. The 22nd Bombardment Group (Very Heavy), equipped with the B-29 Superfortresses, moved from Kadena Air Base Okinawa to Smoky Hill AFB, in May 1948. The 22nd Bombardment Wing shared its commander with the 301st Bombardment Wing until the 22nd moved to March AFB on 09 May 1949. The name of the base was changed to Smoky Hill Air Force Base in January of 1948. The Defense Department deactivated the base in August of 1949, with the 301st being relocated to another Air Force Base.

In 1951 the Department of Defense reopened the base as a prestigious Strategic Air Command Base. By 1952 the B-29s of the Strategic Command had again begun to operate from Smoky Hill, and Strategic Air Command's 802nd Air Division was formed in May of that year. And by early 1954 802d Air Division was at Smoky Hill. The 40th Bombardment Wing, initially equipped with B-29s, received sleek new jets to replace the obsolete B-29s in 1954. During its first flight on 17 December 1954 -- 51 years to the day after the Wright Brothers flew for the first time at Kitty Hawk, North Carolina, the 1000th Boeing-Wichita B-47 took off, bound for Smoky Hill. In Salina, home of the 802nd Air Division, Number 1000 was christened the "City of Salina." By 1955 the Wing had completed conversion to B-47s, and was flying 97 tankers. In 1955 the base was named a "Golden Anniversary of nt Base" primarily as a result of good base-community relations. The 310th Bombardment Wing at Smoky Hill Force Base won top honors in SAC's 1956 bombing evaluation exercises.

On 16 March 1957 Smoky Hill Air Force Base was redesignated Schilling Air Force Base. Colonel David Schilling was a fighter pilot with 23 kills against the German Luftwaffe. More than any other American off

Maps & Imagery

Units

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Official Homepage

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Sources

- The History of Schilling A.F.B. Salina, KS
- Salina Airport Authority

Our success is outpacing our budget

the development of aerial refueling techniques for fighter aircraft. He was killed in an automobile accident near Mildenhall, England on 14 August 1956.

959, the Department of Defense began a major renovation of the base and also began construction of the 12 silo continental ballistic missile complex. During the next year, millions of dollars were spent preparing the runways and taxiways for the next generation of bombers and tankers, namely the B-52 and KC-135. Overall spending at the base during this era amounted to $250 million.

The 45th Bombardment Squadron at Schilling transferred to Forbes Air Force Base, Kansas in June 1960. Beginning in August 1960 the Site Activation Task Force at Schilling Air Force Base, constructed and turned over to the Strategic Air Command the first operational Atlas F hardened silo missile squadron. Schilling was turned over to SAC's 550th Strategic Missile Squadron on 7-8 September 1962.

Originally there were to be nine Atlas silos located around Schilling; however, the number increased to a dozen individual sites located at or near Bennington, Abilene, Chapman, Charton, McPherson, Mitchell, Kanopolis, Wilson, Beverly, Tescott, Glasco, and Minneapolis.

A joint venture of Utah-Manhattan-Sundt earned the nine-silo contract with a bid of $17.2 million. This group also received a $6.2 million contract to build the three additional lift-launcher silos. As with Atlas construction projects at other sites, major design changes doubled the final cost of the project. Part of the cause of the cost-overrun was attributed to the contractor team's failure to anticipate the government's demands for rigid standards and exacting performance. In addition, high water tables at some of the excavation sites raised pumping costs.

During construction, safety was a continual problem. On several occasions the Corps Engineer warned the contractor that his safety program was faltering. Five fatalities and numerous injuries marred the construction effort. An analysis of the project written after project completion blamed inexperience within the regional Corps of Engineers District Office for many of the construction problems. With the decision to consolidate ballistic missile construction within the Los Angeles-based CEBMCO, management was streamlined. CEBMCO took charge of project management in October 1960.

activation of the 550th Strategic Missile Squadron along with a sister squadron at Lincoln, Nebraska, on April 1, 1961, marked the first standing up of Atlas F units. In June 1962, the first operational sites for the Atlas F ICBMs were accepted by SAC and in September the squadron was declared operational. In the following month during the Cuban missile crisis, the 550th received orders to maintain all 12 missiles on alert status.

In the wake of Defense Secretary McNamara's May 1964 directive accelerating the deactivation of the first generation ICBMs, SAC inactivated the squadron in June 1965. With the closing of Schilling AFB, responsibility for the sites passed to F.E. Warren AFB, Wyoming, in July 1967. The sites were disposed of in March 1971.

On 19 November 1964, the Department of Defense announced that Schilling along with 574 other bases around the world would be closed. At this time the base was home to approximately 5,090 men. Within the next six months, all planes and men were relocated, including the Atlas F ICBM Squadron, and the base was closed on 30 June 1965.

The City of Salina worked hard at formulating a plan that would lessen the economic blow to the community of the closed base. The newly created Schilling Development Council announced plans for an airport-education-industry complex to replace the military operations. Special enabling legislation allowed the City to acquire, own, maintain, operate, improve and dispense with portions of the base. By May of 1965 the Salina Airport Authority had been created and the conversion of Schilling Air Force Base to the Salina Municipal Airport and Salina Airport Industrial Center began.

As with many formerly used defense sites, communities are anxious to redevelop the land. An obstacle often faced by communities is existing contamination of the property. At Schilling, contamination associated with USTs needed to be addressed. To eliminate risks posed by underground storage tanks (UST) and to meet a need to expand onto the property, the U.S. Army Corp of Engineers (COE) used an informal partnering approach to accelerate the cleanup at the former Shilling Air Force Base.The initial phase of the investigation revealed that the project involved much more than a "routine tank pull." The work involved is quite complex because it requires removing 36 large, 50,000-gallon Ts at an active airport, all of which must be conducted in strict accordance with Federal Aviation Administration ulations. Partnering allowed the COE to substantially reduce costs and surpass its environmental restoration schedule by one and a half years.

In 1973, the Kansas Air National Guard assumed all operating and maintenance authority for the the 34,000 acre Smoky Hill Air National Guard (ANG) Range. The Range, which is maintained and operated by personnel of the 184th

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Bomb Group, Kansas Air National Guard, is located ten miles south of Salina Kansas, in the rolling grasslands of the Smoky Hills. The 184th Bomb Group's mission is to maintain the peace by providing the best air tactics training environment possible. To carry out this mission, the guard employs 24 full time Active Guard Reserve personnel and civil service employees. This full time contingent is supported by Air Guardsmen on weekends. In addition to ting its military mission, the 184th carefully manages the natural and cultural resources of the Range, protectir environment and providing recreational opportunities, as well as generating revenues from agricultural leases.

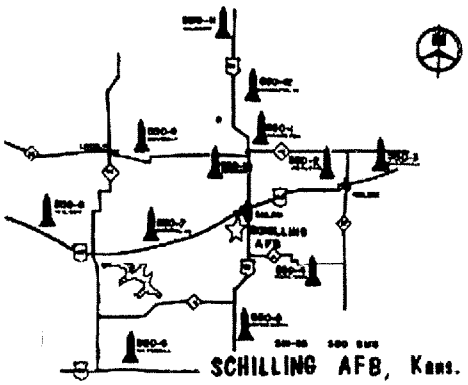
Smoky Hill ANG Range is the largest of 15 bombing ranges in the Air National Guard. Within Smoky Hill's 34,000 acres lies a 12,000 acre target area which is comprised of dual conventional ranges and three large tactical ranges. The tactical ranges provide the most realistic air-to-ground training available for all types of military aircraft. Smoky Hill also has four drop zones for cargo aircraft.

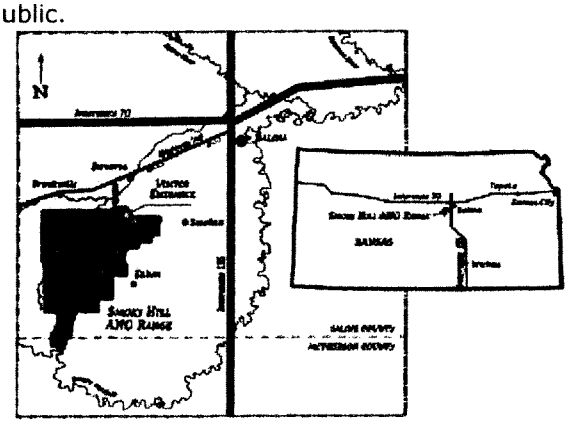
The earliest known European explorer to visit the Saline River country was the Frenchman Etienne Veniard de Bourgmont who crossed through present day Saline County, Kansas, in 1724. Captain Zebulon Pike met with the chiefs of the Kansa and Osage tribes to arrange a peace treaty, as well as to establish friendly relations with the Comanche. He was also on the lookout for information on the natural environment, streams, mineral resources and the people of the southern portion of the Louisiana Purchase. On the way to a large Pawnee village on the Republican River in Nebraska, Pike's expedition passed only a few miles to the east of the Smoky Hill ANG Range. Later, when his expedition headed west, Pike and men were captured and imprisoned by the Spanish in Santa Fe, eventually being released in l807. Following Pike's expedition and prior to the Civil War, the Saline River country was inhabited primarily by Indians, hunters and trappers. In 1854, passage of the Kansas-Nebraska Act by the United States Congress spurred interest in the settlement of Kansas. From the 1850s to the 1880s, the settlers in Saline County lived in either earthen dugouts or sod houses. The arrival of the railroad in 1867 dramatically stimulated the development of Salina County. The population swelled to over 2,000 in a matter of months.

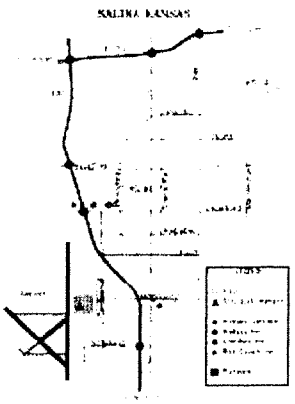
The life of the area changed dramatically in 1942 with the announcement that the government needed their farms for the construction of Camp Phillips, one of a number of 35,000 man training camps established around the country following the start of the Second World War. Over 42,000 acres or 72 square miles were taken for the base. Camp Phillips was deactivated in October, 1944, when it was clear that the end of the war was in sight. The base was dismantled and the land either leased or sold back to the original owners by 1946.

western part of the camp was used briefly as a gunnery range by Army Air Corps pilots stationed at the Smoky Hi Air Field, named for the river which wanders through Salina. The Smoky Hill Air to Air Gunnery Range encompassed approximately 218,384 acres. The majority of the range was in the southwest quarter of Gove County, but it extended to the west into Logan County, and to the south into Scott and Lane Counties. The terrain varies from rolling hills to steep canyons. Near where the Smoky Hill river crosses the Logan/Gove county line, numerous large formations of fossil laden chalk rise from the plain. These are referred to the Chalk Mountains--supposedly one of the targets.

The Army Air Force acquired this land in 1943. Aircraft primarily from Smoky Hill Army Air Field used the air space above the ground for gunnery practice, shooting at targets towed behind other planes. A clearance certificate dated 16 September 1947 stated, "all decontamination at Smoky Hill ATA Gunnery Range, Kansas, has been completed..." Several locals have found .50 caliber shells, bullets, and cartridges, and 20mm casings and cartridges; although all documentation found states that only .50 caliber machine guns were used over the site. Apparently, the 20mm was a British round which was being tested on this range. Also found by local fossil hunters, have been cannon ball fragments dating back to the 1800's. Many .50 caliber and a few British 20mm cartridges, shells and links have been found throughout the area by farmers and fossil hunters. The remoteness, current use and the ammunition items involved present very little hazard to the public.







ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX G

REAL ESTATE DOCUMENTS

APPENDIX G

REAL ESTATE DOCUMENTS

TABLE OF CONTENTS

G-1 Explanatory Statement (reference B-39).

G-2 Proposed Negotiated Sales (reference B-40).

G-3 Report of Sale Portion of Schilling AFB (reference B-41).

G-4 Report of Excess Real Property (reference B-42).

G-5 Real Property Records (reference B-43).

Reg. Adm. 6A

Identical letter to:

Honorable William L. Dawson
Chairman, Committee on
Government Operations
House of Representatives
Washington, D.C. 20515

AUG 30 1966

Honorable John L. McClellan
Chairman, Committee on
Government Operations
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

In accordance with the provisions of section 203(e)(6) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 484(e)(6)), there is transmitted herewith an explanatory statement covering the proposed negotiated sale of portions of Schilling Air Force Base, Salina, Kansas, GSA Control No. D-Kan-420Y, to the Salina Airport Authority, Salina, Kansas.

Sincerely yours,

Lawson B. Knott, Jr.,
Administrator

Enclosure

cc: D-7001
Official File - DAF
Reg. Admin. 6A
AL A(2)
D - Comm.
D - Corres. Control
R #D519153

URM:JVNeale:mp 8-23-66 x 2673

D_____ AL_____

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EXPLANATORY STATEMENT OF PROPOSED NEGOTIATED SALE OF SURPLUS REAL PROPERTY SUBMITTED PURSUANT TO THE PROVISIONS OF SECTION 203(e)(6) OF THE FEDERAL PROPERTY AND ADMINISTRATIVE SERVICES ACT OF 1949, AS AMENDED (40 U.S.C. 484(e)(6))

Property	Portions of Schilling Air Force Base, Salina, Kansas, D-Kan-420Y
Location	Saline County, Salina, Kansas
Reported Excess By	District Engineer, Kansas City District, Corps of Engineers, Report No. KC-302A, dated June 14, 1965
Date Surplus	June 28, 1965
Description	Properties consist of:

(a) Certain areas as shown on map marked Exhibit "A" and more particularly identified as follows:

Areas 1, 4, 5a, 6a, 7a, 9b, 19, 24b. A, B, C, D, E, F, G, H, J, K, L, and containing 892.53 acres; and

(b) All of the properties and facilities which are a part of the Electric and Gas distribution systems whether located on the ground, above the ground or underground, which serve Schilling Air Force Base, together with all easements used in connection with such utilities, and

(c) The Camp Phillips area, located approximately 2½ miles West of the areas shown on the map marked Exhibit "A," and more particularly identified as approximately 640 acres in Section 7, Township 15 S, Range 3 W of the 6th Principal Meridian in Saline County, Kansas.

Acquisition Cost and Date	Buildings and Utilities (1942-1954)	$2,139,508
	Land (1942-1957)	169,903
	Total	$2,309,411

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All Income Received From Rentals	None
Appraised Fair Market Value	$684,000
Appraised By	Austin Boyer Acme Appraisals Box 2345 Kansas City, Kansas August 27, 1965 Harry Day, A.S.A. 607 Minnesota Avenue Kansas City, Kansas April 30, 1966 Allocation of value Kenneth R. Watts, Regional Appraiser July 1, 1966
Proposed Purchase Price	$690,000 - cash
Proposed Purchaser	Salina Airport Authority Salina, Kansas
Proposed Use	For development for income to help support the airport and to insure that the property is not used for a purpose detrimental to the airport and educational institutions to be established on the base.

Background and Justification

The Salina Airport Authority has acquired approximately 1,875 acres of the Schilling Air Force Base for public airport without consideration. Other portions of the base have been assigned to DHEW for transfer to educational institutions. The proposed sale comprises all of the remaining parcels of land at the base with the exception of a liquid oxygen plant, the Capehart housing, and a radio receiver site which is not contiguous to the base proper.

The Airport Authority desires to acquire the subject property mainly to control its use so that a private owner does not acquire it and operate a cattle feeding lot or some other obnoxious use which would be detrimental to educational and airport use. Portions of the property will also be developed to create rental income to help maintain the airport.

It is concluded that the sale of this property to the Salina Airport Authority, Salina, Kansas, for $690,000 is consistent with the objectives and requirements for negotiated sales of surplus real property as set forth in section 203(e)(3) of the Federal Property and Administrative Services Act of 1949,

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as amended (40 U.S.C. 484(e)(3)). The following factors contribute to this conclusion:

1. The property is being conveyed to a political subdivision of the State for public purposes.

2. The proposed sale price is in excess of the estimated fair market value of the property and the other terms of the proposed disposal are satisfactory.

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Reg. Adm. 6A

Orig: Parker
cc: Austin

MAY 11 1967

Identical Letter Sent To:

Honorable William L. Dawson
Chairman, Comm. on Gov.
Operations
House of Representatives
Washington, D.C. 20515

Honorable John L. McClellan
Chairman, Committee on
Government Operations
United States Senate
Washington, D.C. 20510

DDRM
D-Kan-420Y

Dear Mr. Chairman:

In accordance with the provisions of section 203(e)(6) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 484(e)(6)), there is transmitted herewith an explanatory statement covering the proposed negotiated sale of portions of Schilling Air Force Base, Saline County, Salina, Kansas, GSA Control No. D-Kan-420Y, to the Salina Airport Authority, Salina, Kansas.

Sincerely yours,
Lawson B. Knott, Jr.
Administrator

Enclosure

cc: D-7001
Official File - DAF
Reg. Adm. 6A
A(2) AL
D - Comm.
D - Corres. Control
DDR
R

DDRM:JVNeale:leg 1-20-67 x 2673

D_____ AL_____

RECEIVED MAY 15 1967

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October 5, 1966

6DR

D-Kan-420Y

Mr. M. J. Kennedy, Chairman
Salina Airport Authority
905 United Building
Salina, Kansas

Dear Mr. Kennedy:

The offer of the Salina Airport Authority to purchase certain property at the Schilling Air Force Base, Saline County, Kansas, in the amount of $690,000 is accepted.

It is our understanding that general obligation bonds will be issued to pay for the property. Kindly advise when the proceeds are available and we will arrange for closing.

Sincerely yours,

J. Wayne Harrop
Acting Chief, Real Property Division
Property Management and Disposal Service

cc:
Actg. Asst. Comm. for Property Disposal - DD
Chief, Collections & Securities Section - 6BCRR-1

FJMaynard:bd

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UNITED STATES GOVERNMENT

Memorandum

GENERAL SERVICES ADMINISTRATION
Region 6
Kansas City 31, Missouri

TO : The Administrator

Date: July 22, 1966

FROM : Regional Administrator, GSA
Kansas City, Missouri

In reply refer to: 6UR

SUBJECT: Proposed Negotiated Sale
Portion of Schilling Air Force Base (1,544.57 ac.)
Salina, Kansas. D-Kan-420Y

Recommend negotiated sale of subject property for $690,000 to Salina Airport Authority, Salina, Kansas, for the reasons stated in the explanatory statement which accompanies the attached letters to the Chairmen of the Senate and House Committees on Government Operations.

Recommended: Regional Administrator

Asst. Commissioner, PD 8/24/66 Date

Commissioner, PADS 8/29/66 Date

TO: Regional Administrator, GSA
Kansas City, Missouri

AUG 30 1966

FROM: The Administrator

Authority granted to accept the offer on or after 35 days from the date of the letters and thereafter to consummate the negotiated sale, unless otherwise instructed.

Lawson B. Knott, Jr.
Administrator

RECEIVED
SEP 2 1966
GENERAL SERVICES ADMINISTRATION
Regional Administrator

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ATTORNEY'S REPORT
AS PERTAINS TO 4789.271 ACRES OF LAND
LOCATED AT
SCHILLING AIR FORCE BASE
COUNTY(S) OF Saline
STATE OF Kansas

I, L. Sissel, an attorney, licensed to practice law in the States of Kansas and Missouri, and employed by the Corps of Engineers, hereby certify that I have examined the records in the Office of the District Engineer, Kansas City District, Corps of Engineers, regarding title to certain land located at Schilling Air Force Base, Kansas.

The land consists of 4026.14 fee, .06 licenses and 763.071 easement acres, more or less, and is reported to General Services Administration for disposal in accordance with existing regulations. A legal description, with map of the land to be disposed, is shown in the disposal report.

The land to be disposed was acquired by the Government by either purchase or declaration of taking, subject, however, to such existing easements for public roads and highways, public utilities, railroads, pipelines, or other outstanding rights as shown in the tract descriptions or the attachment to this report. Further acquisition data pertaining to the individual tracts are submitted as shown by Exhibit "A" attached hereto and made a part hereof.

The area is improved to the extent of buildings, structures, utilities and miscellaneous facilities as shown in the accompanying report.

From the records of this office, there appears to be no known exceptions, reservations, conditions, or restrictions except as herein stated or shown in the report of the property to be disposed. There is no known action, thing, or circumstance that has occurred from the date of acquisition of the property by the United States that has affected, or may affect, the right, title, and interest of the United States in and to the real property, nor is there any known civil or criminal jurisdiction over the land that is peculiar to the property by reason of it being Government-owned land.

The Judge Advocate General, Department of the Army, Washington, D. C., is the custodian of the abstract(s) of title and related evidence.

L. Sissel
L. Sissel, Attorney
Real Estate Division

14 May 1965
Date

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EXHIBIT "A"

TRACT NO.	TITLE VESTED	FINAL OPINION	REMARKS
151E-2	3-9-56	9-17-57	
152	2-7-56	5-9-57	
152E	2-7-56	5-9-57	
153E	1-5-56	7-16-58	
154E	4-25-55	8-25-55	
155	3-26-55	7-11-55	
156	2-17-55	10-23-56	
157	6-7-55	10-17-55	
158	2-17-55	10-19-56	
159	2-17-55	10-19-56	
160E-1	8-1-56	Not Applicable	
160E-2	8-1-56	Not Applicable	
160E-3	8-1-56	Not Applicable	
160E-4	8-1-56	Not Applicable	
161	3-26-55	7-11-55	
162E	11-19-56	11-22-57	
163E	11-21-57	8-20-58	
164E	11-21-57	7-21-58	
165E	11-21-57	8-20-58	
166E	11-21-57	8-20-58	
167E	11-21-57	8-20-58	
168E	6-30-60	12-2-60	
169E	4-13-56	6-20-56	
170E	4-3-56	4-3-56	
171E	3-13-56	3-16-56	
172E	7-28-60	11-1-60	
173E	11-19-56	11-22-57	
174E	11-19-56	11-22-57	
175E	11-19-56	11-22-57	
176E	3-16-56	3-17-56	
177E	4-5-56	7-19-56	
179E	4-13-56	4-13-56	
180	9-21-56	11-22-57	
180E	9-21-56	11-22-57	
181	4-3-56	6-20-56	
182	4-23-56	7-30-56	
183	3-29-56	7-16-56	
185	2-14-56	1-28-57	
186	2-14-56	1-28-57	
187P	6-13-56	Not Applicable	
188L	3-20-57	Not Applicable	
189L	5-20-57	Not Applicable	
190	6-14-60	6-6-63	
190E-1	6-14-60	6-6-63	
190E-2	6-14-60	6-6-63	
191	3-5-60	7-10-62	
191E	3-5-60	7-10-62	
192L	9-27-60	Not Applicable	
193	6-17-60	1-22-65	

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EXHIBIT "A"

TRACT NO.	TITLE VESTED	FINAL OPINION	REMARKS
194	6-17-60	1-22-65	*
195	6-17-60	Not Available	
196L	4-27-60	Not Applicable	
197L-1	10-3-60	Not Applicable	
197L-2	10-3-60	Not Applicable	

SCHILLING HOUSING ANNEX, KANSAS

A-100L	3-2-53	Not Applicable
A-101E-2	10-13-54	1-16-57
A-102E-2	4-19-54	6-21-54
A-103E-2	2-20-54	4-15-54
A-104E-2	1-14-54	3-26-54
A-106L	3-2-53	Not Applicable
A-107E-2	2-26-54	5-12-54
A-108	6-30-55	12-7-56
A-108E-1	6-30-55	12-7-56
A-109E-2	6-30-55	12-7-56
A-111	7-26-57	12-30-57
A	6-19-48	Public Law No. 682
	3-14-45	AG Letter 3-27-45

* Reservation of ingress, egress rights.

Tracts subject to existing easements, for public roads and highways, for public utilities, for railroads and pipelines.

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TRACT NO. 100

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The N½ of the NE¼ of Section 33, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 101

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The S½ of the NE¼ of Section 33, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 102

The NW¼ of Section 34, Township 14 South, Range 3 West of the Sixth Principal Meridian, in Saline County, Kansas, except a tract of land 50 feet square, located in the northwest corner of said NW¼. This tract containes 159.90 acres, more or less.

TRACT NO. 103

The W½ of the NE¼ of Section 34, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 80 acres, more or less.

TRACT NO. 104

The E½ of the NE¼, Section 34, and a strip of land 30 feet in width along the west side of the W½ of the NW¼ of Section 35, all in Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 81.75 acres, more or less.

TRACT NO. 105

The SE¼ and the E½ of the SW¼ of Section 34 in Township 14 South, Range 3 West of the Sixth Principal Meridian in Saline County, Kansas, containing 240 acres, more or less.

TRACT NO. 106

The W½ of the SW¼ of Section 34, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 80 acres, more or less.

TRACT NO. 107

The S½ of the SE¼ of Section 33, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 80 acres, more or less.

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TRACT NO. 108

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The N½ of the SE¼ of Section 33, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 109

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The NE¼ of Section 4, Township 15 South, Range 3 West of the Sixth Principal Meridian, containing 160.28 acres, more or less.

TRACT NO. 110

The W½ of the NW¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, containing 80.38 acres, more or less.

TRACT NO. 111

The NE¼ and the E½ of the NW¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, in Saline County, Kansas, containing 240.92 acres, more or less.

TRACT NO. 112

A certain parcel of land stiuated in the County of Saline, State of Kansas, and more particularly described as follows:

The E½ of the NW¼ of Section 4, Township 15 South, Range 3 West of the Sixth Principal Meridian, containing 79.75 acres, more or less.

TRACT NO. 113

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The E½ of the SW¼ of Section 33, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 114

The E½ of the NW¼ of Section 33, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 80 acres, more or less.

TRACT NO. 115

A tract of land 50 feet square located in the northwest corner of the NW¼ of Section 34, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 0.1 acre, more or less.

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TRACT NO. 116E

Beginning at a point 20 feet east and 20 feet north of the southwest corner of Section 26, Township 14 South, Range 3 West, thence in a northerly direction along the east right-of-way line of county road 2035 feet to a point on county road right-of-way 20 feet east of the west line of said Section 26, thence north 11°30' east to the west bank of Dry Creek, thence southwesterly along the center of Dry Creek to the west line of the right-of-way of the Missouri Pacific Railroad thence in a southerly direction following the west boundary of said railroad right-of-way to a point 20 feet north of the south section line of Section 26, Township 14 South, Range 3 West, thence west 8.5 feet to the point of beginning, containing 4.4 acres, more or less. The above described land being in the SW¼ of Section 26, Township 14 South, Range 3 West.

TRACT NO. 117E

A strip of land 30 feet in width along the west side of the SW¼ of Section 35, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 0.63 acres, more or less.

TRACT NO. 119E

A strip of land 50 feet wide, the center line of which begins at a point 2385 feet west of the northeast corner of the SE¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, and running south ¼ mile to the south line of the N½ of the SE¼ of said Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 1.12 acres, more or less.

TRACT NO. 120E

A strip 50 feet wide, the center line of which begins at a point 2385 feet west of the northeast corner of the SE¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, and running south ¼ mile to the south line of said Section 3, containing 1.50 acres, more or less.

TRACT NO. 121

The S½ of the NW¼ of Section 27, Township 14 South, Range 3 West, Saline County, Kansas, containing 80 acres, more or less.

TRACT NO. 122

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The E½ of the SW¼ of Section 27, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

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TRACT NO. 123

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The W½ of the SW¼ of Section 27, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 124

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The South One-third of the East Three-fourths of the SE¼ of Section 29, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 40 acres, more or less.

TRACT NO. 125

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The N½ of the NE¼ of Section 32, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 126

The S½ of the NE¼ of Section 32, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 80 acres, more or less.

TRACT NO. 127

A certain parcel of land situated in the County of Saline, State of Kansas, more particularly described as follows:

The W½ of the NW¼ of Section 33, Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 128

The W½ of the SW¼ of Section 33, Township 14 South, Range 3 west; and a triangular tract of land described as: Beginning at the northeast corner of the SE¼ of Section 32, Township 14 South, Range 3 West, thence west 710 feet, thence southeasterly to a point on the east section line of said Section 32, said point being 655 feet south of the northeast corner of the SE¼ of Section 32, Township 14 South, Range 3 West, thence due north 655 feet, to the place of beginning, containing 5.4 acres, more or less, in Saline County, Kansas; containing in all 85.4 acres, more or less.

TRACT NO. 129

The W½ of the NW¼ of Section 4, Township 15 South, Range 3 West, Saline County, Kansas, containing 79.49 acres, more or less.

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TRACT NO. 130

A certain parcel of land situated in the County of Saline, State of Kansas, and more particularly described as follows:

The N½ of the SW¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, containing 80 acres, more or less.

TRACT NO. 131

The SE¼ of Section 27, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, except a strip of land described as follows: Commencing at the northeast corner of the SE¼ of said Section 27, thence 82 rods, thence south 2 rods, thence east 82 rods, thence north 2 rods to place of beginning, except the easement of the Southwestern Bell Telephone Company. This tract contains 159 acres, more or less.

TRACT NO. 133

A tract of land in the SE¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, described as follows: Beginning at the northwest corner of said SE¼ of said Section 3, Township 15 South, Range 3 West, thence 563 feet, thence in a northeasterly direction 783.7 feet to a point 525 feet east of the northwest corner of said SE¼, thence west 525 feet to the place of beginning. This tract contains 3.40 acres, more or less.

TRACT NO. 134E

(Outer Marker)

A tract of land lying in the SW¼ of Section 3, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, described as follows: Point of beginning of tract is 667.2 feet north and 947.0 feet east of the southwest corner of Section 3, Township 14 South, Range 3 West, which is the southwest corner of tract, thence east a distance of 100.0 feet, thence north 100.0 feet, thence west 100.0 feet, thence south 100.0 feet to return to the southwest corner of tract. The above stract contains 0.23 acres more or less.

(Access Road)

An easement for a strip of land 30.0 feet wide to serve as an access road to the above tract, the south line of which is described as follows: Beginning at a point 318.8 feet north along the west line from the southwest corner of Section 3, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, and running in a northeastaasterly direction at an angle of 51°32' right from said section line a distance of 496.4 feet, thence east northeast at an angle of 34°23' right a distance of 560.0 feet to the southwest corner of marker tract. The above described easement contains 0.70 acres, more or less, exclusive of existing public road right-of-way.

TRACT NO. 135E
(Main Area)

A tract of land lying in the S½ of the SW¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, described as follows: Point of beginning is 1463.0 feet west along the north side of said S½ and south a distance 357.0 feet from the northeast corner of the S½ of the SW¼ of Section 3, Township 15 South, Range 3 West which is the northwest corner of tract, thence south a distance of 200.0 feet, thence east at 90° angle a distance of 100.0 feet, thence north at 90° angle a distance of 200.0 feet, thence west at 90° angle a distance of 100.0 feet to return to northwest corner of tract. The above described tract contains 0.46 acres, more or less.

(Access Road)

A strip of land 30.0 feet wide to be used for an access road to the above described tract the center line of which is described as follows: Beginning at a point 1030.4 feet west of the northeast corner of the S½ of the SW¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, which point is sta. 8+84.1 on center line of access road, thence southwesterly around a curve of 15°00' to P.T. sta. 11+29.0 a distance of 244.9 feet, thence south a distance of 177.1 feet to P.C. sta. 13+06.1, thence southwesterly around a curve of 40°00' a distance of 229.6 feet to P.T. sta. 15+35.7, thence west a distance of 103.8 feet to east line of Main Area tract above described. The above contains 0.52 acres, more or less.

NOTE: 0.14 acres of this tract merged with fee tract No. 190.

TRACT NO. 139L
(License)

License to construct, operate, maintain, renew and remove obstruction lights and a radar reflector together with appurtenant poles and lines along, across, beneath, and over the property of licensor.

TRACT NO. 140L
(License)

The N½ of the NW¼ of Section 27, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, together with the right to erect such poles and lines thereon as may be necessary to property construct, operate and maintain such system of obstruction lights.

TRACT NO. 141P
(Permit)

To install temporary reference lights on the right-of-way but off the travelled portion of county roads.

TRACT NO. 145E

A tract of land situated in the SW¼ of Section 26, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more

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particularly described as follows: Beginning at a point on the north line of said SW¼, said point being 20.00 feet east of the northwest corner of said SW¼; thence, from said point of beginning, south along a line parallel with the west line of said SW¼, 250.00 feet; thence east along a line parallel with the north line of said SW¼, 68.16 feet; thence, in a northeasterly direction, to a point on the north line of said SW¼, said point being 139.02 feet east of the northwest corner of said SW¼; thence west along the north line of said SW¼, 119.02 feet to the point of beginning. The tract of land herein described contains 0.54 acre, more or less.

TRACT NO. 146

NW¼ of the SW¼ of Section 32, Township 14 South, Range 3 West of the Sixth Principal Meridian, excepting therefrom a strip of land 2 rods in width extending along the south boundary of the above described tract. This tract contains 39.00 acres, more or less.

TRACT NO. 148E

A tract of land situated in the SW¼SW¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows: Beginning at the NW corner of said SW¼SW¼; thence easterly along the north line of said SW¼SW¼ to the NE corner thereof; thence in a southwesterly direction to a point on the south line of said Section 3 which point is 330 feet easterly from the SW corner of said Section 3; thence westerly along the south line of said Section 3 for a distance of 330 feet to the SW corner thereof; thence northerly along the west line of said Section 3 to the point of beginning, containing 25 acres, more or less.

NOTE: 0.22 acres of this tract merged in fee tract 190.

TRACT NO. 149

The north two-thirds of the SE¼ of Section 4, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 106.67 acres, more or less.

TRACT NO. 150E-1

The south 53.33 acres of the SE¼ of Section 4 and the N½N½NE¼NE¼ and the N½N½NW¼NE¼ of Section 9, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 73.33 acres, more or less.

NOTE: 1.01 acres of this tract merged with tract 150E-2.

TRACT NO. 150E-2

A strip of land situated in the SE¼, Section 4, Township 15 South, Range 3 West, Saline County, 50 feet wide, being 25 feet each side of center line. Beginning at a point on the south line of Section 4, 1295 feet west of the

southeast corner of the SE¼ of said Section 4; thence north parallel with the east line of Section 4, 880 feet, more or less, to the south line of the north 2/3 of the SE¼, said Section 4, containing 1.01 acres, more or less.

TRACT NO. 151

A parcel of land in the NW¼SW¼ of Section 4, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, the boundary of which is described as beginning at the NE corner of said NW¼SW¼; thence westerly 600 feet along the north line thereof; thence southerly and parallel to the east line thereof, a distance of 450 feet; thence southeasterly to the southeast corner of said NW¼SW¼; thence northerly to the point of beginning, containing 12.19 acres, more or less.

TRACT NO. 151E-1

The N½N½NE¼NW¼ of Section 9, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 10.00 acres, more or less.

TRACT NO. 151E-2

A parcel of land in the W½SW¼ of Section 4, Township 15 South, Range 3 west of the Sixth Principal Meridian, Saline County, Kansas, the boundary of which is described as beginning at the northwest corner of said W½SW¼; thence easterly along the north line thereof, to a point which is 600 feet westerly from the northeast corner thereof; thence southerly and parallel to the east line of said W½SW¼, a distance of 450 feet; thence southeasterly to the southeast corner of the NW¼SW¼; thence southerly along the east line of the W½SW¼ to the southeast corner thereof; thence westerly along the south line thereof; a distance of 330 feet; thence northwesterly to a point on the west line of said W½SW¼, said point being 660 feet northerly from the SW corner thereof; thence northerly to the point of beginning, containing 60.31 acres, more or less.

TRACT NO. 152

The north 1760 feet of the E½SW¼ of Section 4, Township 15 South, Range 3 west of the Sixth Principal Meridian, Saline County, Kansas, containing 53.33 acres, more or less.

TRACT NO. 152E

The E½SW¼, except the north 1760 feet thereof, of Section 4, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 26.67 acres, more or less.

TRACT NO. 153E

A tract of land situated in the E½E½SW¼ of Section 5, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows: Beginning at the east quarter corner of said

Section 5; thence westerly along the north line of the NE¼NE¼SE¼ of said Section 5 to the northwest corner of said NE¼NE¼SE¼; thence southerly along the west line of said NE¼NE¼SE¼, 330 feet; thence in a southeasterly direction to the SE corner of the NE¼SE¼SE¼; thence northerly along the east line of said Section 5 to the point of beginning, containing 17.50 acres, more or less, subject to existing easements for public roads, highways, railroads, pipelines, and other public utilities as now located upon, over, and across the above described tract.

TRACT NO. 154E

E½SE¼NE¼ and the following described part of the SE¼NE¼NE¼ of Section 5, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas; Beginning at the NE corner of said SE¼NE¼NE¼; thence southerly along the east line of said Section 5 to the SE corner of said SE¼NE¼NE¼; thence westerly along the south line of said SE¼NE¼NE¼ to the SW corner thereof; thence in a northeasterly direction to the point of beginning, containing 25 acres, more or less.

TRACT NO. 155

The W½ of the NE¼, except the east 2 rods thereof, in Section 27, Township 14, South, Range 3 West of the Sixth Principal Meridian, containing 78 acres, more or less.

NOTE: 65.60 acres on tract 161 included in this tract.

TRACT NO. 156

The N½NW¼ of Section 27, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 80.00 acres, more or less.

TRACT NO. 157

The south 723 feet of the S½SW¼ of Section 22 and also a strip of land 130 feet wide, situated in the SW¼SW¼ of said Section 22 and lying 65 feet on each side of the following described centerline: Beginning at a point, which point is 723 feet north and 585 feet east of the SW corner of said Section 22; thence in a northwesterly direction to the NW corner of said SW¼SW¼. All in Township 14 South, Range 3 West of the Sixth Principal Meridian, containing 46.26 acres, more or less.

TRACT NO. 158

The south 1629 feet of the west 1750 feet of the SW¼ of Section 35, Township 14 South, Range 3 West of the Fifth Principal Meridian, Saline County, Kansas, containing 65.44 acres, more or less.

TRACT NO. 159

The north 1629 feet of the west 1750 feet of the NW¼ of Section 2, Township 15 South, Range 3 West of the Fifth Principal Meridian, Saline County, Kansas, containing 65.44 acres, more or less.

PERMITS ON TRACTS NOS. 160P-1, P-2, P-3 and P-4

The Government hereby accepts permission to install, keep and use the Government's own proposed:

160P-1 and P-4: two continuous lines of cast iron pipe, 8 inches in diameter, and appurtenances, including 10 inch steel casings, for conveying water; and

160P-2: one aerial 4.16 kv electric power line:

160P-3: one continuous line of cast iron pipe, 8 inches in diameter, and appurtenances, including 10 inch steel casing, for conveying sewage:

severally and collectively herein called "Crossing", on Railroad's property in the NW¼ of Section 2, Township 15 South, Range 3 West and SW¼ of Section 35, Township 14 South, Range 3 West, Saline County, Kansas, near Salina.

TRACT NO. 161

All acreage in Tract No. 155.

TRACT NO. 162E

The west 2410 feet of the S½SW¼, Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 73.03 acres, more or less.

NOTE: 0.84 acres of this tract in Tract No. 135E, 24.78 acres in Tract 148E and 1.52 acres merged in fee Tract No. 194.

TRACT NO. 163E

A tract of land situated in the SE¼ of Section 4 and the NE¼ of Section 9, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the SE corner of said SE¼ Section 4; thence northerly along the east line of said quarter, 880 feet, more or less, to the south line of the north 2/3 of said SE¼; thence westerly along said south line 250 feet; thence southeasterly to a point on the east line of the NE¼ said Section 9; 1270 feet southerly of the northeast corner thereof; thence northerly along said east line to the point of beginning, containing 6.17 acres, more or less.

NOTE: 4.99 acres of this tract are included in tract 150E-1 over which a Safety Easement has been acquired.

TRACT NO. 164E

A tract of land situated in the NW¼, Section 10, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particula

described as follows:

Beginning at the NW corner of said Section 10; thence easterly along the north line of said Section, 2410 feet; thence southerly parallel to the west line of said Section 10, a distance of 1570 feet; thence southeasterly to point on the south line of said NW¼, 2550 feet easterly of the SW corner thereof; thence westerly along said south line to the SW corner thereof; thence northerly along the west line of said Section 10 to the point of beginning, excepting therefrom that portion of said land described as follows, to wit:

Commencing at a point on the west line of said Section 10, said point being 4123 feet northerly from the southwest corner thereof; thence easterly at right angles to said west line, 1150.1 feet to the point of beginning of the tract of land herein described; thence at right angles to the left, 37.5 feet; thence at right angles to the right, 75 feet; thence at right angles to the right, 75 feet; thence at right angles to the right, 75 feet; thence at right angles to the right, 37.5 feet to the point of beginning, said tract being acquired containing 147.65 acres, more or less.

NOTE: 0.13 acres of this tract merged with tract 180 and 0.19 acres merged with tract 191.

TRACT NO. 165E

A tract of land situated in the SE¼NE¼, Section 9, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the SE corner of said SE¼NE¼ Section 9; thence northerly along the east line of said quarter, 780 feet; thence southwesterly to a point on the south line of said quarter, 100 feet easterly of the SE corner thereof; thence easterly to the point of beginning, containing 0.90 acres, more or less.

TRACT NO. 166E

A tract of land situated in the NE¼SE¼ Section 9, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the NE corner of said NE¼SE¼, Section 9; thence southerly along the east line of said quarter, 700 feet; thence westerly parallel with the north line of said quarter, 180 feet; thence northeasterly to a point on the north line of said quarter 100 feet westerly of the NE corner thereof; thence easterly along said north line to the point of beginning, containing 2.25 acres, more or less.

TRACT NO. 167E

A tract of land situated in the N½SW¼, Section 10, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the NW corner of said N½SW¼, Section 10; thence easterly along the north line of said N½SW¼, 2550 feet; thence southeasterly to a point 700 feet south and 2630 feet easterly of the said NW corner; thence westerly parallel with said north line to a point on the west line of said SW¼, 700 feet southerly of the northwest corner thereof; thence northerly along said west line to the point of beginning, containing 41.62 acres, more or less.

TRACT NO. 168E

A tract of land situated in the N½SE¼ of Section 28, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows, level datum being mean sea level:

Beginning at the northeast corner of said N½SE¼ of Section 28, said corner having a ground elevation 1235 feet, more or less, a transitional surface elevation of 1293 feet and a clearance of 58 feet, more or less, above ground; thence southerly along the east line of said N½SE¼, 490 feet to a point having a ground elevation of 1236 feet, more or less, a transitional surface elevation of 1293 feet and a clearance of 57 feet, more or less, above ground; thence westerly parallel to the north line of said N½SE¼, 35 feet to a point having a ground elevation of 1236 feet, more or less, a transitional surface elevation of 1298 feet and a clearance of 62 feet, more or less, above ground; thence northerly parallel to said east line of the N½SE¼, 490 feet to a point on said north line of the N½SE¼, said point being 35 feet west of the northeast corner of said N½SE¼ having a ground elevation of 1235 feet, more or less, a transitional surface elevation of 1298 feet and a clearance of 63 feet, more or less, above ground; thence easterly along said north line of the N½SE¼, 35 feet to the point of beginning, containing 0.39 acres, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 169E

A tract of land situated in the SE¼NE¼ of Section 28, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the SE corner of said SE¼NE¼ of Section 28; thence westerly along the south line of said SE¼NE¼, 35 feet; thence northerly parallel to and 35 feet distant from the east line of said SE¼NE¼, a distance of 1070 feet; thence northwesterly to a point on the north line of a 9.6 acre tract as described in Book 189, Page 217 of the county records; thence easterly along the north line of said 9.6 acre tract, 48.49 feet to the NE corner thereof; thence southerly along the east line of said SE¼NE¼, 1146.75 feet (69.5 rods) to the point of beginning, containing 0.93 acres, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 170E

A tract of land situated in the NE¼ of Section 28, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the NE corner of the S½N½NE¼ of said Section 28, thence southerly along the east line of Section 28, 833.25 feet, more or less, to the NE corner of a 9.6 acre tract described in Book 189, Page 217 of the county records; thence westerly, parallel to the south line of said NE¼, 48.49 feet; thence northwesterly to a point on the north line of the S½N½NE¼ of Section 28, 195 feet westerly of the NE corner thereof; thence easterly along the north line of said S½N½NE¼, 195 feet to the point of beginning, containing 2.32 acres, more or less.

TRACT NO. 171E

A tract of land situated in the NE¼NE¼NE¼ of Section 28, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows: Beginning at the NE corner of said Section 28; thence westerly along the north line thereof, 113 feet; thence southwesterly to a point on the south line of the NE¼NE¼NE¼ of said Section 28, 195 feet westerly of the SE corner thereof; thence easterly along said south line, 195 feet to the SE corner of said NE¼NE¼NE¼; thence northerly along the east line of said NE¼NE¼NE¼ to the point of beginning, containing 2.33 acres, more or less.

TRACT NO. 172E

A tract of land situated in the E½SE¼ of Section 21, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows, level datum being mean sea level:

Beginning at the southeast corner of said E½SE¼ of Section 21, said corner having a ground elevation of 1246 feet, more or less, a transitional surface elevation of 1291 feet and a clearance of 45 feet, more or less, above ground; thence westerly along the south line of said E½SE¼, 113 feet to a point having a ground elevation of 1247 feet, more or less, a transitional surface elevation of 1307 feet and a clearance of 60 feet; more or less, above ground; thence in a northeasterly direction to a point 35 feet west of the east line and 599.4 feet south of the north line of the SE¼SE¼ of said Section 21, said point having a ground elevation of 1235 feet, more or less, a transitional surface elevation of 1295 feet and a clearance of 60 feet, more or less, above ground; thence northerly parallel to said east line of the SE¼SE¼, 599.4 feet to a point on said north line of the SE¼SE¼, said point being 35 feet west of the northeast corner of said SE¼SE¼, having a ground elevation of 1231 feet, more or less, a transitional surface elevation of 1295 feet and a clearance of 64 feet, more or less, above ground; thence westerly along said north line of the SE¼SE¼, 360 feet to a point having a ground elevation of 1232 feet, more or less, a transitional surface elevation of 1346 feet and a clearance of 114 feet, more or less, above ground; thence in a northeasterly direction to a point on the north line of said E½SE¼, said point being 388 feet west of the northeast corner of said E½SE¼, having a ground elevation of 1231 feet, more or less, a transitional surface elevation of 1338 feet and a clearance of 107 feet, more or less, above ground; thence easterly along said north line of theE½SE¼, 338 feet to the northeast corner of said E½SE¼, said corner having a groundelevation of 1231 feet, more or less, a transitional surface elevation of 1289 feet and a clearance of 58 feet, more or less, above ground; thence southerly along said east line of the E½SE¼ to the point of beginning, containing 13.84 acres, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 173E

A tract of land situated in the N½SW¼ of Section 22, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the SW corner of said N½SW¼ of Section 22; thence easterly along the south line of said N½SW¼, 855 feet; thence at right angles to the left, 600 feet; thence at right angles to the right, 400 feet; thence at right angles to the right, 600 feet to a point on the south line of said N½SW¼; thence easterly along the south line of said N½SW¼, 1243 feet; thence northwesterly to a point on the north line of said N½SW¼, which point is 2437 feet easterly of the NW corner of said N½SW¼; thence westerly along said north line, 2437 feet to the NW corner of said N½SW¼; thence southerly along the west line of said N½SW¼ to the point of beginning, containing 69.40 acres, more or less.

TRACT NO. 174E

A tract of land situated in the NE¼ of Section 21, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the NE corner of said Section 21; thence southerly along the east line of said Section 21 to the SE corner of the NE¼; thence westerly along the south line of said NE¼, 338 feet; thence northeasterly to a point on the north line of said NE¼, said point being 235 feet westerly from the NE corner thereof; thence easterly along the north line of said Section 21 to the point of beginning, containing 17.39 acres, more or less.

TRACT NO. 175E

A tract of land situated in the NW¼ of Section 22, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the NW corner of said Section 22; thence easterly along the north line of said Section 22, a distance of 2320.5 feet; thence southeasterly to a point on the south line of the NW¼ of said Section 22, said point being 2437 feet easterly from the SW corner thereof; thence westerly along said south line to the SW corner of said NW¼; thence northerly along the west line of said Section 22 to the point of beginning, containing 144.17 acres, more or less.

TRACT NO. 176E

The south 100 feet of the east 235 feet of Section 16, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 0.54 acre, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 177E

The south 400 feet of the W½SW¼ of Section 15, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 12.23 acres, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 179E

A tract of land situated in the SE¼SE¼SW¼ of Section k5, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at a point on the south line of said SE¼SE¼SW¼, which point is 353 feet westerly from the S¼ corner of said Section 15; thence northerly parallel to the east line of said SE¼SE¼SW¼, 100 feet; thence easterly parallel to the south line of said SE¼SE¼SW¼, 10 feet; thence southerly parallel to the east line of said SE¼SE¼SW¼, 100 feet to a point on the south line of said SE¼SE¼SW¼; thence westerly along the south line of said SE¼SE¼SW¼, 10 feet to the point of beginning, containing 0.02 acres, more or less.

TRACT NO. 180

A tract of land situated in the NW¼ of Section 10, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Commencing at a point on the west line of said Section 10, said point being 4123 feet northerly from the SW corner thereof; thence easterly at right angles to said west line, 1150.1 feet to the point of beginning of the tract of land herein described; thence at right angles to the left, 37.5 feet; thence at right angles to the right, 75 feet; thence at right angles to the right, 75 feet; thence at right angles to the right, 75 feet; thence at right angles to the right, 37.5 feet to the point of beginning, containing 0.13 acres, more or less.

TRACT NO. 180E

Entire 1.06 acres in this tract included with Tract 164E.

TRACT NO. 181

The north 130 feet of the east 380 feet of the W½NW¼ of Section 10, Township 16 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 0.87 acre, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 182

A tract of land situated in the N½SW¼, Section 22, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at a point on the south line of the N½SW¼ of said Section 22, said point being 855 feet east of the SW corner thereof; thence on a 90° angle to the left, 600 feet; thence 90° to the right, 400 feet; thence 90° to the right, 600 feet to a point on said south line; thence west along said south line 400 feet to the point of beginning, containing 5.51 acres, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 183

The S½SW¼ of Section 22, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, except the south 723 feet thereof; and, except a strip of land 130 feet wide, being 65 feet on each side of a centerline beginning at a point 723 feet north and 585 feet east of the SW corner of the SW¼, Section 22; thence in a northwesterly direction to the NW corner of said S½SW¼, containing 34.6 acres, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

TRACT NO. 185

A tract of land situated in the SW¼ of Section 35, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows: Beginning at a point on the south line of the SW¼ of Section 35, said point being 1750 feet east of the SW corner thereof; thence north, parallel to the west line of said SW¼, a distance of 400 feet; thence east, parallel to the south line of said SW¼, a distance of 225 feet; thence south, parallel to the west line of said SW¼, a distance of 400 feet to a point on the south line thereof; thence west, along said south line, a distance of 225 feet to the point of beginning, containing 2.07 acres, more or less.

TRACT NO. 186

The NW¼, except the north 1629 feet of the west 1750 feet thereof, of Section 2, Township 15 south, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, containing 94.56 acres, more or less.

TRACT NO. 187P

Permission is granted to the United States Government to construct water lines, electrical lines, sewer lines, gas lines and other facilities across public road right-of-way, which runs along line common to Section 2, Township 15 South, Range 3 West, and Section 35, Township 14 South, Range 3 West.

TRACT NO. 188L

An area 6 feet wide and 22 feet long located approximately 960 feet south of the Base access road on the east side of U. S. Highway 81 in the NW¼ of the NW¼ of Section 1, Township 15 South, Range 3 West of the Sixth Principal Meridian, for use in connection with Schilling Air Force Base. 0.01 acre, more or less.

TRACT NO. 189L

An area 6 feet wide and 22 feet long located approximately 850 feet north of the Base access road on the west side of U. S. Highway 81 in the SW¼ of Section 35, Township 15 South, Range 3 West of the Sixth Principal Meridian, in the County of Saline, State of Kansas, for use in connection with Schilling Air Force Base. 0.01 acre, more or less.

TRACT NO. 190

A tract of land situated in the S½SW¼ of Section 3, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at a point on the north line of said S½SW¼ of Section 3, said point being 1149.13 feet east of the northwest corner of said S½SW¼; thence easterly along the north line of said S½SW¼, 50.02 feet; thence southerly to a point on the south line of said S½SW¼; said point being 1201.68 feet east of the southwest corner of said S½SW¼; thence westerly along the south line of said S½SW¼, 50.02 feet; thence northerly to the point of beginning, together with all right, title, and interest of the parties of the first part in and to any alleys, streets, ways, strips, or gores abutting or adjoining the land here described, containing 1.52 acres, more or less.

TRACT NO. 190E-1

1.35 acres of this tract included with tract 148E and 3.95 acres with tract 162E.

TRACT NO. 190E-2

0.39 acre of this tract included in tract 135E, 0.12 acre in tract 148E, and 4.79 acres in tract 162E.

TRACT NO. 191

A tract of land situated in the NW¼NW¼ of Section 10, Township 15 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Commencin at a point on the west line of said Section 10, saidpoint being 4123 feet north of the southwest corner thereof; thence easterly at right angles to said west line, 1150.1 feet; thence northerly at right angles to the left, 37.5 feet; thence easterly at right angles to the right, 17.5 feet to the point of beginning of the tract of land herein described; thence in a northeasterly direction with an angel of 45° to the left, 14.14 feet; thence northerly along a line which, if continued, would intersect the north line of said Section 10 at a point 1166.67 feet east of the northwest corner thereof, 398 feet; thence easterly at right angles, 20 feet; thence southerly parallel to the last described northerly course, 408 feet; thence westerly 30 feet to the point of beginning, together with all right, title, and interest of the parties of the first part in and to any alleys, streets, ways, strips, or gores abutting or adjoining the land here described, containing 0.19 acres, more or less.

TRACT NO. 191E

0.35 acres of this tract included with tract 164E.

TRACT NO. 192L

The Licensor hereby grants to the Government a license to construct, operate, maintain, renew and remove a Ceilometer Site (cable line) along, across, beneath, and over the right-of-way and property of the Licensor at Schilling Air Force Base.

TRACT NO. 193

A tract of land situated in the S½SE¼ of Section 35, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the southwest corner of said S½SE¼ of Section 35; thence easterly along the south line of said S½SE¼ to a point on the westerly right-of-way line of Interstate Highway No. 8, said point being 1576.0 feet west of the southeast corner of said S½SE¼; thence northerly at right angles along said right-of-way line, 44.0 feet; thence easterly along said right-of-way line parallel to said south line of the S½SE¼, 110.0 feet; thence in a northeasterly direction along said right-of-way line, 682.8 feet to a point 1276.1 feet west of the east line of said S½SE¼; thence northerly along said right-of-way line, which if extended intersects the north line of the SE¼ of said Section 35 at a point 1276.6 feet west of the northeast corner of said SE¼, to the north li of said S½SE¼; thence westerly along the north line of said S½SE¼ to the northwest corner thereof; thence southerly along the west line of said S½SE¼ to the point of beginning, containing 39.94 acres, more or less.

TRACT NO. 194

A tract of land situated in the N½SE¼ of Section 35, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the southwest corner of said N½SE¼ of Section 35; thence northerly along the west line of said N½SE¼ to a point 1379 feet north of the southwest corner of the SE¼ of Section 35; thence easterly parallel to the south line of said SE¼ to a point on the westerly right-of-way line of Interstate Highway No. 8, said point being 1276.27 feet west of the east line of said SE¼; thence with an angle of 90°02'45" to the right along said right-of-way line to the south line of said N½SE¼; thence westerly along said south line of the N½SE¼ to the point of beginning, containing 1.85 acres, more or less.

TRACT NO. 195

A tract of land situated in the E½SW¼ of Section 35, Township 14 South, Range 3 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at the southeast corner of said E½SW¼ of Section 35; thence westerly along the south line of said E½SW¼ to a point 1973 feet east of the ~~nor~~ southwest corner of said Section 35; thence northerly parallel to the west

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line of said Section 35, a distance of 400 feet; thence westerly parallel to the south line of said E½SW¼, 225 feet; thence northerly parallel to the west line of said Section 35, a distance of 979 feet; thence easterly parallel to the south line of said E½SW¼ to the east line thereof; thence southerly along said east line of the E½SW¼ to the point of beginning, containing 26.11 acres, more or less.

TRACT NO. 196L

The Licensor hereby grants to the Government a license to construct, operate, maintain, renew and widen a county road along, across, beneath, and over the right-of-way and property of the Licensor at the following location: Southwest corner, SE¼ of Section 35, Township 14 South, Range 3 West and northwest corner, NE¼ of Section 2, Township 15 South, Range 3 West, for use in connection with the Schilling Air Force Base.

TRACT NO. 197L-1

The Railroad hereby grants permission to install, keep and use the Government's own proposed: one continuous line of cast iron pipe, 6 inches in diameter, and appurtenances, including 16 inch steel casing, for conveying sewage; herein called "Crossing", on Railroad's property in the SW¼ of Section 35, Township 14 South, Range 3 West, Saline County, Kansas, near Salina.

TRACT NO. 197L-2

The Railroad hereby grants permission to install, keep and use the Government's own proposed: one continuous line of cast iron pipe, 8 inches in diameter, and appurtenances, including 16 inch steel casing, for conveying water; herein called "Crossing", on Railroad's property in the NW¼ of Section 2, Township 15 South, Range 3 West, Saline County, Kansas, near Salina.

TRACTS NOS.A100L & A106L

The Licensor hereby grants to the Government a license to construct, operate, maintain, renew, and remove a gas line along, across, beneath, and over the right-of-way and property of the Licensor.

TRACT NO. A-101E-2

A tract of land situated in the Southeast corner of the southeast quarter of Section 6, Township 15 South, Range 3 West, Saline County, Kansas, more particularly described as being a strip of land 25.00 feet wide, 12.5 feet on each side of a center line, described as follows: Beginning at a point on the east line of said Section 6, 40.00 feet northerly of the southeast corner of said Section 6; thence in a southwesterly direction to a point on the south line of said Section 6, 53.00 feet westerly of said southeast corner; containing 0.001 of an acre, more or less, exclusive of the county road.

TRACT NO. A-102E-2

A tract of land situated in the SW¼ of the SW¼ of Section 5, Township 15 South, Range 3 West, more particularly described as being a strip of land 25.00 feet wide, 12.5 feet on each side of a center line described as follows: Beginning at a point on the west line of said Section 5, said point being 40.00 feet northerly of the southwest corner of Section 5; thence in a northeasterly direction making an angle to the right, or easterly, on the west line of Section 5, of 53°05', a distance of 37.00 feet; thence continuing northeasterly making an angle to the right of 10°36', a distance of 1438.50 feet, more or less, to a point on the grantors' east line, said point being 705.12 feet northerly along said east line from the south line of Section 5, containing 0.85 acre, more or less, exclusive of the county road.

TRACT NO. A-103E-2

A tract of land situated in the S½ of Section 5, Township 15 South, Range 3 West of the Sixth Principal Meridian, in Saline County, Kansas, more particularly described as being a strip of land 25 feet wide, 12½ feet on each side of a center line described as follows: Beginning at a point on the west line of the E½ of the SW¼ of Section 5, 705.12 feet north of the south line of said section; thence in a northeasterly direction to a point on the east line of the west 60 acres of the SE¼ of said Section 5, 1866.02 feet north of the south line of said Section 5, containing 1.49 acres, more or less.

TRACT NO. A-104E-2

A tract of land situated in the SE¼ of Section 5, Township 15 South, Range 3 West, more particularly described as being a strip of land 25.00 feet wide, 12.5 feet on each side of a centerline described as follows: Beginning at a point on the north line of said SE¼ and the Grantors' north property line, said point being 69.89 feet westerly of the northeast corner of said SE¼; thence running in a straight line in a southwesterly direction to a point

100 rods (1650 feet) west of the east line of the SE¼ of Section 5 and 1866.02 feet north of the south line of Section 5, containing 1.01 acres, more or less.

TRACT NO. A-107E-2

A tract of land situated in the southeast corner of the NE¼ of Section 5, Township 15 South, Range 3 West, more particularly described as a strip of land 25.00 feet wide, being 12.5 feet on each side of a center line described as follows: Beginning at a point on the East line of said Section 5, said point being 32.53 feet northerly from the southeast corner of said NE¼; thence in a southwesterly direction to a point on the south line of said northeast quarter; said point being 69.89 feet westerly from the said southeast corner; containing .02 acre, more or less, exclusive of the county road.

TRACT NO. A-108

The north 237.00 feet of the west 252.50 feet of the NW¼NW¼ of Section 7, Township 15 South, Range 2 West of the Sixth Principal Meridian, Saline County, Kansas. The tract of land herein described contains 1.37 acres, more or less.

TRACT NO. A-108E-1

A tract of land 25.00 feet in width situated in the S½ of Section 6, Township 15 South, Range 2 West of the Sixth Principal Meridian, Saline County, Kansas, and lying 12.50 feet on each side of the following described center line: Beginning at a point on the east line of the SW¼SW¼ of said Section 6, said point being 32.50 feet north of the southeast corner of said SW¼SW¼; thence easterly parallel to and 32.50 feet from the south line of said Section 6 for a distance of 2180.00 feet; thence north 45°00' east to the left bank of the Smoky Hill River. The tract of land herein described contains 1.30 acres, more or less.

TRACT NO. A-109E-2

A tract of land 25.00 feet in width situated in the S½ of Section 6, Township 15 South, Range 2 West of the Sixth Principal Meridian, Saline County, Kansas, and lying 12.50 feet on each side of the following described center line: Beginning at a point, said point being 32.50 feet north and 190.00 feet east from the southwest corner of said Section 6; thence easterly parallel to and 32.50 feet from the south line of said Section 6 for a distance of 1130.00 feet. The tract of land herein described contains 0.65 acre, more or less.

TRACT NO. A-111

A tract of land situated in the N½ of Section 7, Township 15 South, Range 2 West of the Sixth Principal Meridian, Saline County, Kansas, more particularly described as follows:

Beginning at a point on the north line of said Section 7, said point being 252.5 feet easterly of the northwest corner of said Section 7; thence easterly along the north line of said Section 7, a distance of 1099.5 feet; thence southerly parallel to the west line of said Section 7, a distance of 317 feet; thence westerly parallel to the north line of said Section 7, a distance of 1099.5 feet; thence northerly parallel to the west line of said Section 7, a distance

of 317 feet to the point of beginning, together with all right, title, and interest of the parties of the first part in and to any alleys, streets, ways, strips, or gores abutting or adjoining the land here described, containing 8.00 acres, more or less, subject to existing easements for public roads and highways, for public utilities, for railroads and pipelines.

STANDARD FORM 118
DECEMBER 1953
PRESCRIBED BY GENERAL SERVICES ADMINISTRATION
REGULATION 2-IV 201.00

REPORT OF EXCESS REAL PROPERTY

1. NO. [illegible] 302

2. DATE OF REPORT: 17 May 1965

GSA CONTROL NO. (GSA use only) D-Kan-4

3. TO (Furnish address of GSA regional offices)
General Services Administration
1500 East Bannister Road
Kansas City, Missouri 64131

4. FROM (Name and address of holding agency)
District Engineer, U. S. Army Engr Dist
Kansas City, CE, 1800 Federal Office Bldg
Kansas City, Missouri 64106

5. NAME AND ADDRESS OF REPRESENTATIVE TO BE CONTACTED
Same as 4

6. NAME AND ADDRESS OF CUSTODIAN
Commander
Schilling Air Force Base
Salina, Kansas 67401

7. PROPERTY IDENTIFICATION
Schilling Air Force Base

8. PROPERTY ADDRESS (Give full location)
Schilling Air Force Base located in Salin County, Saline, Kansas

9. SPACE DATA

USE	NUMBER OF BUILDINGS (1)	FLOOR AREA (Sq. ft.) (2)	NUMBER OF FLOORS (3)	FLOOR LOAD CAPACITY (4)	CLEAR HEADROOM (5)
A. OFFICE	22	198,819	1 - 2		7'
B. STORAGE	48	320,768	1		to
C. OTHER (See 9 F)	549	2,582,431	1 - 3		37'6"
D. TOTAL (From SF 118a)	619	3,102,018			
E. GOV'T INTEREST: (1) OWNER					
(2) TENANT					

F. SPECIFY "OTHER" USE ENTERED IN C ABOVE

10. LAND

(From SF 118b)	ACRE OR SQUARE FEET
A. FEE	4026.34
B. LEASED	
C. OTHER	763.131
D. TOTAL	4789.471

11. COST TO GOVERNMENT

ITEM	SCHEDULE	COST
A. BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES	A (Col. d)	$35,013,229
B. LAND	B (Col. f)	568,304
C. RELATED PERSONAL PROPERTY	C (Col. h)	
D. TOTAL (Sum of 11A, 11B, and 11C)		$35,581,533

E. ANNUAL PROTECTION AND MAINTENANCE COST (Government-owned or leased) Not Estimated

12. LEASEHOLD(S) DATA (Use separate sheet if necessary)

A. TOTAL ANNUAL RENTAL	$
B. ANNUAL RENT PER SQ. FT. OR ACRE	$
C. DATE LEASE EXPIRES	
D. NOTICE REQUIRED FOR RENEWAL	
E. TERMINAL DATE OF RENEWAL RIGHTS	
F. ANNUAL RENEWAL RENT PER SQ. FT. OR ACRE	$

G. TERMINATION RIGHTS (in days)
LESSOR GOVERNMENT

13. DISPOSITION OF PROCEEDS
Miscellaneous Receipts

14. TYPE OF CONSTRUCTION
Frame, metal, masonry

15. HOLDING AGENCY USE
Airport

16. RANGE OF POSSIBLE USES
Airport, Industrial Site, Housing Facili School Purposes, etc.

17. NAMES AND ADDRESSES OF INTERESTED FEDERAL AGENCIES AND OTHER INTERESTED PARTIES
Unknown

18. REMARKS This property was screened against the known defense needs of the Department of Defense. Congressional clearance action was started on 1 May 1965, and will be completed on or about 31 May 1965, as prescribed by Section 2662, Title 10 USC.

PRELIMINARY REPORT

19. REPORT AUTHORIZED BY

NAME CHARLES H. McDONNELL

TITLE Chief, Management & Disposal Branch
Real Estate Division

SIGNATURE Charles H. McDonnell

U.S. GOVERNMENT PRINTING OFFICE: 16-60840-1

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STANDARD FC 3a
DECEMBER 195
PRESCRIBED BY GENERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 2 OF PAGES OF THIS SCHEDULE

GSA CONTROL NO. (GSA use only)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (Sq. ft.) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	65	Child Care Ctr, frame, 1942	$ 13,924	IR 81x87'	c 3614	1	9'		
2	85	Fmly Hsg w/att carport, fr, 1952	14,962	IR 12'-8x	c 1345	1	8'		
3				23'-8	c 300	1	8'		
4	86	Fmly Hsg (Duplex) frame w/att	24,876	IR	c 2141	1	8'		
5		carports, frame 1952 (2 each)		11'4x23'	c 518				
6	87	Guest House, frame 1952	28,700	IR	c 2400	1	8'		
7		w/att carport		11'8x23'	c 249				
8	105	Fuel Pump House, concrete 1953	39,000	30'x58'	c 1740	1	10'		
9	119	Emergency Power Bldg, conc, 1959	6,329	8'x12'	c 101	1	9'		
10	120	Base Operations, concrete 1955	156,735	IR	c 9000	2	9-11½'		
11	122	RAPCON Center, concrete, 1960	237,520	IR 78x66'	c 6034	1	11'		FAA - Pilot Service Sta
12	127	Navaids Shop, concrete, 1955	32,490	40'x80'	c 3200	1	14'8"		
13	128	Sentry House, concrete, 1955	500	9'x10'	c 93	1	8'		
14	138	Weather Modulator, concrete, 1956	18,182	16'x23'	c 387	1	8'		
15	146	Gymnasium, concrete, 1957	278,854	IR	c 24285	2	21'		
16	149	Field Training, frame, 1943	50,085	IR (H)	c 9242	1	10'		
17	156	Emergency Power Bldg, frame, 1958	1,170	8'x10'	80	1	8'		
18	157	HQ GROUP, Air Base, frame, 1943	61,879	IR	a 10980	1	8'		
19	169	Radio Mars, concrete & frame, 1943	29,050	IR	c 3585	1	10'		
20	182	Strg, Medical Equip, frame, 1942	13,500	20'x156'	b 3120	1	11'	100 psi	
21	183	Strg, Medical Equip, frame, 1942	12,000	20'x156'	b 3120	1	11'	100 psi	
22	191	Dormitory, Airmen, concrete, 1957	157,795	34'x154'	c 11726	2	10'		
23	194	Strg, Medical Equip, concrete, 1955	2,880	12'x25'	b 300	1	11'	200 psi	
24	197	Htg Plt, (Hosp), concrete 1960	500,557	100'x42'	c 4295	1	19'		
25	198	Composite-Med. (Hosp) conc, 1960	1,746,643	IR	c 67259	3	8-11'		
26	207	Water Sply (Demineralized) fr, 1943	71,815	40'x64'	c 2660	1	18'		
27	217	POL Operations & Quality Control,	53,765	49'x113	a 2400	1	12'		
28		1956, & Strg, oil & grease, conc.			b 3137			200 psi	
29	219	Squadron Operations, conc, 1955	118,292	IR	c 9203	2	10-11'		
30	245	Youth Center and frame, 1953	270,580	IR	c 14876	1	10 to		
31		Kitchen and Heating					10'4"		
32	250	Dormitory, Airmen, frame, 1952	108,100	IR	c 16214	2	10'-10'4"		
		TOTAL							

Prefix figures with symbols to denote type of space, as follows: (a) for office; (b) for storage; (c) for other.

16—60841-1 U. S. GOVERNMENT PRINTING OFFICE

G-4

B07KS025604_01.02_0001_a

STANDARD F[illegible] 3a
DECEMBER 19[illegible]
PRESCRIBED B[illegible]ERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILI[illegible], AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 3 OF [illegible]GES OF THIS SCHE[illegible]LE

GSA CONTROL NO. (GSA use only)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (Sq. ft.) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	252	Dormitory, frame, 1952	107,698	IR 36'x215'	c 16214	2	10'-10'4"		
2	254	Dormitory, frame, 1952	107,900	IR36'x215'	c 16214	2	10'-10'4"		
3	256	Dormitory, frame, 1952	107,698	IR36'x215'	c 16214	2	10'-10'4"		
4	258	Dormitory, frame, 1952	106,997	IR36'x215'	c 16214	2	10'-10'4"		
5	260	Photo Lab, frame & concrete, 1953	92,748	IR	c 2422	1	10'2"-13'8"		
6		addition, concrete, 1958		IR	c 2573	1			
7	266	Precision Meas Equip Lab, brk,1952	92,014	27'x146'	c 4060	1	12'		
8	270	Data Processing Plt, Alum.,.1957	69,002	90'6x42'	c 1720	1	11'6"		
9		addition, 1959			c 1702	1			
10	290	Officers Quarters, frame, 1954	230,294	IR	c 21352	2	9'		
11	296	Officers Quarters, frame, 1953	168,656	IR	c 21352	2	9'		
12	305	Fuel Pump Station, conc., 1953	59,700	30x98'6"	c 2955	1	9'10"		
13	310	Squadron Operations, conc., 1955	118,939	IR	c 9203	2	10-11'		
14	313	Readiness Crew, concrete, 1956	74,072	IR 49x113'	c 5641	1	12'		
15	316	Warehouse (Butler) metal, 1943	6,736	40'10x80'10	c 3200	1	14-21'		
16	317	Warehouse (Butler) metal, 1943	7,767	40'10x80'10	c 3200	1	14-21'		
17	336	Exchange, Cafeteria, frame, 1942	30,445	IR	c 4671	1	9'		
18	341	Eschange Sales Store, frame, 1943	38,648	IR	c 11000	1	11'8"		
19	345	Exchange Serv. Outlet, frame,1942	12,711	20x167'	c 3340	1	7'8"		
20	347	Post Office & Admin, frame, 1942	14,972	IR 25x100'	c 1666				
21					a 1000				
22	348	Theater, Base, frame, 1942	144,971	IR	c 13756	1	28-34'		
23	349	Chapel, Base, frame, 1942	35,897	IR 37x81'	c 3741	1	16'		
24	350	Exch. Serv. Outlet, frame, 1942	6,597	20x100'	c 2000	1	7'6-9'2"		
25	359	Library, Recreation, frame, 1942	96,887	IR	c 6866	1	9'-		
26		and Administration Offices			a 1960		10½'		
27	360	Swim Pool Bath HS, Concrete, 1949	29,975	IR	c 2366	1	11'2"		
28	365	Service Club, frame, 1953	307,890	IR	c 9122	1	10'2"-		
29		addition, frame, 1955		IR	c 10381		16'		
30	370	Open Mess, Off., frame, 1943	552,882	IR	c 14955	1	8'6"		
31		addition, frame, 1953			c 17584		to		
32		addition, concrete, 1959			c 7078		10'5"		
		TOTAL							

*Prefix figures with symbols to denote type of space, as follows: (a) for office; (b) for storage; (c) for other.

16—69841-1 U. S. GOVERNMENT PRINTING OFFICE

G-4

B07KS025604_01.02_0001_a

STANDARD FORM 8a
DECEMBER 1953
PRESCRIBED BY GENERAL SERVICES ADMINISTRATION REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO.: KC-302

2. PAGE 4 OF 71 PAGES OF THIS SCHEDULE

GSA CONTROL NO. (GSA use only)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (Sq. ft.) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	372	Swim Pool, Bath Hs,cinder blk,1964	26,596	94'4x20'	c 1886	1	8'		
2	390	Traffic Check Hse, frame, 1954	2,489	6'4x10'4	c 65	1	6'9"		
3	392	Officers Quarters, frame, 1953	169,271	IR	c 21352	2	9'		
4	394	Confinement Facility, conc., 1956	52,710	30x77'	c 2310	1	9'		
5	440	Open Mess, NCO, cinder/frame 1954	110,851	IR	c 15577	1	12'		
6	448	Commissary Store & Bowling Alley,	215,498	IR	c 19454	1	11'		
7		frame, 1942							
8	450	Base Communications, conc., 1952	97,407	IR	c 5833	1	10'6"		
9	455	Base Chapel, brick, 1958	339,922	IR	c 7367	1	11'-		
10		and Annex addition, brick, 1960		IR	c 3735	1	16'7"		
11	462	Dormitory, frame, 1954	134,721	IR36'8x215	c 16214	2	9'		
12	464	Dormitory, frame, 1954	134,716	IR36'8x215	c 16214	2	9'		
13	473	Dining Hall, Htg Plt, frame, 1954	266,992	IR	c 10956	1	13'-		
14		and Squadron Headquarters			a 3920		14'		
15	480	Dormitory, concrete, 1956	248,707	IR40'9x204'8	c 25994	3	9'		
16	482	Dormitory, frame, 1953	133,665	IR36'8x215	c 16214	2	9'		
17	484	Dormitory, frame, 1953	134,847	IR36'8x215	c 16214	2	9'		
18	493	Scale House, frame, 1956	4,175	8x6'	c 48	1	7'		
19	495	Service Station, brick, 1949	32,438	30x106'7	c 3195	1	13'2"		Pumps & Tanks prop. of BX
20	498	CE Storage, covered, frame, 1953	79,817	64x192'	b 12288	1	14'	150 psi	
21	500	Elec. Power Bldg., concrete, 1955	94,679	IR	c 295	1	9'4"		
22		connected to 501 & add'n, conc 1960			c 1621	1			
23		second addition, concrete, 1964			c 52	1			
24	502	Warehouse, Supply, concrete, 1950	369	7'11x7'11	a 63	1	9'4"	150 psi	
25	503	Warehouse, Supply, concrete, 1950	369	7'11x7'11	a 63	1	9'4"	150 psi	
26	509	Hangar, Marnt, Orgn, Alum. over	399,442	IR	c 42319	1	17'3"-		
27		with mezzanines frame					29'6"		
28	512	Recreation Workshop, frame, 1942	121,076	65'6x136'4	c 8930	1	15'9"		
29		with vault (within), concrete							
30	516	Warehouse, Supply, concrete, 1943	18,227	IR	a 3383	1	9'3-	100 psi	
31		and Fuel Lab					15'3		
32	517	Rec. Wrkshop w/tower, frame, 1942	27,739	IR	c 3670	1	8'6-42'11"		
		TOTAL							

*Prefix figures with symbols to denote type of space, as follows: (a) for office; (b) for storage; (c) for other.

16—69841-1 U. S. GOVERNMENT PRINTING OFFICE

B07KS025604_01.02_0001_a

STANDARD FC [illegible] a
DECEMBER 195[illegible]
PRESCRIBED BY [illegible]ERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILI[illegible], AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 5 OF [illegible]GES OF THIS SCHEDULE

GSA CONTROL NO. (*GSA use only*)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (*Sq. ft.*) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	519	Heatg Fac.,Bldg, concrete, 1942	38,233	62'8x41'2	c 2580	1	5'6-11'4		
2	541	Dormitory, frame, 1953	110,880	IR36'8x215	c 16214	2	9'		
3	546	Sales Store (unfinished) frame,1953	206,781	IR	c 14806	1	13'-		
4		and Heating Room					14'		
5	550	Chapel Annex (Dorm), frame, 1953	102,501	IR36'8x215	c 16214	2	9'		
6	552	Dormitory, frame, 1953	110,983	IR36'8x215	c 16214	2	9'		
7	554	Dormitory, frame, 1953	110,858	IR36'8x215	c 16214	2	9'		
8	556	Dormitory, frame, 1953	110,893	IR36'8x215	c 16214	2	9'		
9	558	Dormitory, frame, 1953	112,348	IR36'8x215	c 8107	2	9'		
10		and Education Center			c 8107	2	9'		
11	560	Dormitory, frame, 1952	107,318	IR36'8x215	c 16214	2	9'		
12	562	Dormitory, frame, 1952	107,590	IR36'8x215	c 16214	2	9'		
13	564	Dormitory, frame, 1952	107,458	IR36'8x215	c 16214	2	9'		
14	566	Dormitory, frame, 1952	107,743	IR36'8x215	c 16214	2	9'		
15	568	Dormitory, frame, 1952	107,745	IR36'8x215	c 16214	2	9'		
16	572	Dining Hall,Clothing Sales Store,	213,736	IR	c 14876	1	13-14'		
17		Laundromat, Htg Room, frame 1953							
18	576	Dining Hall, Htg Rm, frame, 1953	207,983	IR	c 10960	1	13-14'		
19		and Squadron Headquarters			a 3716				
20	580	Dormitory, frame, 1952	107,600	IR 36'8x215	c 16214	2	9'		
21	582	Dormitory, frame, 1952	107,556	IR36'8x215	c 16214	2	9'		
22	584	Dormitory, frame, 1952	107,746	IR36'8x215	c 16214	2	9'		
23	586	Dormitory, frame, 1952	107,746	IR36'8x215	c 16214	2	9'		
24	588	Dormitory, frame, 1952	107,800	IR36'8x215	c 16214	2	9'		
25	591	CE Paves & Grounds, 1944	4,172	27x78'6	b 2126	1	15'	150 psi	
26		Prefab metal							
27	593	CE Storage, covered, 1944	4,958	27x78'6	b 2126	1	15'	150 psi	
28		Prefab metal							
29	595	CE Maintenance Shops, frame, 1952	179,107	IR	c 12217	1	10'4-		
30		and Admin. Offices			a 8941		13'2"		
31	599	Steam Facility Bldg., conc., 1945	565	10x22'	c 220	1	8-9'2"		
32	602	Pump Sta. Liquid fuel, conc., 1943	2,239	20x29'	c 580	1	11'6"		
		TOTAL							

**Prefix figures with symbols to denote type of space, as follows: (a) for office; (b) for storage; (c) for other.*

16—60841-1 U. S. GOVERNMENT PRINTING OFFICE

G-4

B07KS025604_01.02_0001_a

STANDARD FC 3a
DECEMBER 195
PRESCRIBED BY GENERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 6 OF ___ PAGES OF THIS SCHEDULE

GSA CONTROL NO. (*GSA use only*)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (*Sq. ft.*) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	605	Hydrant Fuel Bldg. concrete, 1958	71,000	30x103'6"	c 3105	1	9'10"		
2	606	Shop, Missile Assy, metal Sdg,1943	1,233,395	IR	c 46424	1	36'6"		
3	611	Admin. Office, frame, 1944	350	20x14'	a 280	1	8'		
4	620	Warehouse, Supply, concrete, 1942	38,133	50x300'	b 15000	1	14'	200 psi	
5	622	Warehouse, Supply, frame, 1942	35,278	47x191'	b 8977	1	13'	100 psi	
6	624	Warehouse, Supply, frame, 1943	34,810	50x300'6	b 15025	1	14'	100 psi	
7	625	Storage, Oil & Grease, conc., 1945	1,533	14'7x16'3	b 237	1	8'5"	150 psi	
8	626	Shop, Aircraft Repair, conc., 1945	409,475	IR	c 47057	1	10'6-50		
9	628	Waste Treament Bldg. conc., 1955	20,931	IR	c 1047	1	10'		
10	630	Warehouse, Supply, frame, 1942	35,466	47x191'	b 8977	1	13'	100 psi	
11	632	Warehouse, Supply, frame, 1942	31,900	47x191'	b 8977	1	13'	100 psi	
12	634	Warehouse, Supply, frame, 1943	36,276	50x301'	b 15050	1	14'	100 psi	
13	635	Storage, Bottled Gases, conc.,1955	10,045	25x50'.	b 1250	1	9'6"	200 psi	
14	636	SHOP, Parachute & Dinghy, conc.1957	140,028	IR	c 7853	1	8-10'9"		
15	638	Shop, Aircraft, General, frame 1952	326,793	120x288	c 40320	1	18'		
16		and Mezzanine							
17	640	Warehouse, Supply, frame, 1942	34,270	48x192'	b 9216	1	14'	100 psi	
18	650	Warehouse, Supply, frame, 1942	32,253	48x192'	b 9216	1	14'	100 psi	
19	652	Warehouse, Supply, frame, 1942	37,676	48x192'	b 9216	1	14'	100 psi	
20	654	Warehouse, Supply, frame, 1943	42,365	50'x300'6"	b 15025	1	14'	100 psi	
21	655	Warehouse, Supply, frame, 1953	393,221	200'x442'	b 90174	1	9-26'	200 psi	
22	656	Dental Clinic, concrete, 1957	172,591	64'x168'	a 6040	1	9'4"	200 psi	
	658	Oper. Mission Tng, frame, 1953	776,257	IR	a 56216	2(B)	10'2"	200 psi	
24	660	Store, Commissary, frame, 1942	69,190	60'x150'	b 9000	1	10'9"	100 psi	
25	670	Warehouse, Supply, frame, 1942	35,301	48'x192'	b 9379	1	12'	100 psi	
26	673	Cold Strg, Base, frame, 1953	173,617	49'8x163'8	b 8587	1	11'8"	200 psi	
27	676	Steam, Fac. Bldg., frame, 1953	98,895	19'8x29'4	c 576	1	10'6"		
28	682	Med, Food, Inspection, conc., 1955	16,350	32'x33'4"	a 1133	1	9'3"		
29	685	San, Sewage, frame, 1942	23,227	29'6x32'6"	c 2194	1(B)	8'4"		
30	703	Maint, Dock, Large A/C, sheet metal	349,335	49'x295'	c 27325	1	22'	flex str 720 psi	
31		and Meaaznines (2 ea) 1954			a 2016		to		
32		230,000 wheel load (floor)					30'		
		TOTAL							

*Prefix figures with symbols to denote type of space, as follows: (a) for office; (b) for storage; (c) for other.

16—69841-1 U. S. GOVERNMENT PRINTING OFFICE

G-4

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STANDARD FORM 3a
DECEMBER 195.
PRESCRIBED BY GENERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 7 OF ___ PAGES OF THIS SCHEDULE

GSA CONTROL NO. (GSA use only)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (Sq. ft.) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	704	Maint, Dock, Fuel, Sys. Sheet metal	515,592	49'x245'	c 24855	1	22'	Flex str 720 psi	
2		and Mezzanines 1954			a 2016	1	to		
3		w/boiler room (Central)			c 2584		30'		
4		230,000 psi, wheel load (floor)							
5	713	Maint, Dock, Large A/c, sht metal,	300,684	48'9x244'11	c 27701	1	22'-	Flex str 720 psi	
6		and Mezzanines 1956			a 2016	1	30'		
7		230,000 psi wheel load (floor)							
8	714	Maint, Dock, Large A/C, sht metal,	300,619	58'9x244'11	c 27703	1	22'-	Flex str 720 psi	
9		and Mezzanines 1956			a 2016	1	30'		
10		230,000 psi wheel load (floor)							
11	723	Tech Lab L/Fuel ANAL, PreFab Steel	63,205	40'x100'	c 4000	1	13'6"		
12		added Shop ground Support(1963) 1959		40'x100'	c 4000		to		
13		and heating room offset, 1963		35'x15'	c 490		19'	Concrete	
14	724	Shop, Grnd, Supp. Sht metal, 1954	358,027	49'x295'6"	c 27325	1	22'	Conc Htd flr	
15		and Mezzanine (converted dock)			a 2016	1	to	720 psi	
16							30'		
17	749	Shop, Comm. & Elec. concrete, 1956	54,463	49'x113'	c 5537	1	12'6"		
18	762	Vehicle Fueling Sta., frame, 1952	890	5'6"x8'	c 44	1	7'7"		
19	763	Auto Maint. Shop, frame, 1952	339,446	200'x239'	c 46540	1	8' -		
20		and Mezzanines (2 ea)		21'x60'	a 3000	1	27'	Concrete	
21	764	Vehicle Fueling Sta., frame, 1952	634	5'6"x8'	c 44	1	7'7"	Concrete	
22	765	Auto Storage, Shed, frame, 1952	25,279	44'x336'6"	b 14838	1	14'		
23	785	Hydra Fuel Bldg., concrete, 1953	29,513	20'x37'	c 740	1	10'		
24	802	Hydra Fuel Bldg., concrete, 1953	41,100	30'x60'	c 1800	1	10'		
25	807	Hydra Fuel Bldg., concrete, 1953	40,700	30'x60'	c 1800	1	10'		
26	820	Secur. Central Cntl, conc., 1957	24,894	24'x64'	a 1536	1	11'4"		
27	824	Fire Sta. Line/STR, conc., 1957	200,946	75'4x144'4	c 12712	1	10'5"		
28		and Observation tower, 44'2" high		10'6x22' 2½"	c				
29	837	Shop, Arm & Elec. concrete, 1956	351,880	IR	c 25066	1	10-17'		
30	840	Squadron, Oper., frame, 1952	99,766	36'x96'6"	a 8880	2	10-17'		
31	843	Comm. Trans. Fac., concrete, 1956	52,451	49'x113'	c 5537	1	12'6"		
32	844	Squadron Oper., frame, 1952	75,160	48'x144'	a 8900	2	9'6"-11'		
		TOTAL							

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16—69841-1 U. S. GOVERNMENT PRINTING OFFICE

G-4

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STANDARD FORM 1a
DECEMBER 195
PRESCRIBED BY GENERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 8 OF ___ PAGES OF THIS SCHEDULE

GSA CONTROL NO. (*GSA use only*)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (*Sq. ft.*) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	847	Shop, A/C Gen. Purp. frame, 1958	340,637	IR	c 30532	1	17'6"-	12'	
2		and W/Boiler Room (Central)	26,591			1			
3	849	Shop, A/C Maint, ORG, conc., 1956	52,322	49'x113'	c 5537	1	12'6"		
4	860	Hq, Group Air Base, concrete, 1955	85,286	36'x170'	a 6120	1	10'		
5	902	Hydra Fuel Bldg, concrete, 1953	40,400	30'x60'	c 1800	1	10'		
6	907	Hydra Fuel Bldg, concrete, 1953	40,400	30'x60'	c 1800	1	10'		
7	939	Readiness Crew, concrete, 1960	431,359	78'x108'	c 17616	1(B)	8-10'		
8	940	Squadron Oper, frame, 1952	99,029	IR	a 8880	2	8-9'		
9	942	Hq., Wing, concrete, 1956	60,537	49'x113'	a 5537	1	12'6"		
10	943	Hq., Wing, concrete, 1955	132,410	IR	a 9203	2	9-15'		
11	944	Hq., Group Air Base, concrete 1956	54,183	49'x113'	a 5537	1	12'6"		
12	945	Hq., Group Air Base, concrete 1955	119,316	IR	a 9203	2	9-15'		
13	946	Readiness Crew, concrete, 1956	52,785	49'x113'	c 5537	1	12'6"		
14	947	Squadron Oper., concrete, 1955	120,157	37'x97'6"	a 9203	2	9-15'		
15	950	San. Sewage Pump Sta., conc., 1955	11,058	9'4x13'4	c 124	1	8'		
16	953	Elec. Pwr. Sta. Bldg. concrete, 1959	7,408	8x12'8"	c 101	1	8'		
17	958	Water, Fire Pump Sta, conc., 1958	100,000	65'10x23'6"	c 1547	1	11'6"		
18	959	Hangar, Maint, Field, conc., 1958	2,622,494	250'x373	c 12914	4	9-60'	Flex Str 720 psi	
19	963	Hq., Group Air Base, conc., 1955	146,450	36'x170'	a 12304	2	9'11"		
20	965	San. Sewage Pump Sta, conc., 1960	24,324	9'4x13'4	c 124	1	16'		
21	969	Security Sentry Hse, sht mtl, 1960	1,429	4'5x8'4	c 35	1	8'4"		
22	975	A/Police Control & ID, conc., 1959	10,997	16'x21'4	a 341	1	7'5"		
23	976	Traffic Check House, frame, 1959	337	6'x8'	b 48(c)	1	8'6"		
24	986	Strg, Liquid Oxygen, conc, 1960	369,696	81'x50'	b 5000	1	9-20'		
25	998	Elec. Pwr. Stat. Bldg. frame, 1958	15,000	12'x15'6"	c 186	1	7'6"		
26	1021	Shop, Surv. & Insp., concrete, 1955	252,222	IR	c 7676	1	19'2"		
27	1021	Strg, N-Struct., concrete, 1955	42,610	52'2x26'6"	b 1382	1	13'	200 psi)	
28	1027	Strg, G/M War Head, concrete, 1954	23,816	29'2x62'10"	b 1833	1	12'	200 psi)	
29	1029	Strg, A-Struct., concrete, 1955	37,809	41'8x26'6	b 1100	1	13'	200 psi)	
30	1033	Strg, Base, Seg Mag., conc., 1956	12,769	10'x54'	b 540	1	10-13'	200 psi)	Ordnance facilities
31	1034	Strg, Base, Pyrotech, conc., 1956	6,328	17'4x22'	b 380	1	10'5"	200 psi)	
32	1036	Strg, Igloo, concrete, 1955	31,753	81'x26'6	b 2150	1	12'9"	200 psi)	
		TOTAL							

Prefix figures with symbols to denote type of space, as follows: (a) for office; (b) for storage; (c) for other.

16—69841-1 U. S. GOVERNMENT PRINTING OFFICE

G-4

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STANDARD FORM 18a
DECEMBER 1953
PRESCRIBED BY GENERAL SERVICES ADMINISTRATION REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 9 OF 71 PAGES OF THIS SCHEDULE

GSA CONTROL NO. (GSA use only)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (Sq. ft.) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	1037	Strg. Base, Explosive, conc. 1954	20,670	29'2x62'10	b 1833	1	12'6"	200 psi)	
2	1039	Strg. Igloo, concrete, 1955	31,754	81'x26'6	b 2150	1	12'9"	200 psi)	
3	1042	Shop, Ammo Maint., concrete, 1956	46,353	30'x75'	c 2419	1	9'4"	)	
4	1043	Strg. Spares, Inert, conc., 1955	37,600	52'x102'	b 5304	1	14'	200 psi)	
5	1046	Strg. Igloo, concrete, 1955	31,753	81'x26'6	b 2150	1	12'9"	200 psi)	
6	1047	Strg. Base, Explosive, conc., 1954	20,670	29'2x62'10	b 1833	1	12'6"	200 psi)	
7	1049	Strg. Igloo, concrete, 1955	31,753	81'x26'6	b 2150	1	12'9"	200 psi)	Ordnance Equipment
8	1056	Strg. Igloo, concrete, 1955	31,754	81'x26'6	b 2150	1	12'9"	200 psi)	Facilities
9	1057	Strg. Base, Explosive, conc., 1954	20,670	29'2x62'10	b 1833	1	12'6"	200 psi)	
10	1059	Strg. A-Struct. concrete, 1955	38,108	41'6x26'6	b 1100	1	13'	200 psi)	
11	1066	Strg. Igloo, concrete, 1955	31,754	81'x26'6	b 2150	1	13'	200 psi)	
12	1067	Strg. Base Explosive, conc., 1954	20,670	29'2x62'10	b 1833	1	12'6"	200 psi)	
13	1069	Strg. Igloo, Concrete, 1955	31,754	26'6x81'	b 2150	1	12'9"	200 psi)	
14	1079	Strg. Igloo, concrete, 1955	31,754	26'6x81'	b 2150	1	12'9"	200 psi)	
15	1088	Comm. Transmitter, concrete, 1949	27,985	18'x44'	C 1152	1	8'6"		Combo lock
16	1101	Kennel, Support Fac., conc., 1956	6,841	21'x26'	c 546	1	8'		
17	1103	Elec. Pwr. Station Bldg, conc, 1955	87,719	32'4x49'	c 1584	1	12'		
18	1104	Security, Sentry Hse, conc., 1955	35,541	21'8x42'8	c 924	1	6'9"		
19	1105	Range SM/Arms I/D, concrete, 1942	22,380	37'10x109'2	c 4141	1	10'		
20	1127	Strg. Bse, S/Arms Amm, conc, 1942	37,047	33'4x97'4	b 3624	1	14'	200 psi	
21	1149	Strg. Bse, S/Arms Amm, conc, 1942	12,440	32'4x40'4	b 1378	1	10'3"	200 psi	
22	1205	Elec. Pwr, Sta. Bldg, frame, 1958	13,327	12'x15'6	b 186	1	7'6"		
23	1288	Test Stand, Bldg., metal, 1956	11,835	15'x16'	c 245	1	10'		
24	1416	Area Search Radar, concrete, 1965	41,360	24'x63'4"	c 1520	1	8'		
25	1608	Tacan Sta., fixed, frame, 1956	23,313	22'2x15'6	c 344	1	7'6"		
26	1664	Comm. Power, frame, 1953	5,242	11'6x15'	c 173	1	7'9"		
27	1703	Precision Radar, frame, 1960	7,151	12½x15'6"	c 186	1	10'		
28	1760	Tower, Control, steel frame, 1955	77,582	18'6x21'4	c 2558	1	8-10'		FAA
29	2551	San. Sewage Pump Sta. conc., 1958	21,171	16'x14'	c 392	2	8-9'		
30	2700	Storm, Drnge, Pump Sta. conc, 1958	92,819	27'8x30'9	c 853	1	10'		
31	3506	San. Sewage Pump Sta, conc., 1961	31,799	15'x17'4"	c 260	1	10'		
32									
		TOTAL	$26,021,232		2,019,279				

*Prefix figures with symbols to denote type of space, as follows: (a) for office; (b) for storage; (c) for other.

16—69841-1 U. S. GOVERNMENT PRINTING OFFICE

G-4

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STANDARD FORM 118a
DECEMBER 1953
PRESCRIBED BY GENERAL SERVICES ADMINISTRATION REGULATION 2-IV-201.00

BUILDINGS, STRUCTURES, UTILITIES, AND MISCELLANEOUS FACILITIES

SCHEDULE A—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 10 OF ~~9~~ PAGES OF THIS SCHEDULE

GSA CONTROL NO. (GSA use only)

3. ANNUAL RENTAL

LINE NO. (a)	HOLDING AGENCY BUILDING NO. (b)	DESCRIPTION (c)	COST (d)	OUTSIDE DIMENSIONS (e)	FLOOR AREA (Sq. ft.) (f)*	NO. OF FLOORS (g)*	CLEAR HEAD-ROOM (h)*	FLOOR LOAD RANGE (i)*	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (j)
1	2009	Family Hsg (Duplex) frame, 1958	20,846	84'4x26'	c 2192	1	7'4"-		
2		w/attached garages (2)		12x26	c 624		9'3"		
3	2019	Family Hsg (Duplex) frame, 1958	22,006	88'4x26'	c 2297	1	7'4"-		
4		w/attached garages (2) & storage		12x21'	c 592		9'3"		
5	2029	Family Hsg (Duplex) frame, 1958	22,177	88'6x26'	c 2304	1	7'4"-		
6		w/attached garages (2)		12x26'	c 624		9'3"		
7	2049	Family Hsg (Duplex) frame, 1958	21,349	84'3x26'	c 2200	1	7'4"-		
8		w/attached garages (2)		12x26'	c 624		9'3"		
9	2059	Family Hsg (Duplex) frame, 1958	22,006	88'4x26'	c 2297	1	7'4"-		
10		w/attached garages (2) & storage		12x21'	c 592		9'3"		
11	2069	Family Hsg (Duplex) frame, 1958	21,989	88'6x26'	c 2304	1	7'4"-		
12		w/attached garages (2)		12x26'	C 624		9'3"		
13	2079	Family Hsg (Dwelling) frame, 1958	12,050	44'4x28'	c 1241	1	7'4"-		
14		w/attached garage & storage		14x21'	c 346		9'3"		
15	2100	Family Hsg (Duplex) frame, 1958	21,989	88'6x26'	c 2304	1	7'4"-		
16		w/attached garages (2)		12x26'	c 624		9'3"		
17	2101	Family Hsg (Duplex) frame, 1958	25,435	88'6x26'	c 2300	1	7'4"-		
18		w/attached garages & storage (2)		12x24'	c 618		9'3"		
19	2102	Family Hsg (Duplex) frame, 1958	25,435	88'6x26'	c 2300	1	7'4"-		
20		w/attached garages (2) & storage		12x24'	c 618		9'3"		
21	2103	Family Hsg (Duplex) frame, 1958	24,998	88'6x26'	c 2300	1	7'4"-		
22		w/attached garages (2)		12x26'	c 624		9'3"		
23	2104	Family Hsg (Duplex) frame, 1958	22,006	88'4x26'	c 2297	1	7'4"-		
24		w/attached garages (2) & storage		12x21'	c 592		9'3"		
25	2105	Family Hsg (Duplex) frame, 1958	21,288	84'6x26'	c 2200	1	7'4"-		
26		w/attached garages (2)		12x26'	c 624		9'3"		
27	2106	Family Hsg (Duplex) frame, 1958	21,288	84'6x26'	c 2200	1	7'4"-		
28		w/attached garages (2)		12x26'	c 624		9'3"		
29	2107	Family Hsg (Duplex) Frame, 1958	21,349	84'6x26'	c 2200	1	7'4"-		
30		w/attached garages (2)		12x26'	c 624		9'3"		
31	2108	Family Hsg (Duplex) frame, 1958	20,380	84'4x26'	c 2196	1	7'4"-		
32		w/attached garages (2) & storage		12x24'	c 586		9'3"		
		TOTAL							

*Prefix s with symbols to denote type of space, as follows: (a) for office; r storage; (c) for other.

STANDARD FO 3b
DECEMBER 19
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SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

LAND

SCHEDULE B—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 36 OF PAGES OF THIS SCHEDULE

3. GOVERNMENT INTEREST
- [ ] LEASE
- [X] LICENSE
- [X] PERMIT
- [X] EASEMENT
- [X] FEE
- [ ] INFORMAL AGREEMENT

GSA CONTROL NO. (GSA use only)

LINE NO. (a)	TRACT NO. (b)	NAME OF FORMER OWNER OR LESSOR AND ADDRESS (c)	TRACT ACQUIRED (Acres or sq. ft.) (d)	EXCESS REAL PROPERTY: ACRES (e)	EXCESS REAL PROPERTY: COST (f)	EXCESS REAL PROPERTY: ANNUAL RENTAL (g)	TYPE OF ACQUISITION (h)	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (i)
1	100	William F. Streckfus et ux		80.00	11,500.00		D/T	
2	101	L. M. Streckfus, et ux		80.00	6,600.00		D/T	
3	102	Frank P. Battersby Est.		159.90	22,500.00		P	
4	103	Lily M. Johnson		80.00	9,948.00		P	
5	104	Lorena M. Corsaut		81.75	7,985.00		P	
6	105	George W. Truex, et ux		240.00	23,000.00		P	
7	106	William Gerard, et ux		80.00	7,580.00		P	
8	107	John Carlson, et al		80.00	9,073.00		P	
9	108	Helen L. Schmidt, et al		80.00	6,956.00		D/T	
10	109	Simon S. Johnson, et ux		160.28	17,025.00		D/T	
11	110	J. B. Hinnenkamp, et ux		80.38	9,186.30		P	
12	111	Rudolph W. Samuelson, et ux		240.92	29,720.00		P	
13	112	Clifford I. Percival		79.75	5,800.00		D/T	
14	113	John Bachofer Estate		80.00	6,520.00		D/T	
15	114	Lillie D. Woodworth, et vir		80.00	9,500.00		P	
16	115	D.S.&O. Elec. Coop Assn.		0.10	50.00		P	
17	116E	Equit. Life Ins. of Iowa		4.40	Nominal		D	Perpetual Drainage Ditch
18	117E	Ruth E. Francis		0.63	Nominal		D	Perpetual Drainage Ditch
19	118E	Alice Wessling Poelma, et al			Nominal		D	Perpetual Drainage Ditch. Entire
20								0.50 ac. merged in fee Tr. No. 159
21								(0.30 ac) and Tr. No. 186 (0.20 ac)
22	119E	J. F.Finkle, et ux		1.12	50.00		P	Perpetual Water Line
23	120E	Ernest L. Larson, et ux		1.50	75.00		P	Perpetual Water Line
24	121	W. L. Ayers		80.00	8,026.90		D/T	
25	122	Nettie A. Lundgren, et vir		80.00	8,040.00		D/T	
26	123	Roy A. Bringoff, et ux		80.00	8,040.00		D/T	
27	124	Willis W. Prewitt, et ux		40.00	4,135.00		D/T	
28	125	Louis M. Streckfus, et ux		80.00	5,745.00		D/T	
29	126	William F. Streckfus, et ux		80.00	5,600.00		P	
30	127	Lillie D. Woodworth, et vir		80.00	6,800.00		D/T	
31	128	John Bachofer Estate		85.40	6,680.00		D/T	
32	129	Emily C & Adelia C Larson		79.49	6,023.14		D/T	
		TOTAL						

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STANDARD FORM
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REGULATION 2-IV-201.00

LAND

SCHEDULE B—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 37 OF [illegible] PAGES OF THIS SCHEDULE

3. GOVERNMENT INTEREST
- [ ] LEASE
- [X] LICENSE
- [X] PERMIT
- [X] EASEMENT
- [X] FEE
- [ ] INFORMAL AGREEMENT

GSA CONTROL NO. (GSA use only)

LINE NO. (a)	TRACT NO. (b)	NAME OF FORMER OWNER OR LESSOR AND ADDRESS (c)	TRACT ACQUIRED (Acres or sq. ft.) (d)	EXCESS REAL PROPERTY: ACRES (e)	COST (f)	ANNUAL RENTAL (g)	TYPE OF ACQUISITION (h)	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (i)
1	130	Elsie D. Hinshaw		80.00	5,200.00		D/T	
2	131	Gertrude Loux		159.00	15,760.00		P	
3	133	J. F. Finkle, et ux		3.40	435.00		P	
4	134E	Henry Weisgerber, et ux		0.93	125.00		P	Perpetual Easement for ILS Outer
5								Marker Annex No. 1 Site and Access
6								Road.
7	135E	Anna C. Carlson		0.84	190.00		P	Perpetual Easement for ILS Middle
8								Marker Annex Site and Access Road.
9								Add. 0.14 ac & $39.00 cost merged
10								with fee Tract No. 190.
11	138E	W. L. Ayers, et ux						Perpetual Drainage Ditch. Entire
12								0.35 ac & $90.00 cost merged in
13								fee Tract No. 156.
14	139L	Margaret & A.E. Buenning		No Area	Nominal		D	License for obstruction lights
15	140L	W. L. Ayers			Nominal		D	License for obstruction lights.
16								No area. Merged in fee Tract 156.
17	141P	Board of County Comm.,					D	Permit for reference lights.
18		Saline County, Kansas						
19	145E	M.E. Nordboe and K.J.		0.54	100.00		D/T	Perpetual Drainage Ditch.
20		Nordboe						
21	146	Charles A. Renard, et ux		39.00	10,000.00		P	
22	148E	Arvetta Bergquist		24.78	1,230.00		D/T	Safety Area Easement. Add. 0.22
23								ac. & $20.00 cost merged with fee
24								Tract No. 190.
25	149	Helen L. Schmidt, et al		106.67	20,000.00		D/T	
26	150E-1	John M. Brown, et al		72.32	10,340.00		D/T	Perpetual Safety Area Easement.
27								Add. 1.01 ac. included with Tract
28								No. 150E-2.
29	150E-2	John M. Brown, et al		1.01	200.00		D/T	Perpetual Water Line Easement
30	151	Bertha S.L. Smith, et al		12.19	3,000.00		D/T	
31	151E-1	Bertha S.L. Smith, et al		10.00	500.00		D/T	Perpetual Safety Area Easement
32	151E-2	Bertha S.L. Smith, et al		60.31	3,000.00		D/T	Perpetual Safety Area Easement
		TOTAL						

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REGULATION 2-IV-201.00

LAND

SCHEDULE B—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 38 O AGES OF THIS SCHEDULE

3. GOVERNMENT INTEREST
- [ ] LEASE
- [X] LICENSE
- [X] PERMIT
- [X] EASEMENT
- [X] FEE
- [ ] INFORMAL AGREEMENT

GSA CONTROL NO. (GSA use only)

LINE NO. (a)	TRACT NO. (b)	NAME OF FORMER OWNER OR LESSOR AND ADDRESS (c)	TRACT ACQUIRED (Acres or sq. ft.) (d)	EXCESS REAL PROPERTY ACRES (e)	COST (f)	ANNUAL RENTAL (g)	TYPE OF ACQUISITION (h)	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (i)
1	152	Clifford I. Percival, et al		53.33	9,185.00		D/T	
2	152E	Clifford I. Percival, et al		26.67	1,315.00		D/T	Perpetual Safety Area Easement.
3	153E	Andrew Elm, et ux		17.50	900.00		P	Perpetual Safety Area Easement.
4	154E	Per Paul Roland Pearson et ux		25.00	6,000.00		P	Perpetual Safety Area Easement.
5	155	Martin M. Johnson		12.40	19,500.00		P	
6	156	W. L. Ayers, et al		80.00	19,035.00		D/T	
7	157	Dorothy R. Thornton, et al		46.26	14,185.00		P	
8	158	Martha E. Frances		65.44	25,964.47		D/T	
9	159	Rose Mary Schippel		65.44	25,849.03		D/T	
10	160P-1	Mo. Pacific RR Co.		No Area	---		D	Perpetual Water Main Crossing Perm.
11	160P-2	Mo. Pacific RR Co.		No Area	---		D	Perpetual Power Line Crossing Perm.
12	160P-3	Mo. Pacific RR Co.		No Area	---		D	Perpetual Sewer Main Crossing Perm.
13	160P-4	Mo. Pacific RR Co.		No Area	---		D	Perpetual Water Main Crossing Perm.
14	161	Martin M. Johnson		65.60	w/Tr. 155		P	
15	162E	Arvetta Bergquist		45.89	2,938.00		D/T	Perpetual Clearance Easement.
16								Add. 0.84 ac. in Tr. No. 135E,
17								24.78 ac in Tr. No. 148E & 1.52 ac.
18								and $62.00 cost merged with fee
19								Tr. No. 194.
20	163E	John M. Brown, et al		1.18	200.00		D/T	Perpetual Clearance Easement.
21								Add. 4.99 ac. included w/Tr No 150E-1
22	164E	Kathern E. Runbeck, et al		147.33	2,993.00		D/T	Perpetual Clearance Easement.
23								Add. 0.13 ac & $3.00 cost merged
24								w/Tr No 180 and 0.19 ac. & $4.00
25								cost merged w/Tr No 191.
26	165E	Arthur B. Leander, et ux		0.90	50.00		D/T	Perpetual Clearance Easement.
27	166E	Arthur W. Beach, et ux		2.25	50.00		D/T	Perpetual Clearance Easement.
28	167E	Herman Miller, et ux		41.62	400.00		D/T	Perpetual Clearance Easement.
29	168E	Duke B. Simpson, et ux		0.39	100.00		P	Perpetual Clearance Easement.
30	169E	Richard K. Allison, et al		0.93	125.00		P	Perpetual Clearance Easement.
31	170E	E.G. Padfield, Jr. et al		2.32	50.00		P	Perpetual Clearance Easement.
32	171E	Arthur P. Johnson, et ux		2.33	50.00		P	Perpetual Clearance Easement.
		TOTAL						

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DECEMBER 19
PRESCRIBED B. ERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

LAND

SCHEDULE B—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 39 OF ___ PAGES OF THIS SCHEDULE

3. GOVERNMENT INTEREST
- [ ] LEASE
- [X] PERMIT
- [X] FEE
- [X] LICENSE
- [X] EASEMENT
- [ ] INFORMAL AGREEMENT

GSA CONTROL NO. (GSA use only)

LINE NO. (a)	TRACT NO. (b)	NAME OF FORMER OWNER OR LESSOR AND ADDRESS (c)	TRACT ACQUIRED (Acres or sq. ft.) (d)	EXCESS REAL PROPERTY: ACRES (e)	EXCESS REAL PROPERTY: COST (f)	EXCESS REAL PROPERTY: ANNUAL RENTAL (g)	TYPE OF ACQUISITION (h)	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (i)
1	172E	Madge J.& Willis L.		13.84	250.00		P	Perpetual Clearance Easement.
2		Prewitt						
3	173E	Harold Adkinson, et ux		69.40	1,750.00		D/T	Perpetual Clearance Easement.
4	174E	W. Carl Johnson, et ux		17.39	175.00		D/T	Perpetual Clearance Easement.
5	175E	E.H. Sudendorf Estate		144.17	2,000.00		D/T	Perpetual Clearance Easement.
6	176E	Ralph White, et ux		0.54	25.00		P	Perpetual Clearance Easement.
7	177E	Helen Pyle, et vir		12.23	125.00		P	Perpetual Clearance Easement.
8	179E	Jack Taylor, et al		0.02	25.00		P	Perpetual Clearance Easement.
9	180	Dolores G. Runbeck,et al		0.13	28.00		D/T	
10	180E	Dolores G. Runbeck,et al			487.00		D/T	Perpetual Access Road R/W Easement
11								Entire 1.06 ac. included with
12								Tract No. 164E.
13	181	Esther Tehlander		0.87	190.00		P	ILS Outer Marker Annex No. 2 Site.
14	182	Harold Adkinson, et ux		5.51	1,400.00		P	
15	183	Dorothy Thornton, et al		34.60	6,632.50		P	
16	185	Martha E. Frances		2.07	4,358.47		D/T	
17	186	Rose Mary Schippel		94.56	26,785.72		D/T	
18	187P	Saline County, Kansas		No Area			AG	Permit for Utility Lines across
19								E-W County Road bisecting Housing
20								Area
21	188L	Elden V. Miller		0.01	Nominal		D	Perp. License, Base Info. Sign.
22	189L	Margaret Wallerius		0.01	Nominal		D	Perp. License, Base Info. Sign.
23	190	Arvetta F. Miller, et vir		1.52	846.00		P	Price shown includes cost of 0.14
24								ac. of Tr No 135E, $20.00 cost of
25								0.22 ac. Tr No 148E & $62.00 cost
26								of 1.52 ac. Tr. No. 162E
27	190E-1	Arvetta F. Miller, et vir			250.00		P	Perpetual Clearance Easement.
28								Entire 5.30 ac. included with
29								Tr No 148E (1.35 ac) & 162E(3.95 ac)
30	190E-2	Arvetta F. Miller, et vir			250.00		P	Perpetual Clearance Easement. All
31								5.30 ac incl. w/Tr No 135E(0.39 ac),
32								148E(0.12 ac) & 162E (4.79 ac).
		TOTAL						

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U. S. GOVERNMENT PRINTING OFFICE 16—69842-1

STANDARD F[illegible]3b
DECEMBER 1[illegible]
PRESCRIBED [illegible]ERAL
SERVICES ADMINISTRATION
REGULATION 2-IV-201.00

LAND

SCHEDULE B—SUPPLEMENT TO REPORT OF EXCESS REAL PROPERTY

1. HOLDING AGENCY NO. KC-302

2. PAGE 40 OF [illegible] PAGES OF THIS SCHEDULE

3. GOVERNMENT INTEREST
- [ ] LEASE
- [X] LICENSE
- [X] PERMIT
- [X] EASEMENT
- [X] FEE
- [ ] INFORMAL AGREEMENT

GSA CONTROL NO. (GSA use only)

LINE NO. (a)	TRACT NO. (b)	NAME OF FORMER OWNER OR LESSOR AND ADDRESS (c)	TRACT ACQUIRED (Acres or sq. ft.) (d)	EXCESS REAL PROPERTY: ACRES (e)	EXCESS REAL PROPERTY: COST (f)	EXCESS REAL PROPERTY: ANNUAL RENTAL (g)	TYPE OF ACQUISITION (h)	RESTRICTIONS ON USE OR TRANSFER OF GOVERNMENT INTEREST (i)
1	191	Ingrid Marie Bengtson, et vir		0.19	419.00		P	
2	191E	Ingrid Marie Bengtson, et vir			25.00		P	Perpetual Elec. Trans. Line.
3								Entire 0.35 ac. included with
4								Tract No. 164E
5	192L	Saline County, Kansas		No Area	Nominal		D	Perpetual Elec. Trans. Line.
6	193	Lawrence Wallerius		39.94	37,437.88		D/T	
7	194	William Wallerius		1.85	20,130.64		D/T	
8	195	Martha E. Frances		26.11	15,600.00		D/T	
9	196L	Saline County, Kansas		No Area	Nominal		D	License to widen county road.
10	197L-1	Mo. Pacific RR Co.		No Area	25.00		P	Perp. Sewer Line License.
11	197L-2	Mo. Pacific RR Co.		No Area	25.00		P	Perp. Water Line License.
12								
13								
14								
15			SCHILLING HOUSING ANNEX, KANSAS					
16	A-100L	Saline County, Kas.		No Area	Nominal		D	License for gas pipeline crossing
17								county road r/w
18	A-101E-2	George Livingston, et al		.001	5.00		D/T	Perm. R.O.W. Easement
19	A-102E-2	Charles B. Prochazka, et ux		.85	138.00		P	Perm. R.O.W. Easement
20	A-103E-2	H. W. Bradley, et ux		1.49	250.00		P	Perm. R.O.W. Easement
21	A-104E-2	Andrew Elm, et ux		1.01	200.00		P	Perm. R.O.W. Easement
22	A-106L	Saline County, Kas.		No Area	Nominal		D	License for gas pipeline crossing
23								county road r/w
24	A-107E-2	Paul R. Pearson, et ux		.02	5.00		P	Perm. R.O.W. Easement
25	A	Veterans Administration		650.22	---		T	Public Law No. 682 dtd 19 June 1948
26		Camp Phillips		2.50	---		R	Reassignment effective 14 March
27								1945, by Adjutant General letter
28								dated 27 March 1945.
29		Camp Phillips		7.47	---		R	Reassignment " " " " " " " " "
30		Camp Phillips		No Area	---		R	" " " " " " " " " " " " " " "
31		Camp Phillips		.04	---		R	" " " " " " " " " " " " " " "
32		Camp Phillips		No Area	---		R	" " " " " " " " " " " " " " "
		TOTAL						

U. S. GOVERNMENT PRINTING OFFICE 16—69842-1

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WAR DEPARTMENT
AAF Form No. 140—Page 1
(Approved 1 Sept. 1944)

Clearance ... er
AAF—M

ARMY AIR FORCES
REAL PROPERTY RECORDS AND REPORTS FOR AIR BASES

Return one copy to:
Commanding General
Army Air Forces
Washington 25, D. C.
ATTENTION: AC/AS, M&S
Air Installations Division

NOTE.—This form shall be used to report on all Airports, Air Fields, Air Bases, Auxiliary Fields, Flight Test Bases, On-Base Sub Depots, etc., On-Base Hospitals, consisting of a group of related or connected buildings will in all cases be the subject of a separate report (Form No. 144). Land on which On-Base Hospital buildings are located will, however, be included in this report. On-Base Crash Boat installations will be reported separately on Form No. 146 as in the case of hospitals (above).

I. GENERAL

1. LOCATION (Name of nearby city or town and State)
Salina, Kansas

2. NAME OF INSTALLATION (Use of official designation, as "Smithville Air Base")
Smoky Hill Army Air Field

3. OTHER NAMES USED (If installation has been known by other names or if official designation has been changed, show other name, as "John Smith Airport")
Army Air Base, Salina, Kansas

4. COMPLETE FREIGHT ADDRESS
Salina, Kansas

5. SPECIAL SHIPPING INSTRUCTIONS
None

6. (a) DIRECTION FROM AND NAME OF NEAREST TOWN	(b) AZIMUTH—TOWN TO BASE (Based on true North angles measured clockwise 0° to 360°)	DEGREES AND MINUTES	(c) DISTANCE TO NEARBY TOWN	(d) ESTIMATED POPULATION OF TOWN ON DATE OF REPORT
Southwest of Salina, Kansas		S 30° W	4 AIR MILES	22,000

7. AUXILIARY FIELDS SERVING THIS BASE
(Data to be furnished only when this report covers a main base to which auxiliary or satellite fields are assigned)

AUXILIARY FIELD (Name or Number)	LOCATION (Name of Nearby Town)	AZIMUTH (Auxiliary Field to Town)	AIR LINE DISTANCE (Auxiliary Field to Town)

8. FOR AUXILIARY FIELD REPORTS ONLY

(a) NAME OF MAIN BASE TO WHICH AUXILIARY FIELD ASSIGNED	(b) LOCATION (Name of nearby town)	(c) AZIMUTH (Auxiliary to Main Base)	DEGREES AND MINUTES	(d) DISTANCE, AUXILIARY TO MAIN BASE
				AIR MILES

9. GEOGRAPHIC LOCATION (Use aeronautical charts to determine latitude and longitude)	(a) LATITUDE IN DEGREES AND MINUTES	(b) LONGITUDE IN DEGREES AND MINUTES	(c) ELEVATION (Altitude used by pilots to check or set altimeters)
	38° 47' 30"	98° 55' 00"	1260 FT.

10. TYPES OF LAND
(Classify as one or more of the following industrial, commercial, residential, farm, pasture, range, prairie, swamp, timber, or desert)

TYPE	ACRES	TYPE	ACRES	TYPE	ACRES
Farm	2833.896				
TYPE	ACRES	TYPE	ACRES	TYPE	ACRES

11. NATURE OF TERRAIN (Indicate as mountainous, hilly, rolling, or flat)
Rolling

12. EXCESS LAND (In acres) DATE DECLARED AND REASON FOR BEING CONSIDERED EXCESS

13. (a) ADJACENT TO U. S. ROUTE No.	(b) STATE ROUTE NO.	(c) OTHER ROAD(S)	(d) DISTANCE TO HIGHWAY (If on base, show as zero)
81			1 MILES

14. (a) OFFICIAL DESIGNATION AND LOCATION OF NEAREST SUB-DEPOT (State if "On-Base.")	(b) DISTANCE, BASE TO SUBDEPOT	(c) DISTANCE BY ROAD, BASE TO SUBDEPOT
A.A.F.-307-S.O., Topeka Army Air Field Kans. Topeka	104 AIR MILES	1 MILES

15. W. D. ASSIGNMENT

(a) ASSIGNED TO | (b) W. D. CIRCULAR NO. | (c) DATE

G-5

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INSTRUCTIONS

AAF INSTALLATIONS QUESTIONNAIRE

1. PURPOSE.—The object is to provide, for purposes of record and planning, up-to-date and accurate information on all installations owned or used by Army Air Forces.

2. SOURCES OF INFORMATION.—All available sources of information are to be utilized. The usual sources are Division or District Engineers, Area Engineers, Post Engineers, and field inspection.

3. ACCURACY.—To obtain the objective intended it is required that all information be complete and accurate. Should any doubt exist, correct information shall be obtained by field inspection.

4. Information is required in sufficient detail to provide an accurate description of the installation. If sufficient space is not available in the questionnaire for the complete answer, additional sheets shall be used as appendixes; such sheets to be clearly referenced to page and question numbers, and question shall be marked "See Appendix No. _____."

5. All questions must be answered and no spaces may be left blank. Where questions are asked which do not apply to the installation covered by the report, a check mark (V) shall be placed in space provided, indicating that the question has been noted but does not apply.

6. The information contained in the report is supplemental to, and does not replace, other reports required by this or other agencies.

7. Troop housing will not be included in this report except as described under "Supplemental Housing."

8. Facilities under construction are to be covered in the report. The estimated cost and estimated completion date shall be reported in the space provided. Facilities under construction shall also be described by including each item under the appropriate section with a note to indicate that the facility is under construction, i. e., a building under construction should be included in the appropriate list of buildings and noted "U/C"—"under construction." When building or facility has been completed, it shall be reported on Form No. 140 A.

9. A separate questionnaire has not been provided for report on every type of AAF installation. In case of special installations not specifically mentioned in any of the form headings or instruction sheets, the form selected shall be one which will provide a complete description of the installation.

10. Form No. 147, "Rights of Way," is to be used for reports on Rights of Way, Pipe Lines, etc., when such Rights of Way, Pipe Lines, etc., are independent facilities or when connected with an Air Base, Depot, or other installation.

11. In accordance with AAF Regulation 15-140, report shall be filled out in triplicate.

(1) Copy No. 1 will be transmitted to:
COMMANDING GENERAL,
Army Air Forces,
Washington 25, D. C.
Attention: AC/AS, M&S.
Air Installations Division.

(2) Copy No. 2 will be transmitted to:
COMMANDING GENERAL,
(Air Force or AAF Command having jurisdiction over installation reported on.)

(3) Copy No. 3 will be retained by AAF Installation Commander submitting the report.

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AAF Form No. 110—Page 2
(Approved 1 Sept. 1944)

AAF—MD—SP21

16. (a) COMMERCIAL AIRLINES OR OTHERS AUTHORIZED TO USE INSTALLATION	(b) AUTHORITY (lease, permit, etc., with date and No.
None	None

17. (a) IS SITE SUBJECT TO FLOODING? ☐ YES ☒ NO	(b) IF ANSWER IS "YES" ATTACH SEPARATE SHEET TO REPORT, GIVING DETAILS SUCH AS FREQUENCY, DEPTH, ETC.	18. AVERAGE DEPTH TO GROUND WATER LEVEL Ft. In.

19. GIVE ANY SPECIAL OR UNUSUAL CONDITIONS WHICH CONTRIBUTE TO HIGH OPERATION OR MAINTENANCE COSTS. IF SUFFICIENT SPACE IS NOT AVAILABLE, ATTACH A DETAILED DESCRIPTION TO REPORT. REASONS FOR HIGH COSTS SHOULD BE STATED AS "LANDING FIELD PAVEMENT BREAKING UP, DUE TO WINTER CONSTRUCTION," "FLOODING DUE TO INADEQUATE STORM SEWERS," ETC.

T.O. Type construction deteriorates rapidly.

II. LAND ACQUISITION

1. TYPE ACQUISITION, USE, ARRANGEMENT, AND MAINTENANCE COMMITMENT (See Code I attached)	CODE	2. USABLE AREA FOR MILITARY OPERATIONS	ACRES	3. TOTAL AREA (Items 4+5+6+7 below)	ACRES
	I-6		2810.37		2810.37

4. TOTAL ACRES GOV'T OWNED	5. TOTAL ACRES GOV'T LEASED	6. TOTAL ACRES IN PROCESS OF CONDEMNATION	(a) IN FEE SIMPLE (outright purchase)	(b) RIGHTS LESS THAN FEE SIMPLE (Lease or contract; not outright purchase)
2810.37	None		ACRES	ACRES

7. LAND ACQUIRED BY PERMIT FROM GOVERNMENTAL OR OTHER AGENCY

(a) NO. OF ACRES	(b) AGENCY	(c) DATE OF PERMIT	(d) DURATION OF PERMIT
			From— To—

(e) RESTRICTIONS ON USE (If any)

8. COST OF GOVERNMENT-OWNED LAND NOT INCLUDING ITEM 7 ABOVE	(a) TOTAL PURCHASE COST	$ 262,644	(b) TOTAL ANNUAL LEASE	$ None
(c) ESTIMATED COST OF LAND UNDER CONDEMNATION	(1) IN FEE SIMPLE	$	(2) RIGHTS LESS THAN FEE SIMPLE	$

9. (a) TOTAL ACRES UNDER AVIGATION EASEMENT (Avigation easements cover flight rights, including the right to cut trees or remove obstructions, but not to actual use of the land)	NO. OF ACRES	(b) ANNUAL COST	$
	11.025		None

10. GIVE NUMBERS OF ALL LEASES COVERING LAND ACQUISITIONS FOR THIS INSTALLATION

III. BUILDING ACQUISITION

1. PURCHASED OR LEASED

BLDG. No. (As shown on layout plan)	BRIEF DESCRIPTION OF BUILDING OR PURPOSE FOR WHICH CONSTRUCTED	REAL ESTATE CODE (See Code I)	PURCHASE COST	ANNUAL LEASE COST	LEASE NUMBER

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TION:

ally owned by the War Department.

tally leased by the War Department *with* exclusive military use and with maintenance costs totally borne by the War Department.

3. Totally leased by the War Department *with* exclusive military use and with maintenance costs shared proportionally with nonmilitary interests.

4. Totally leased by the War Department *without* exclusive military use and with maintenance costs totally borne by the War Department.

5. Totally leased by the War Department *without* exclusive military use and with maintenance costs shared proportionally with nonmilitary interests.

6. Combination War Department Owned and Leased *with* exclusive military use and with maintenance costs totally borne by the War Department.

7. Combination War Department Owned and Leased *with* exclusive military use and with maintenance costs shared proportionally with nonmilitary interest.

8. Combination War Department Owned and Leased *without* exclusive military use and with maintenance costs totally borne by the War Department.

9. Combination War Department Owned and Leased *without* exclusive military use and with maintenance costs shared proportionally with nonmilitary interests.

10. War Department occupancy under agreement or permit in force with other Federal agencies.

11. War Department lease or permit granted to other agencies for joint use by such agencies.

12. War Department lease or permit granted to other agency for temporary full time exclusive use by such agencies.

13. No ownership, no lease, no condemnation contemplated, no maintenance commitment.

14. Leased by the War Department *without* exclusive military use and with maintenance costs totally borne by nonmilitary interests.

ased by the War Department with exclusive mili- and with maintenance costs totally borne by non- interests.

II. BUILDING MATERIALS CODE

FLOORS:
Concrete—(Con); Wood—(W); Earth—(E).

EXTERIOR WALLS:
Wood, Board and Batten—(BB); Shiplap—(SL); Weatherboard—(WB).
Hollow Tile, plain—(HT); Stuccoed—(HTS).
Cinder Block—(CB); Stuccoed—(CBS).
Concrete Block—(Con B); Stuccoed—(Con BS).
Masonry, Stone—(S).
Brick—(Br).
Reinforced Concrete—(Rein Con).
Sheet Metal—(SM); Asphalt Protected—(APM).

ROOF:
Shingle, Wood—(WSH); Asbestos—(ABSH); Asphalt—(ASH).
Asphalt Felt, Roll—(AFL).
Built-up, Tar—(Ta Bu); Asphalt—(ABU).
Built-up Roofing, on Wood—(BUW); On Concrete—(BU Con); On Pre-cast Slabs—(BUPCS).
Tile—(T).
Corrugated Iron, Galvanized—(Cor GI); Asphalt Protected—(APM).

BEAMS AND TRUSSES:
Wood Trusses—(WT); Beams—(WB).
Steel Trusses—(ST); Beams—(SB).
Reinforced Concrete, Flat Slabs—(Rein Con F); Beams—(Rein Con B).

COLUMNS:
Wood—(W).
Cast Iron—(CI).
Steel—(S).
Masonry—(M).
Reinforced Concrete—(Rein Con).

PARTITIONS:
Wood, Exposed Studs One Side—(WES).
Wall Board, Sealed—(WBS).
Gypsum Board—(GBS).
Plaster on Lath—(PL).

MS:
-(W).
rced Concrete—(Rein Con).

Sprinkler System, Standard—(SS Sd); Sprinkler System, Deluge—(SS De).
Carbon Dioxide System—(CO_2).

III. SUBGRADE CLASSIFICATION CODE

Well-graded gravel and gravel-sand mixtures; little or no fines	G W
Well-graded gravel-sand-clay mixtures; excellent binder	G C
Poorly graded gravel and gravel-sand mixtures; little or no fines	G P
Gravel with excess of fines, very silty gravel; clayey gravel, poorly graded gravel-sand-clay mixtures	G F
Well-graded sands; little or no fines	S W
Well-graded sand-clay mixtures; excellent binder	S C
Poorly graded sand; little or no fines	S P
Sand with excess of fines; very silty sand, clayey sands, poorly graded sand-clay mixtures	S F
Silts (inorganic) and very fine sands, rock flour, silty or clayey fine sands	M L
Clays (inorganic) of low to medium plasticity; sandy clays, silty clays, lean clays	C L
Organic silts and organic silt clays of low plasticity	O L
Micaceous or diatomaceous fine sandy and silty soils; elastic silts	M H
Clays (inorganic) of high plasticity; fat clays	C H
Organic clays of medium to high plasticity	O H
Peat and other highly organic swamp soils, such as muck	Pt

IV. PAVEMENT BASE CODE

Cement Concrete, Reinforced—(CORE); Nonreinforced—(CONO).
Crushed Stone, Water Bound—(CSWB); Asphalt Penetrated—(CSAP); Asphaltic Concrete—(CSAC).
Gravel, Water Bound—(GRWB); Asphalt Penetrated—(GRAP); Asphaltic Concrete—(GRAC).
Caliche, Water Bound—(CLWB); Asphaltic Concrete—(CLAC).
Sand, Stabilized with Cement—(SDCS); with Asphalt—(SDAS).
Earth, Stabilized with Cement—(EACS); with Asphalt—(EAAS).

V. WEARING OR SURFACE COURSE CODE

Surface Course same as base—(BASE).
Concrete, Cement—(C Con); Asphaltic—(A Con).
Sheet Asphalt—(SHA).
Single Asphalt Surface Treatment—(SST).
Double Asphalt Surface Treatment—(DAST).

VI. SHOULDER TREATMENT CODE

Surfaced with Crushed Stone—(PACS).
Gravel—(PAGR).
Caliche—(PACL).
Earth Graded, no treatment—(EANT).
Seeded—(EAS); Sodded—(EASO).

VII. FENCING MATERIALS CODE

Chain Link	C L
Woven Wire	W W
Barbed Wire	B W
Wood	W

VIII. DUST CONTROL CODE

Vegetative Cover, Permanent—(VCP).
Vegetative Cover, Temporary—(VCT).
Vegetative Cover, Artificial—(VCA).
Dust Control Oil Treatment—(DCO).
Gravel Blanket—(DCG).
Rough Tillage—(DCT).

IX. HEATING SYSTEM CODE

Hot Air Furnace (HAF).
Boiler Plant With Steam Radiators (SRWBP).
Boiler Plant With Water Radiators (BPWWR).
Steam Unit Heaters (SUH).
Gas Unit Heaters (GUH).
Space Heater (SH).

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III. BUILDING ACQUISITION—Continued

2. ESTIMATED COST OF BUILDINGS UNDER CONDEMNATION	(a) IN FEE SIMPLE	$	(b) RIGHTS LESS THAN FEE SIMPLE	$

IV. COSTS OF OTHER REAL PROPERTY (Other than land and buildings—"Water Tanks," "Fixed Cranes," Etc.)

DESCRIPTION	PURCHASE COST	ANNUAL LEASE COST	LEASE No.

V. TITLE PAPERS

INDICATE OFFICE(S) BY COMPLETE ADDRESS, WHERE ALL ORIGINAL TITLE PAPERS, LEASES, AND RELATED EXHIBITS ARE ON FIL

Commanding General
Headquarters, Seventh Service Command
Real Estate Branch
Federal Building
Omaha, Nebraska.

VI. CONSTRUCTION COST

1. AGGREGATE COST TO DATE FOR LANDING FIELD, HANGERS, PARKING APRON, TAXIWAYS, GASOLINE STORAGE AND DIST. TION CONTROL TOWERS, LIGHTING, AND ALL ITEMS RELATED TO THE AIRFIELD (excluding military housing, administration, etc.)

(a) NEW CONSTRUCTION (ESA—200 funds)	$	(b) NONRECURRENT R & U (ESA—300 funds)	$	(c) TOTAL	$

2. COST OF ALL ITEMS NOT INCLUDED IN "1" ABOVE OR "3" BELOW. THESE COSTS WILL INCLUDE UTILITIES, WAREHOUSES, BUILD INGS FOR ADMINISTRATION, HOUSING, AND RECREATION

(a) NEW CONSTRUCTION (ESA—200 funds)	$	(b) NONRECURRENT R & U (ESA—300 funds)	$	(c) TOTAL	$

3. IMPROVEMENTS AT GOVERNMENT EXPENSE ON BUILDINGS AND GROUNDS NOT GOVERNMENT OWNED (Do not include these costs in "1 and "2" above)

DESCRIPTION OF IMPROVEMENTS	DATE	COST

VII. LANDING FIELD DATA—(In case of new construction in 1, 2, 3, and 4, following, enter all pertinent data. Use "UC" (under construction) in next to last column, and show estimated completion date in last column)

1. RUNWAY DESCRIPTION

AZIMUTH	LENGTH IN FT.	WIDTH IN FT.	CLASS SUB GRADE	BASE COURSE		PAVEMENT		SHOULDER DATA		CLEAR ZONE WIDTH IN FT.	GROSS LOADING		METHOD OF TEST	PAVEMENT CONDITION	DUST CONTROL
				TYPE	DEPTH	TYPE	DEPTH	WIDTH	TYPE TREATMENT		DESIGN	ACTUAL			
(Direction by angle in degrees and minutes from *true north* measured clockwise from 0 to 360 degrees)	(Actual paved runway only. *Do not* include stabilized ends)	(Actual paved width exclusive of shoulders)	(See Code III)	(See Code IV)	(In inches)	(See Code V)	(In inches)	(In feet)	(See Code VI)	(Both sides of runway center line maintained clear of obstructions)	(Used in engineering design of runway)	(Gross load capacity as determined by tests for capacity operation)	(Method used to determine actual gross load capacity. If engineering tests have been completed, insert the letters "ET" in this column. If no tests have been completed, indicate by model largest airplanes using runway continuously without causing damage.)	(A careful field examination will be made of all pavement and each section shall be classified as one of the following: Excellent, good, fair, poor, bad, or unusable)	(See Code VIII)
168° 50' 359° 50'	10,000	500	CL CH	None		C CON	8	250	PAGR	1250	60,000	60,000	ET	Good	VCP
132° 20' 312° 20'	10,000	500	CL CH	None		C CON	8	250	PAGR	1250	60,000	60,000	ET	Good	VCP
228° 50' 48° 50'	7,650	150	CH	None		C CON	8	75 100	PAGR EAS	750	60,000	45,000	ET	Good	VCP
269° 50' 89° 50'	8,120	150	CL CH	None		C CON	8	75 100	PAGR EAS	750	60,000	45,000	ET	Good	VCP

2. PARKING APRON DESCRIPTION

Enter in first column maximum number of planes that can be parked with standard allowance for parking and taxiing. Layout must be arranged so planes can taxi under power from parking to take-off without moving other planes. (Remaining cols. same as in "1" above)

NUMBER OF AIRPLANES BY MODEL	LENGTH	WIDTH	CLASS SUB-GRADE	BASE COURSE		PAVEMENT		GROSS LOADING		METHOD OF TEST	PAVEMENT CONDITION
				TYPE	DEPTH	TYPE	DEPTH	DESIGN	ACTUAL		
39 - B-29's	4515	600	CH CL	None		C CON	8	60,000	50,000	ET	

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VII. LANDING FIELD D[illegible] —Continued

3. TAXIWAY DI[illegible]ON

XIWAY No. (If not numbered, assign and show on plans)	LENGTH	WIDTH	CLASS SUB-GRADE	BASE COURSE TYPE	BASE COURSE DEPTH	PAVEMENT TYPE	PAVEMENT DEPTH	SHOULDER DATA WIDTH	SHOULDER DATA TREATMENT	CLEAR ZONE WIDTH	GROSS LOADING DESIGN	GROSS LOADING ACTUAL	METHOD OF TEST	PAVEMENT CONDITION	DUST CONTROL
	INFORMATION IN THESE COLUMNS SAME AS FOR "RUNWAY DESCRIPTION" No. 1, PAGE 4														
1	3,420	100	CH	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
2	250	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
3	314	100	CH-CL	None		C CON	8"	100	PAGR		60,000	35,000	ET	Good	VCP
4	768	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
5	675	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
6	359	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
7	359	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
8	359	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
9	1,420	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
10	860	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
11	2,590	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP
12	764	100	CH-CL	None		C CON	8"	100	PAGR		60,000	50,000	ET	Good	VCP

4. HARDSTAND DESCRIPTION

NUMBER	LARGEST PLANE (By Model No.) HARDSTAND WILL ACCOMMODATE	ACTUAL PAVED DIAMETER (Do Not Include Stabilized Shoulder)	BASE COURSE TYPE	BASE COURSE DEPTH	PAVEMENT TYPE	PAVEMENT DEPTH	SHOULDER DATA WIDTH	SHOULDER DATA TREATMENT	CLEAR ZONE WIDTH	GROSS LOADING DESIGN	GROSS LOADING ACTUAL	METHOD OF TEST	PAVEMENT CONDITION	DUST CONTROL
			INFORMATION IN THESE COLUMNS SAME AS FOR "TAXIWAY DESCRIPTION" No. 3, ABOVE											
1	✓	✓					✓		✓		✓	✓	✓	VCP

5. LANDING FIELD DRAINAGE DESCRIPTION

[illegible]ve a statement based on actual observation of the adequacy of ALL drainage structures, including French drains, catch basins, outfall sewers, and drainage ditches. A plan of the landing field, showing all drainage structures, shall be furnished in accordance with Sec. XIX. If any new drainage construction is in progress, give description and estimated date of completion.

Field well drained by system of concrete sewers and open drainage ditches.

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1. PORTABLE STEEL LANDING MATS (All mats will be reported whether in place or in stock)

TYPE	IN PLACE					IN STOCK		
	Runway No.	Taxiway No.	Dimensions in Feet		Total Area in Square Feet	Number of Pieces	Size of Pieces	Total Area in Square Feet
			Length	Width				
PIERCED PLANK								
HEAVY BAR AND ROD	✓	✓	✓	✓	✓	✓	✓	✓
IRVING GRID								

2. CLEARED GLIDE ANGLES OF APPROACH

Indicate the direction of approach of azimuth of both ends of each runway and give corresponding glide angles. The glide angle will be determined by field measurement and will be expressed as ratio of horizontal distance to height of obstruction, as "30:1," "50:1," etc., *and shall be with reference to end of paved runway—not end of stabilized runway extension.*

RUNWAY		DIRECTION OF APPROACH (Azimuth)	GLIDE ANGLE	DIRECTION OF APPROACH (Azimuth)	GLIDE ANGLE
N-S	17	179° 50'	60:1		
	35	359° 50'	greater than 60:1		
NW-SE	12	132° 20'	greater than 60:1		
	30	312° 20'	greater than 60:1		
NE-SW	22	228° 50'	greater than 60:1		
	4	48° 50'	greater than 60:1		
E-W	26	269° 50'	greater than 60:1		
	8	89° 50'	greater than 60:1		

3. OBSTRUCTIONS

All existing obstructions which give a glide angle of smaller ratio than 50:1 are to be listed. Use runway designation as described in Table VII.

TYPE	OBSTRUCTION (Indicate as tree, pole, power line, etc.)	DIRECTION OF APPROACH (Azimuth)	HORIZONTAL DIST. L. OR R. FROM C. L. OF RUNWAY (Projected) TO THE OBSTRUCTION	DISTANCE FROM END OF RUNWAY PAVEMENT (Measured parallel to C. L. of runway)	HEIGHT (From top of obstruction to end of paved runway)
✓	✓	✓	✓	✓	✓

4. DUST AND EROSION CONTROL (Total area maintained in acres)

	GRASS PERM.	GRASS. TEMP.	SEED MULCH	MULCH	ROUGH TILLAGE	GRAVEL BLANKET	OIL	OTHER (Specify)
LANDING FIELD	1814							
HOUSING AREA	808.87							

IX. LANDING FIELD FACILITIES

1. LIGHTING (Check either "Yes" or "No")

(a) Beacon Rotating	(b) Beacon Oscillating	(c) Code Beacon	(d) Boundary	(e) Runway Markers	(f) Obstruction	(g) Flood	(h) Approach Lights	(i) Wind Indicator	(j) High Intensity
☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☒ No

(k) Other (*Describe*)

(l) Is Stand by Power Available for Field Lighting? ☐ No. If "Yes" Give Capacity ___ Kw.

(m) Is System (Check one) ☒ Permanent ☐ Temporary ☐ Semi-Permanent (T. O. 08-20-11)

(n) Are Taxi Guidance Lights Available? ☐ Yes ☒ No

2. RADIO (Check either "Yes" or "No")

(a) [illegible]	(b) Range	(c) Instrument Approach	(d) Other (*Describe*)
☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	✓

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(Approved 1 Sept. 1944)

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3. (a) IS TELETYPE AVAILABLE? [X] Yes [ ] No

(b) GIVE DETAILS: Teletype used and decoding done in Flight Control Section

4. WEATHER STATION (Indicate by "Yes" or "No" service available)

(a) OBSERVATION	(b) FORECASTING	(c) REPORTING	(d) NIGHT SERVICE
[X] Yes [ ] No	[X] Yes [ ] No	[X] Yes [ ] No	[X] Yes [ ] No

5. GASOLINE AND OIL STORAGE

(a) IS NIGHT SERVICE AVAILABLE? [X] Yes [ ] No

GIVE DETAILS: 24 hour service.

(b) AVIATION GASOLINE (Gals.)				(c) AVIATION OIL (Gals.)			
BASE STORAGE		OFF-BASE STORAGE*		BASE STORAGE		OFF-BASE STORAGE*	
CAPACITY	OCT.	CAPACITY	OCT.	CAPACITY	GRADE	CAPACITY	GRADE
25,000 gal.	73	✓	✓	12,000 gal.	drain		
50,000 gal.	91			12,000 gal.	diesel		
600,000 gal.	100			24,000 gal.	?		

*Off-base storage, including lands, rights of way, easements and pipe lines, will also be described in a separate report. See AAF Form No. 147.

(d) GASOLINE DISTRIBUTION SYSTEM (If not available, so indicate)

NUMBER OF SERVICE PITS	G.P.M. CAPACITY	HYDRAULIC SYSTEM (Trade Name)	MECHANICAL SYSTEM (Trade Name)	OTHER
✓	✓	✓	✓	✓

(e) TRUCK FILL STANDS

NUMBER	GMP CAPACITY	NUMBER	GMP CAPACITY	NUMBER	GMP CAPACITY
8	200				

(f) AUTOMOTIVE GASOLINE (Gals.)				(g) AUTOMOTIVE OIL (Gals.)			
AVAILABLE AT MOTOR POOL		BASE STORAGE		AVAILABLE AT MOTOR POOL		BASE STORAGE	
CAPACITY	OCT.	CAPACITY	OCT.	CAPACITY	GRADE	CAPACITY	GRADE
25,000 gal.	67	✓	✓	✓	✓	✓	✓

(h) HOW IS GASOLINE DELIVERED? [X] TANK CAR [X] TANK TRUCK [ ] PIPE LINE [ ] BOAT

6. AIRCRAFT REPAIRS (Incl. "On-Base" subdepot) CHECK ECHELON OF AIRCRAFT REPAIR THAT CAN BE DONE ON BASE

(a) ENGINE	1st ECHELON	X	2d ECHELON	X	3d ECHELON	X	4th ECHELON
(b) AIRCRAFT	1st ECHELON	X	2d ECHELON	X	3d ECHELON	X	4th ECHELON
(c) INSTRUMENT	1st ECHELON	X	2d ECHELON	X	3d ECHELON	X	4th ECHELON
(d) RADIO	1st ECHELON	X	2d ECHELON	X	3d ECHELON	X	4th ECHELON
(e) ORDNANCE	1st ECHELON	X	2d ECHELON	X	3d ECHELON	X	4th ECHELON

7. HANGARS

If standard plans and specifications have been followed, fill in first 3 columns only. In case of modification of standard plans or when other than standard plans were used, the remaining columns must be filled in. (Clear floor area will indicate the total floor area in sq. ft. If hangar is "T" shaped, dimensions and clear floor area of each part will be given)

(a) DESCRIPTION, SIZE, ETC.

BLDG. No.	TYPE AND PLAN No.	NUMBER OF SIMILAR BUILDINGS	DIMENSIONS (Clear Inside)	CLEAR FLOOR AREA	HEIGHT TO BOTTOM OF TRUSS FROM FLOOR	MAIN DOOR WIDTH	MAIN DOOR HEIGHT
350, 450, 650 & 750	ONM-1 WA-23-565	4	41 x 124 80 x 158	17,724	36'-8	158	25'
1	NEM-I WA-23-486.2	1	120'-2" x 213'-6"	25,655	28'-10	120	28'-10"
8	Mod. Center WA-23-543	1	194x158'6"		36'-8	158	35'-10"

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7. HANGARS—Continued

(b) DESCRIPTION, MATERIALS, ETC. (List buildings in same order as above)

BLDG. No.	MATERIALS (Use Code II) Floor	Walls	Trusses	Roof	HEATED ("Yes" or "No")	FIRE PROTECTION (See Code II)	MODIFICATION
350, 450, 650, 750.	Con.	Rein Con. SM	(ST) (SB) (WT) (WB)	BUW	Yes	None None	
1	Con.	BB	(WT) (WB)	BUW	Yes	None	✓
8	Con.	BP	(WT) (WB)	BUW	Yes	None	

8. COMPASS SWING BASE DIAMETER	9. ARE SHOOTING-IN BUTTS AVAILABLE?	NUMBER	10. TYPE OF WIND INDICATOR ("Tedrahedron," "Wind Tee," etc.)
204 FEET	☒ YES ☐ NO	2	Tedra-hedron

X. WAREHOUSES AND STORAGE

Tables 1, 2, 3, 4, and 5 will be filled in for all types of storage buildings. If standard plans and specifications have not been followed or if standard plans have been modified, supplemental information indicating modification and detailed description of construction materials shall be attached as an appendix. In the tabulations where more than one building is reported on a single line the areas and volumes indicated shall be the total areas in square feet and volumes in cubic feet for the several buildings.

1. QUARTERMASTER

BLDG. No.	TYPE AND PLAN No.	NUMBER OF SIMILAR BUILDINGS	HEATED Area (Sq. Ft.)	HEATED Vol. (Cu. Ft.)	UNHEATED Area (Sq. Ft.)	UNHEATED Vol. (Cu. Ft.)	COLD STORAGE Area (Sq. Ft.)	COLD STORAGE Vol. (Cu. Ft.)
15,21, 22,23.	TSH-18 WA-23-459	4	35,908	502,712				
24	SH-18, WA-23-461	1	6,253	87,542			2747	21,976
Totals		5	42,161	590,254			2747	21,976

QUARTERMASTER SUPPLY LEVEL (Housing facilities 100% occupied)	100%	TOTAL COAL STORAGE CAPACITY IN TONS	10,000

2. POST ENGINEER

BLDG. No.	TYPE AND PLAN No.	NUMBER OF SIMILAR BUILDINGS	HEATED Area (Sq. Ft.)	HEATED Vol. (Cu. Ft.)	UNHEATED Area (Sq. Ft.)	UNHEATED Vol. (Cu. Ft.)	*Covered area	**Open fenced paved area
25	TSH-18, WA-23-459	1	8977	125,678				
30	Paint, P-11	1			373	2,984		
38	CCC, WA-23-546.10	1			2012	14,084		✓
50,51,52	CCC, WA-23-546.1	3			5436	37,352	✓	
253	CCC, P-185	1	1200	8,400				
Totals		7	10,177	134,078	7,821	54,420		

*Indicate all outside covered storage, such as storage sheds with roof and no side walls.
**Give area in sq. ft. of all paved and fenced outside storage. Each area shall be listed separately.

3. ORDNANCE

BLDG. No.	TYPE AND PLAN No.	NUMBER OF SIMILAR BUILDINGS	HEATED Area (Sq. Ft.)	HEATED Vol. (Cu. Ft.)	UNHEATED Area (Sq. Ft.)	UNHEATED Vol. (Cu. Ft.)	*COVERED AREA	**OPEN FENCED PAVED AREA
1111	TSW, WA-23-512	1			4141	41,410		
1112	AAAM WA-23-506	1	3624	50,736				
1113	Igloo, WA-23-514	1			1378	13.780		
1114,1116	SH-10, WA-23-491	2			1376	11,008		
1115	MS-6, WA-23-497	1			400	3,200		
1117,1119	SH-11, WA-23-496	2			2744	21,952		
1118	DSH-1, WA-23-458	1			224	1,792		
		9	[illegible]	[illegible]	[illegible]	[illegible]		

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X. WAREHOUSES AND STORAGE—Continued

4. AIR CORPS SUPPLY

BLDG. No.	TYPE AND PLAN No.	NUMBER OF SIMILAR BUILDINGS	HEATED		UNHEATED		*COVERED AREA	**OPEN FENCED PAVED AREA
			AREA (Sq. Ft.)	VOL. (Cu. Ft.)	AREA (Sq. Ft.)	VOL. (Cu. Ft.)		
11	Whse-G-A	1	2000	28,000				
12,13,14	Whse (Mod)	3	45075	631,050				
16,17,18, & 20	TSH-18, WA-23-459	4	35908	502,712				
195	Paint, 1000-951	1	1482	11,856			✓	✓
TOTALS		9	84465	1,173,618				

5. MISCELLANEOUS

BLDG. No.	TYPE AND PLAN No.	NUMBER OF SIMILAR BUILDINGS	HEATED		UNHEATED		*COVERED AREA	**OPEN FENCED PAVED AREA
			AREA (Sq. Ft.)	VOL. (Cu. Ft.)	AREA (Sq. Ft.)	VOL. (Cu. Ft.)		
53	SH-11, WA-23-477	1			1372	10,976		
58	CCC, No plan	1	800	6,400				
59	Spec., No plan	1			216	1,728		
117,306, 319,326 356,374, 556,706 723,756,506	WA-2, WA-23-446	11	16,720	133,760			✓	✓
194	OEDT, TO-700-5201	1	1,200	7,200				
352,651 704,751	CCC, WA-23-546.9	4			848	6,784		
437	Spec., PE-230	1	3,360	26,880				
451	CCC, WA-23-546.9	1			2012	16,092		
740	CCC, WA-23-546.2	1	2,723	21,784				
46,47,48	OSH-1, WA-23-458	3			672	5,376		
TOTALS		25	24,803	196,024	5320	40,936		

XI. ADMINISTRATIVE BUILDINGS

Indicate by name or use all buildings in this classification whether or not listed below. Indicate any modification or change from standard plans, and attach pl[illegible]ch showing modification. If frame construction was not used, give detailed description of materials used.

BLDG. No.	BUILDING	NUMBER OF SIMILAR BUILDINGS	TOTAL AREA (In Sq. Ft.)	BUILDING TYPE AND PLAN No. (O. C. E. or W. D.)	MODIFICATION
	HEADQUARTERS				
570	(a) BASE	1	9,573	PH-14, WA-23-441	—
✓	(b) WING	✓	✓	✓	
	(c) GROUP	See Attached Sheet			
	(d) SQUADRON	See Attached Sheet			
✓	(e) REGIMENTAL	✓	✓	✓	✓
588	POST OFFICE	1	2,000	PO-1, WA-23-458	
183	GUARDHOUSE	1	2,000	E-2, WA-23-454	
470	FINANCE	1	3,340	A-6, WA-23-471	✓
696	GATEHOUSES	1	266	Spec. PE-225	
	OPERATIONS BLDG.				✓
100	(a) BASE	1	3,520	A-6 WA-23-515	
	(b) GROUP	See Attached Sheet			
	(c) SQUADRON	See Attached Sheet			
✓	SUBDEPOT ADMN.	✓	✓	✓	✓

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XI. ADMINISTRATIVE BUILDINGS—Continued

BLDG. No.	BUILDING	NUMBER OF SIMILAR BUILDINGS	TOTAL AREA SQ. FT.	BUILDING TYPE AND PLAN NUMBER	MODIFICATION
		See Attached Sheet			

XII. SPECIAL PURPOSE BUILDINGS (See instructions for "XI" above)

BLDG. No.	BUILDING	NUMBER OF SIMILAR BUILDINGS	TOTAL AREA SQ. FT.	BUILDING TYPE AND PLAN NUMBER	MODIFICATION
1	AC ENGINEER SHOP	1	34,624	EEMI-1 WA-23-486.2	
	BANK	Included in Base Headquarters Bldg. No. 670.			
	BOMB TRAINER	See Attached Sheet			
203	BOMB SIGHT STORAGE	1	1,217	BSS-5 WA-23-480	
645, 646 647, 648	CELESTIAL NAVIGATION	4	3,440	Cel. A-A 100-180	
468	CHAPEL	1	3,741	CH-1 WA-23-504	
311, 1806	DISPENSARIES	2	5,550	I-4 WA-23-503	
	FIRE HOUSE	See Attached Sheet			
9	INCINERATOR	1	322	Spec. WA-23-492	
✓	JIM HANDY TR. BLDG.	Included in Bldg. No. 865			
167	LAUNDRY	1	1,520	SA-2 WA-23-446R	
454	LINK TRAINER	1	2,929	CA 1000-760	
	MAGAZINE	See Attached Sheet			
27	ORD. MOTOR REPAIR	1	15,105	SP-14 WA-23-453	
30	PAINT AND DOPE STOR.	1	373	Spec. PE-11	✓
104	PARACHUTE	1	3,570	PAR-63 WA-23-485	
654	PHOTO. LAB.	1	2,240	PL-1 WA-23-466	✓
	SCHOOLS	See Attached Sheet			
	SQ. ARMAMENT	✓	✓	✓	✓
	TURRET SHED	✓	✓	✓	✓
	WALLER GUNNERY TR.	✓	✓	✓	✓
101	WEATHER STA.	1	1,520	SA-2 WA-23-515	

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XIII. UTILITY SHOPS—POST ENGINEER (See instructions for "XI" above)

BLDG. No.	BUILDING	NUMBER OF SIMILAR BUILDINGS	TOTAL AREA SQ. FT.	BUILDING TYPE AND PLAN NUMBER	MODIFICATION
29	Sheet Metal, Paint	1	3048	Spec, WA-23-451.1	
31	Electric,Refrigeration	1	2600	Spec, None	✓
32	Plumbing Heating	1	3196	Spec, WA-23-451.1	
33	Cappenter	1	2304	SD. Mod. WA-23-451.2	
34	Carpenter	1	1520	Spec. WA-23-451.1	

XIV. RECREATIONAL FACILITIES

BLDG. No.	BUILDING	NUMBER OF SIMILAR BUILDINGS	TOTAL AREA SQ. FT.	BUILDING TYPE AND PLAN NUMBER	MODIFICATION
615	GYMNASIUMS	1	11,968	RB-1 WA-23-507	✓
512	LIBRARIES	1	2,012	CCC WA-23-546.3	
66	N. C. O. CLUBS	1	5,344	CCC WA-23-546.4	
✓	OUTDOOR THEATERS	✓	✓	✓	✓
635	OFFICERS CLUBS	1	14,955	Ser. EM 700-3665	
616	POST EXCHANGES	1	8,312	PX-C-T WA-23-541	
414	SERVICE CLUB (EM)	1	12,213	Ser. D-M 700-3677	
✓	SWIMMING POOLS	✓	✓	✓	✓
465	THEATERS	1	13,756	TH-1088-S WA-23-505	

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XV. RANGES ON BASE

TYPE RANGE (As "Skeet," "Pistol," "Moving Target," "Rifle," or Other)	MAXIMUM RANGE IN YARDS	TYPE TARGET AVAILABLE	NUMBER OF TARGETS	CONDITION OF TARGETS	SPECIAL FACILITIES (Describe)
Skeet	300	Clay Pigeon	--	--	---
"	"	"			
Rifle	500	Man	6	Good	---
Turret Skeet	50	Clay Pigeon	4	Good	

XVI. UTILITIES

1. WATER SYSTEM

(a) Source of supply (Show as "City Distribution," "On-Base Wells," etc.)	Off-Base Wells	(b) Type (Show as "Deep-Wells," "River," "Springs," etc.)	Shallow wells
(c) Capacity of elevated storage in gals.	1,750,000	(d) Capacity of underground storage in gals.	✓
(e) Type of elevated tank (Show construction materials as "Steel," "Wood," or "Concrete")	Concrete tower wood tank	(f) Hydrant pressure variation (Average in lbs. per sq. in.)	50 Lbs. Max. to 42 Lbs. Min.
(g) Is water ☐ Filtered? ☒ Chlorinated?	(h) Number of troops adequate for (Based on 70 gals. per man per day) 70,000	(i) Total hardness of water (In parts per million, before any base treatment)	438

(j) ON-BASE WATER SOFTENING EQUIPMENT

TYPE (Show as "Zeolite," "Lime-soda," etc.)	CAPACITY (Gals. Per Day)	LOCATION
Zeolite	82,000	Bldg. Nos. 1037, 56, 265, 381, 414, 511, 616, 635, 684, 711, 718, 761, 325, 381, 561, 1053.

2. SEWERAGE SYSTEM

(a) Is sewerage treatment provided? ☒ Yes ☐ No ☒ Complete treatment ☐ Partial treatment

(b) Type plant (Show as "Activated Sludge," "Trickling Filter," "Chemical Treatment," etc.) Trickling Filter

(c) Capacity of plant 1890M gals. Per Day

(d) Body of water into which plant discharges (if small stream, further identify by giving name of river of which it is a tributary): Dry Creek, tributary of Smoky Hill River

(e) Does raw sewage discharge into municipal system? ☐ Yes ☒ No

(e) SEWAGE PUMPING STATIONS

LOCATION	DESIGN CAPACITY (Gals. Per Minute)	LIFT (In Feet)	NUMBER OF PUMPS	TYPE OF PUMPS (Show as "Centrifugal," "Horizontal," "Piston," etc.)
✓	✓	✓	✓	✓

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XI. UTILITIES—Continued

3. ELECTRIC POWER

(a) PURCHASED POWER

(1) FULL NAME OF COMPANY SUPPLYING POWER	(2) LOCATION OF PLANT
The Kansas Power & Light Company	Salina, Kansas

(3) LOCATION OF MAIN SUBSTATION THROUGH WHICH BASE IS SUPPLIED	(4) MAXIMUM TRANSFORMER CAPACITY	(5) NORMAL BASE USE
Near east entrance to base	2100 Kw.	✓ Kw.

(6) MAXIMUM DEMAND (Do not include unusual and nonrecurrent loads)	(7) CHARACTERISTICS OF CURRENT DELIVERED TO BASE	Volts	Phase	Cycle
1296 Kw.		2400/4160 Y	3	60

(b) ON-BASE GENERATING PLANT

(1) MAXIMUM GENERATING CAPACITY	(2) KIND OF FUEL USED (Show as "Coal", "Oil", etc.	
✓ Kw.	✓	✓

(3) STEAM PLANT

Include total number of pieces of equipment in operating condition whether in use or not. If boilers are also used to furnish heat, report in Sec. XI, Par. 5. Central heating plant.

(a) BOILERS			(b) GENERATORS	
Number of Boilers	Hp. Rating	Operating Pressure	Number Steam Turbo Gen.	Kw. Capacity
✓	✓	✓	✓	✓

(4) DIESEL OR GAS ENGINE GENERATORS (Include only permanently installed equipment)

TOTAL NUMBER IN OPERATING CONDITION	LOCATION	TYPE (Diesel or gas)	NAME OF MANUFACTURER	CAPACITY IN KW.	FUEL
✓	✓	✓	✓	✓	✓

(5) MAXIMUM DEMAND (Do not include unusual and nonrecurrent loads)	(6) NORMAL REQUIREMENT OF BASE
✓ Kw.	✓ Kw.

(7a) Is standby (Off base) service provided?	(7b) Name of company	(7c) Standby ca.
☐ YES ☐ NO	✓	✓ Kw.

4. ELECTRIC DISTRIBUTION

(a) Location of wiring (If combination give percent of each)	(b) Type underground cable	(c) Type underground conduit protection (Concrete duct, fiber duct, etc.)
Overhead 100% Underground .....%		

(d) Current characteristics of primary distribution system	Volts	Phase	Cycle	(e) Street lighting (If combination give percent of each)
	2400/4160	3	60	From poles 100 From standards .....%

5. CENTRAL HEATING PLANT

NUMBER OF BOILER	HP.	TOTAL CAPACITY	OPERATING PRESSURE	FUEL: Kind	FUEL: Winter Av. Daily Use	FUEL: Storage Capacity	SQ. FT. SPACE HEATED
5	89	445	10 Psi	Cool	6 ton	500 ton)	90,832
1	100	100	40 Psi	Cool	3 ton	500 ton)	
1	89	89	40 Psi	Cool	3 ton	500 ton)	

DOES CONDENSATE RETURN TO PLANT?	TYPE UNDERGROUND PROTECTION (Concrete tunnels, etc.)	PRESENT CONDITION UNDERGROUND SYSTEM
☒ YES ☐ NO	None	None

6. TELEPHONE

(a) Name of company	(b) Location of central telephone office
Southwestern Bell Telephone Company	Salina, Kansas

(c) Number of incoming circuits (Number of off-base conversations that can be carried on at one time)	(d) Location of all PBX boards by bldg. numbers	(e) Number outlets to PBX	(f) Number bldgs. with phones	(g) Number of pay stations
	469	368	173	21

7. TELEGRAPH

(a) Name of company	(b) Location of office (If on base, indicate building number)
Western Union	Bldg. No. 409

8. GAS SYSTEM

(a) Name of company furnishing gas	(b) Location of plant manufacturing gas
Kansas Power & Light Company	

(c) Type gas	(d) Size of supply main to base	(e) Normal daily requirements	(f) Is gas used for heating?
	4 inch	160,000	

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XVI. UTILITIES—Continued

9. RAILROADS

(a) SIDING CAPACITY (Number of cars)	(b) GAGE OF TRACK	(c) WT. OF RAILS (Lbs. per yd.)	(d) GOV'T-OWNED TRACK	(e) DIST. BASE TO R. R. MAIN LINE
231	4' - 8½"	90#	1.918 MILES	Adjacent to MILES

(f) NAME OF RAILROAD COMPANY SERVING BASE	(g) IS R. R. LAND GRANT?	(h) SWITCHING CHARGES TO GOV'T?	(i) SWITCHING RATE
Missouri Pacific	☐ YES ☒ NO	☐ YES ☒ NO	$ None

10. ROADS, WALKS, AND PARKING AREAS

(a) ROADS

LENGTH IN MILES	WIDTH IN FEET	SUBGRADE CLASSIFICATION (See Code III)	BASE COURSE: TYPE (Code IV)	BASE COURSE: THICKNESS	SURFACING: TYPE (Code V)	SURFACING: THICKNESS	GROSS LOAD DESIGN CAPACITY (If known)
2.5	20	CH-CL	None		C CON	7"	Not known
2.6	20	CH-CL	GRWB	4	A CON	3	Not known
3.3	20	CH-CL	GRWB	4	SST	3/4	Not known
2.	20	CH-CL	GRWB	4	BASE	--	Not known

(b) ARE GUTTERS AND CURBS PROVIDED?	(c) MATERIAL	(d) LINEAL FEET
☐ YES ☒ NO	None	

(e) SIDEWALKS

LENGTH IN FEET	WIDTH IN FEET	THICKNESS IN INCHES	MATERIAL	CONDITION
38,700	2½	---	Wood	Fair
4,401	4		Concrete	Good

(f) ARE CATCH BASINS AND STORM SEWERS PROVIDED?	(g) PERCENTAGE OF ROAD LENGTH PROVIDED WITH CATCH BASINS AND STORM SEWERS
☐ YES ☒ NO	✓ %

(h) AREA OF MOTOR PARKS AND PARKING AREAS

PAVED UNFENCED	SQ. YDS.	PAVED FENCED	SQ. YDS.	UNPAVED FENCED	SQ. YDS.
	118,337		22,385		✓

11. PERIMETER FENCING

DESCRIPTION OF FENCED AREA ("Entire Base" or "Airfield Only")	TYPE FENCE (See Code VII)	HEIGHT IN FT.	GENERAL CONDITION	SPECIAL PROTECTIVE DEVICES ("Photo-Electric Cell," "Charged Wire," etc.)
Entire Base	BW	5	Good	None
Barrier to Hangar and Airfield Area	WW	6	Good	None

12. SECURITY FENCING (Same Information as in "11" Above, for Bombsight Storage Bldgs., Radar Installations, etc.)

DESCRIPTION OF FENCED AREA	TYPE FENCE	HEIGHT IN FT.	GENERAL CONDITION	SPECIAL PROTECTIVE DEVICES (Describe)
Bomb Sight Storage	WW	6	Good	None
Aqua System	WW	6	Good	None

13. PIERS OR WHARVES

(a) NO. OF PIERS	(b) LENGTH OF PIERS IN FT.	(c) WIDTH OF PIERS IN FT.	(d) DEPTH OF WATER IN FT.	(e) LENGTH OF BERTHING SPACE IN FT.
✓	✓	✓	✓	✓

(f) SPECIAL UNLOADING FACILITIES (Fixed Cranes, Booms, etc.)	(g) IS R. R. SIDING AVAILABLE?	(h) LENGTH IN NO. OF CARS
✓	☐ YES ☐ NO	✓

XVII. SUPPLEMENTAL HOUSING DATA

Number of officers' and enlisted men's family housing units (If modified T/O or mobilization type indicate here ☐ and attach list of modifications and description of materials)

PERMANENT (Officers)	TEMPORARY (Officers)	PERMANENT (Enlisted men)	TEMPORARY (Enlisted men)
✓	✓	✓	✓

WERE STANDARD SPECIFICATIONS (FRAME CONSTRUCTION) FOLLOWED FOR CONSTRUCTION OF TROOP HOUSING?

Yes

To avoid duplication all information as to type and capacity of troop housing will be obtained from housing reports, A. A. F. Form 132. On this form types of housing are classified as "Permanent," "T. O." and "Mobilization." Under these classifications it is assumed that standard frame construction was used. If brick, tile, cinder block, or other modified construction was used, attach separate sheet describing substitutes. Do not show isolated and unimportant cases; the entry should be made only for a group of buildings. Do not report minor modifications.

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XVIII. FACILITIES UNDER CONSTRUCTION

1. BRIEF DESCRIPTION

a. 17,460 sq. yds. concrete warm-up pads at ends of N.S. Taxiway.

b. 42,300 sq. yds. concrete apron extension at sough end of apron.

2. ESTIMATED COST	3. ESTIMATED COMPLETION DATE	4. CONSTRUCTION AGENCY
a. 68,444. b. 125,829.	1-1-44 2-2-44	District Engineer, Mo. River Division

XIX. PHOTOGRAPHS AND MAPS

1. PHOTOGRAPHS (Attach available photographs showing present conditions and list below—If not available, so state)

VERTICAL		OBLIQUE		COMPOSITE		MOSAIC		OTHERS	
No.	Date	No.	Date	No.	Date	No.	Date	No.	Date
			Not Available						

2. MAPS (Furnish the following in either B&W or OZALID)

No.	Date	DESCRIPTION (Details of maps 1, 2, 3, 4, and 6 are to be in accordance with ASF Manual M501 (Fiscal), Section 4 Par. 104.1.a, and Chapter XXIII of the Engineering Manual, Corps of Eng. Map 5 shall be i accordance with AR-100-60)
P.E. - 15	Dec. 1944.	1. VICINITY OR COUNTY MAP, SHOWING INSTALLATION AND ALL AUXILIARY O RELATED PROJECTS
WA-23-260.2	Oct. 1943	2. GENERAL LAYOUT MAP OF FIELD, SHOWING TOPOGRAPHY
WA-23-208	Dec. 1944	3. BUILDING LAYOUT PLAN, INDICATING BUILDING NUMBERS
P.E. - 151.1	Oct. 1943	4. DETAIL CONSTRUCTION PLAN OF LANDING FIELD, SHOWING ALL DRAINAGE LINE AND STRUCTURES
P.E. -13	Apr. 1944	5. PROPERTY MAP, SHOWING METES AND BOUNDS OF ALL PARCELS WITH CORRE SPONDING LEASE NUMBERS
		6. COMPLETE SET OF UTILITY PLANS

XX. REMARKS

Utility plans not up to date; will be forwarded as soon as completed.

XXI. SOURCES OF INFORMATION FOR THIS REPORT

Post Engineer

XXII. LIST OF OTHER REPORTS (in the 140 series) PREPARED IN CONNECTION WITH THIS INSTALLATION

142, 143, 144, 147, 149

FOR SIGNATURE OF OFFICER COMMANDING	SIGNATURE	DATE

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Page 9 Question XI. ADMINISTRATIVE BUILDINGS

Bldg. No.	Building	Number of Similar Bldg.	Total Area (in Sq. Ft.)	Building Type and Plan No. (O.C.E. or W.D.)	Modification
	Headquarters				
404	(c) Group	1	5080	A-10 WA-23-478	
505	"	1	2013	CCC WA-23-546.12	
724	"	1	2000	A-6 WA-23-445	
755	(d) Squadron	1	2000	A-6 WA-23-445	
400	"	1	2000	A-6 WA-23-445	
600	"	1	2000	A-6 WA-23-445	
720	"	1	1680	RB-4 WA-23-444	
155	"	1	2000	A-6 WA-23-445	
375	"	1	2000	A-6- WA-23-445	
321	"	1	1680	RB-4 WA-23-444	
329	"	1	1200	RB-2 WA-23-443	
	Operations Bldg.				
351	(b) Group	1	6168	OBMT 700-5208	
700	(c) Squadron	1	2000	A-6 WA-23-469	

Page 10 XI. ADMINISTRATIVE BUILDINGS -- Continued MISCELLANEOUS

Bldg. No.	Bldg.	Number of Similar Bldgs.	Total Area (in Sq. Ft.)	Building Type and Plan No.	Modification
35		1	1836	Spec. WA-23-451.1	
42		1	6144	Spec. WA-23-516	
124, 174, 222, 324) 355, 374, 376, 402) 602, 702, & 706)		11	22000	A-6, WA-23-445	
162,251,401,601,701		5	7600	SA-2 WA-23-515	
197, 198, 403, 703		4	4800	OEDT WA-23-528.2	
765		1	2000	E-2 WA-23-454	
663		1	4160	A-10 WA-23-478	

Page 10 XII. SPECIAL PURPOSE BUILDINGS

Bldg. No.	Building	Number of Similar Bldgs.	Total Area (in Sq. Ft.)	Building Type and Plan No.	Modificatio
554	Bomb Trainer	1	6441	BTB-1 WA-23-494	
490, 491, 492 & 493	" "	2	1966	Spec. WA-23-598	

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XII. SPECIAL PURPOSE BUILDINGS (contd)

Bldg. No.	Building	Description	Number of Similar Bldgs.	Total Area Sq. Ft.	Building Type and Plan No.	Modificatio
	Fire House					
196			1	3080	FSOT WA-23-539	
254			1	3137	TF WA-23-468	
639			1	3520	FSBT WA-23-562	
824			1	3073	FSDT WA23-539	
	Magazines					
1114			1	688	SH-10 WA-23-491	
1115			1	400	MS-6 WA-23-497	
1116			1	688	SH-10 WA-23-491	
1117			1	1372	SH-11 WA-23-495	
	Schools					
448		Engineering		3200	Prefab. WA-23-559	
449		Engineering		3200	Prefab. WA-23-559	
474		Ground		9230	SB-12 WA-23-479	
800		Standardization E-14		3200	Prefab. WA-23-559	
804		Electronics School		9216	WH-B-T WA-23-601	
855		Gunnery		9121	SCH-A-A WA-23-561	
453		Bomb School		2929	CA 1000-760	

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ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT for the former SCHILLING AFB SALINA, KANSAS

PROJECT NUMBER B07KS025604

APPENDIX H

NEWSPAPERS/JOURNALS

APPENDIX H

NEWSPAPERS/JOURNALS

TABLE OF CONTENTS

H-1 "U.S. Files A Condemnation On The Land" (reference B-44).

H-2 "Bomber Base Brings The World To Doorstep Of Salina, KAS." (reference B-45).

H-3 "Air Force Acts Swiftly" (reference B-46).

H-4 "SHAFB Fund Approved $6 Million Is Okayed By House Committee" (reference B-47).

H-5 "Souvenir Album Schilling Air Force Base, Dedication Ceremony 16 March 1957" (reference B-48).

H-6 "Schilling Door Opened To Business, Commercial Development Can Become A Reality" (reference B-49).

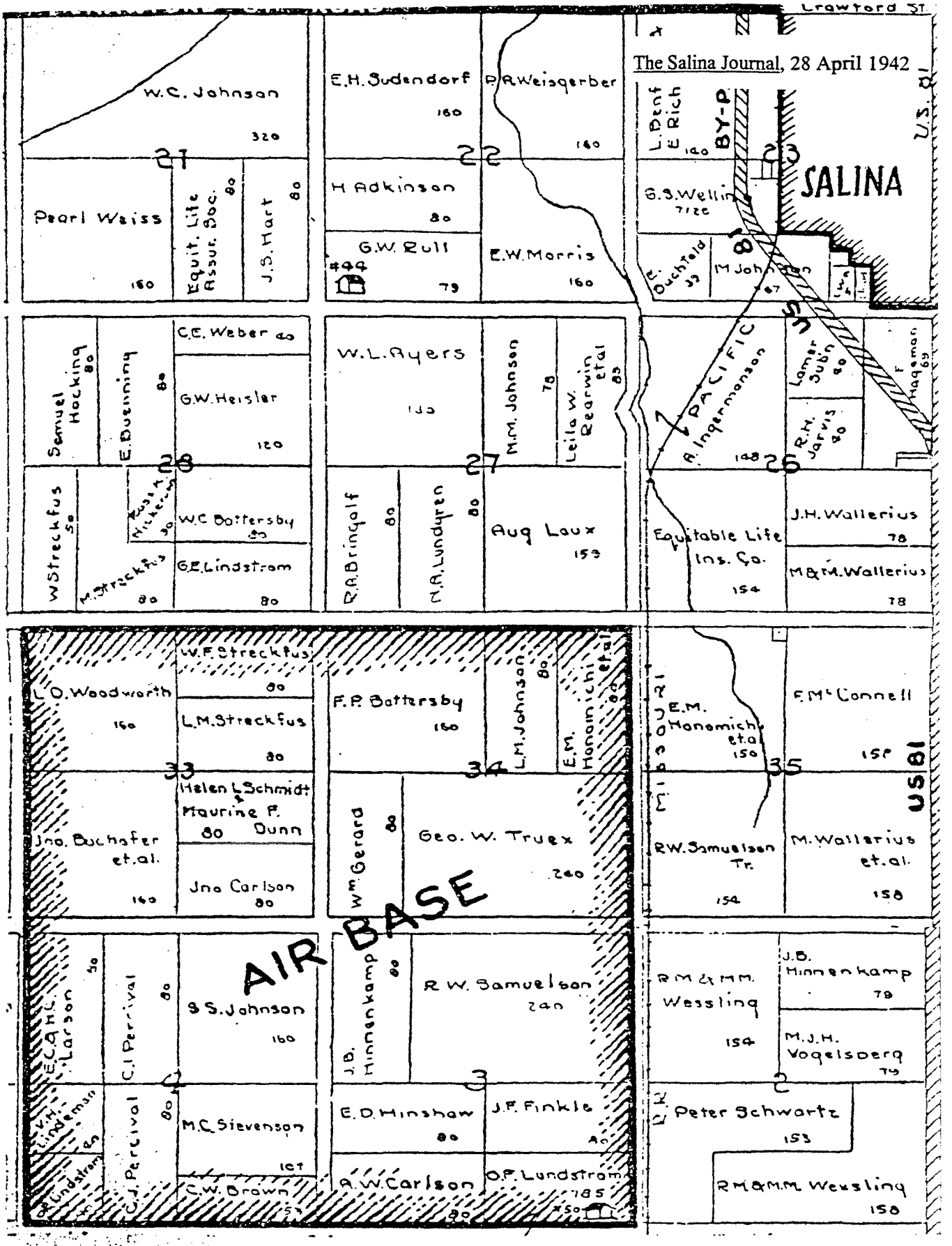
H-7 "Ghostly Vapor Trails in Skies As Proud Schilling AFB Dies" (reference B-50).

H-8 "No Trumpets Will Blow as a Salina Era Ends" (reference B-51).

H-9 "Through The Years" (reference B-52).

H-10 "Turning Swords Into Plowshares" and "Built in a hurry, base didn't soar until Air Force moved in" (reference B-53).

The Salina Journal, 28 April 1942



This map of Saline county's first major defense project shows the location of the U. S. army air base in its proximity to Salina. four sections outlined in black were covered by the army's survey before the exact outline of the base had been determined. The condemna proceedings take in 1,441.88 acres of this tract, beginning at the northeast corner of section 34, extending a mile and a half west to the mi of section 33, thence a mile and a half south to the middle of section four, and thence a mile and a half east along the middle of section t to the east line of the base. A mile east of the base is US-81 and from that point a mile north is the Salina city limits.

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The Salina Journal, 28 April 1942

U. S. FILES A CONDEMNATION ON THE LAND

4-28-42

INVOLVES SEVEN MILLION DOLLAR PROJECT

42

IMMEDIATE POSSESSION

ORDER ISSUED BY JUDGE HOPKINS IN TOPEKA

Site Two Miles Southwest of Salina Encompasses 1,441 Acres And Means Thousands of Air Cadets Trained In All Types of Flying

A $7,000,000 U. S. army air base pose air field designed to train cadets for the army air corps. The school will not be confined alone to bombers, as would have been true under another project which finally was located at Topeka, but will take in all types of ships.

Actual construction will not get under way for several weeks, it is thought, since the army must first have adequate roads leading to the base and a spur must be built from the Missouri Pacific tracks into the field. Only then can materials be moved in. The northeast corner of the air base is exactly a mile south of the Salina city limits and a mile west.

Huge Construction Project

Because of wartime requirements, exact details of just where various structures will be located on the field cannot be divulged, but construction will take in the railroad siding, warehouses, and

(Please Turn to Page Seven)

U. S. FILES A CONDEMNATION ON THE LAND

(Continued from Page One)

unloading docks, a sewage disposal plant for the base, administration buildings, repair hangars, and barracks for the cadets. There will be a concrete apron and three paved runways in triangular shape, each side a minimum of 5,000 feet long and each [illegible] of 150 feet wide appears logical to city officials.

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Tl

Schilled To

Commercial
Can Become

The General Services Administ
proved transfer of airport and rel
at Schilling AFB to the Salina Airp

This opens the way to commercial development at the base in connection with the operation of the municipal airport there.

Senator Frank Carlson told The Journal from Washington that Howard Greenberg, commissioner of Utilization and Disposal Service for GSA, had notified him of James Pear report.

To P

Details of pected to b Kansas City

age are the warehouse area and the motor pool, both with attractive values as commercial development.

The Kansas Highway Patrol training center is part of the airport package. It already is in operation.

The water plant and sewage treatment facilities also will go to the airport authority.

The authority is a 5-member board appointed by the city commission under state law. Members, who serve without pay, are M. J. Kennedy, Ed Bell, William Yost, Cliff Wertz and Allen Dodge.

Kennedy and Bell both out of the city on vacation the Washington announc came.

Wertz and Yost gav statement:

What Salina Needs

"Although it has taken of time, we know this is Salina needs to continue covery from the shock of Schilling.

"There were a lot of de go over because the gover had to be satisfied that of this property to the authority is in the best not only of Salina but

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Air Force Acts Swiftly

The Salina Journal, Undated (ca. last week of July 1951)

Washington (AP)—The air force announced Wednesday reopening of Smoky Hill Air Force base near Salina, Kas., effective Wednesday.

The air force has asked congress to authorize $24 million for construction at Smoky Hill, which will be used by bomber units of the strategic air command. Approximately 7,000 men and officers and 800 civilian employes will be stationed there.

The House armed forces committee already has approved the Smoky Hill item. The expenditure probably will be considered by the whole House next week.

Senator Schoeppel (R-Kas) told a reporter he understands the bomber units to be stationed at Smoky Hill "probably will include jet bombers and the new improved type of bombers."

He added that while he had not been informed about what additional facilities would be built, he understands part of the $24 million asked would be for extensive runways.

★ ★ ★

The Strategic Air Command at Omaha had no information Wednesday afternoon on the re-opening of SHAFB.

Smoky Hill has been officially de-activated since April 20, 1950. But the main body of men left in December of 1949.

Since then, the base has been on a caretaker basis. A caretaker detachment consisting of Capt. B. J. Nied, commander, four airmen and 21 civilians is now at the base.

Another detachment of about 60 men from Forbes Air Force base, Topeka, has been at the base several weeks working on the bombing and gunnery ranges.

Forbes bombers have been using the bombing range for weeks but the gunnery range is not yet ready.

Capt. Nied doubts that the runways can be used for heavy traffic until they are "thoroughly inspected and expansion joints resealed."

Light traffic — such as one plane per week, which is about what has been landing there — can be handled without customary maintenance of the runways, the commander said. But not a whole wing of planes coming and going. And proper maintenance of the runways has not been carried out while the base was in a caretaker status.

Halt Tariff Concessions To Commies

Washington (AP) — President Truman Wednesday ordered an end to tariff concessions granted to Russia, Red China and certain satellite areas.

The White House said Mr. Truman signed a proclamation which mentioned no countries by name but paved the way for official notifications to be sent to the affected nations.

Just how the action might affect Czechoslovakia was not made clear immediately.

The state department Tuesday night announced plans to cut off tariff concessions to Red Czechoslovakia, and officials said Mr. Truman shortly would issue the required order.

Tuesday night's announcement was the second time the United States has struck out at the Prague regime since the arrest last April of Associated Press Correspondent William N. Oatis.

Bennett Named

Washington (AP) — Delton Bennett of Topeka was appointed Wednesday as Kansas director of the federal housing administration, succeeding Jonas W. Graber, Graber has become a regional representative of the federal housing and home financing agency.

Dear Sal—

Reopening of Smoky Hill Air Force base is the best news Salina has had in years.

Yours,

Ina

H-3

B07KS025604_01.02_0001_a

ALINA JOURNAL

SALINA, KANSAS, THURSDAY, MAY 15, 1952 Founded February 16, 1871

SHAFB Fund Approved

$6 Million Is Okayed By House Committee

A $6,120,000 authorization for construction projects at Smoky Hill Air Force base was approved Thursday at Washington by the House armed services committee.

The project is contained in a $3,900,000,000 military works bill which the committee has under consideration. After the committee completes work on the bill it will be considered by the House and later the Senate.

The military works projects were proposed and outlined by Defense Secretary Robert Lovett as part of the 1953 military defense program.

SHAFB's share of the new bill — if appropriated by Congress— would boost the overall reactivation program as the base to more than $30 million.

The new appropriation would be used in expanding and improving the base. Included would be the acquisition of more land to the east of the airfield for the construction of an ordinance area.

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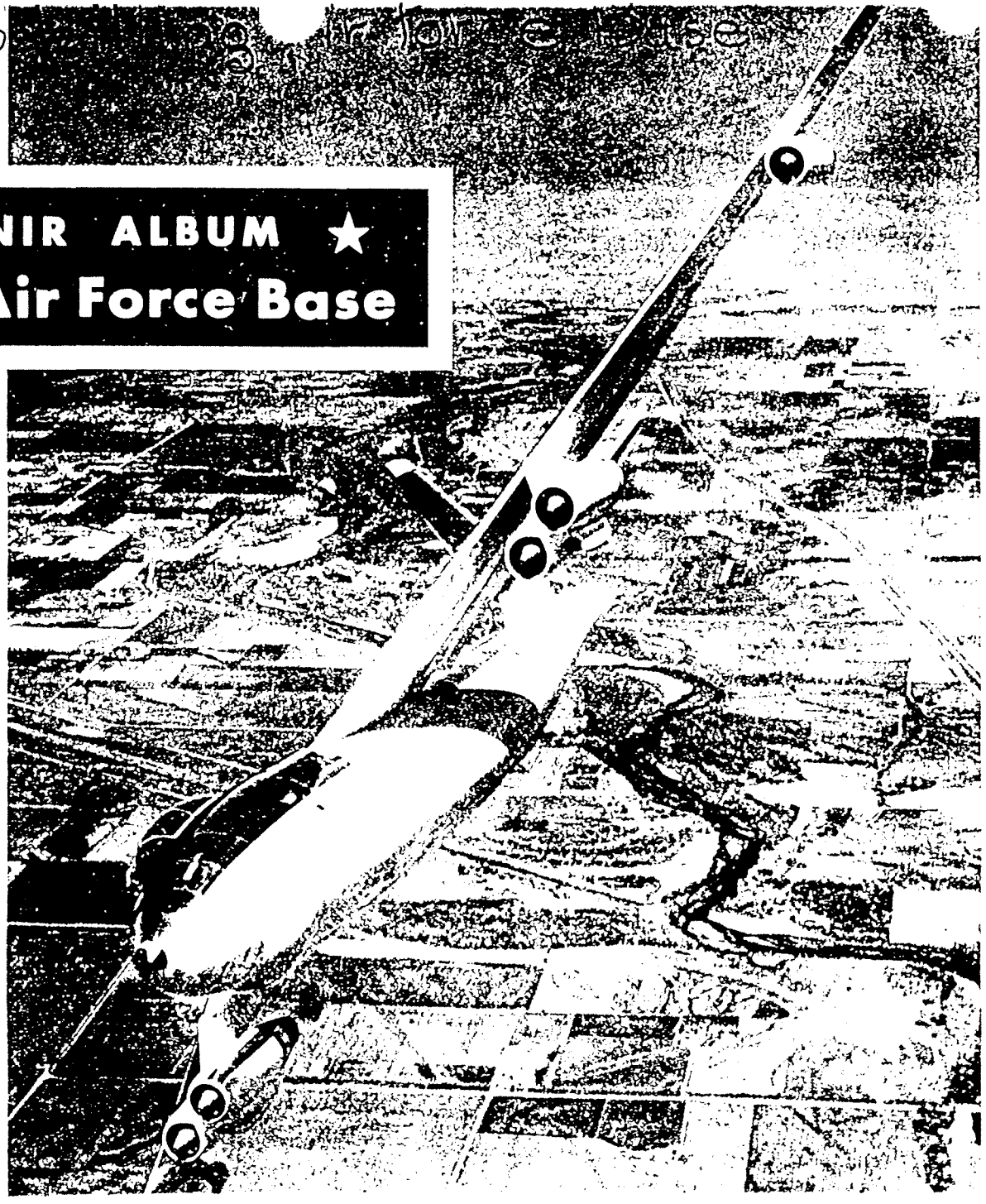
★ SOUVENIR ALBUM ★
Schilling Air Force Base



DEDICATION CEREMONY
SATURDAY, MARCH 16, 1957
SALINA, KANSAS

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SCHILLING AIR FORCE BASE

. . . 15 YEARS OF SERVICE TO THE NATION

AS SCHILLING AIR FORCE BASE assumes its new name, it can look back on a decade and a half of distinguished service to the nation. In April, 1957, the base will be 15 years old.

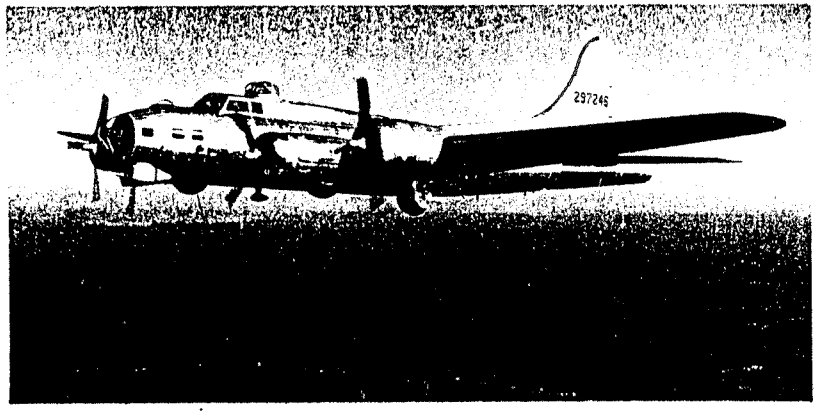
During those years many men and planes have come and gone. Temporary buildings have been erected, served their purpose, been torn down, and replaced by the modern steel and concrete structures of today.

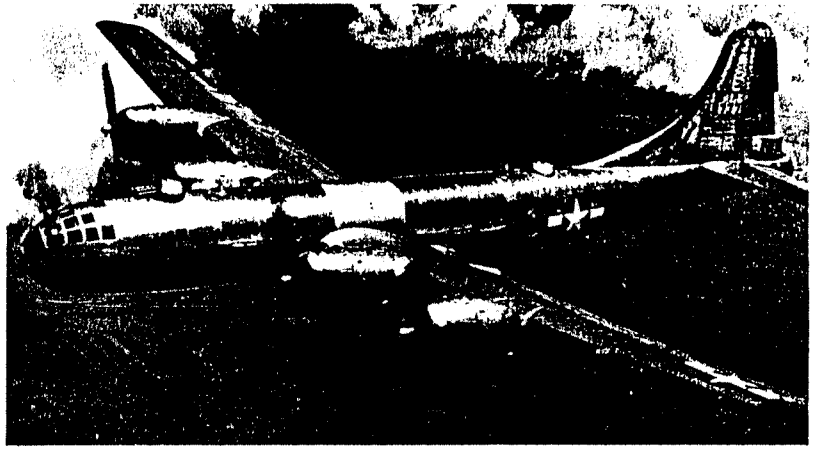
Smoky Hill Army Air Field was born in the dark, early days of World War II when America was rushing frantically to build its military strength. A quick ground-breaking ceremony took place in April, 1942, and the first temporary structures were completed in record time. Actual operations began in December, 1942, with the arrival of a flight of Boeing B-17 Flying Fortresses, the four-engine bombers which were the aerial giants of the early forties.

The base, named for the river which wanders through Salina, became an assembling center for other training bases which sprang up in central Kansas. In November, 1942, a new Army Air Corps unit, the Twentieth Bomber Command, was created with headquarters at Smoky Hill. Its commander was Brigadier General (later Lieutenant General) Kenneth B. Wolfe. That same month, the skies over Salina began to throb with the sound of a huge new bomber, the B-29. Smoky Hill became the nation's first operational training base for B-29s as fledgling crews flocked here to learn to fly the awesome Superfortress.

When the Twentieth Bomber Command was combat ready, its crews winged their way toward the Pacific to attack the Japanese Empire.

First operational plane at Smoky Hill Army Air Field was the B-17 Flying Fortress.





During the latter part of World War II Smoky Hill trained pilots and crews for the famous B-29 Superfortress. A large unit of these planes left the base to attack Japan from staging bases in the Orient.

In July, 1945, with Japan on its knees, the Twentieth was deactivated on Okinawa and its men and planes finished the war as part of the Eighth Air Force, then commanded by Lieutenant General James Doolittle, the famous Tokyo raider.

Smoky Hill continued as a bomber base for five years after the war's end. Then, in the fall of 1949, it was deactivated and only a skeleton crew stayed on to keep watch over the government property.

Less than two years later the nation found itself in the midst of the Korean conflict, and the newly independent service, the United States Air Force, found need for the base. By 1952 the B-29s of the Strategic Air Command had again begun to operate from Smoky Hill, and the present 802nd Air Division was formed in May of that year. In 1954, now a permanent Air Force installation, Smoky Hill received sleek new B-47 jets to replace the obsolete B-29s.

Today Schilling Air Force Base represents 15 years of development and a tremendous financial investment. The total value of the base is more than $370,000,000. Almost $216,000,000 worth of jet bombers and four-engine tankers operate from its runways. It costs more than $35,000,000 per year and takes 6000 men to keep the two bomb wings operating and combat ready. If Schilling Air Force Base never again sends its planes to war, this investment will have paid off in full.

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The Salina Journal, 28 April 1

U. S. FILES A CONDEMNATION ON THE LAND

4-28-42

INVOLVES SEVEN MILLION DOLLAR PROJECT

42

IMMEDIATE POSSESSION

ORDER ISSUED BY JUDGE HOPKINS IN TOPEKA

[illegible] Miles [illegible]

southeast corner of section 34-14-3, thence west one and one-half miles to the center of section 33-14-3, thence south one and one-half miles to the center of section 4-15-3, thence east one and one-half miles to the east line of section 3-15-3, thence north one and one half miles to the point of beginning.

U. S. Takes Over At Once

The condemnation case was filed under a war time statute which gives the government immediate possession. Three appraisers for the war department, one of them being C. F. Eckleman, of Salina, arrived here late Monday and are starting appraisals at once. Eckleman represents the Federal Land Bank, and the board also includes an appraiser from the seventh corps office at Omaha.

The Salina Air Base, first major defense project to be located in Saline county, will be an all-purpose airfield designed to train cadets for the army air corps. The school will not be confined [illegible] Lambert as would have

U. S. FILES A CONDEMNATION ON THE LAND

(Continued from Page One)

found the air base location high and dry above the flood. Only a little space on the northeast corner was under water. For this reason the present flood had no bearing whatever on the army's plans.

Kansas Is Strategic

Whether the war department will make definite announcement on the Salina Air Base is problematical. So far the nearest approach has been an Associated Press item Saturday which said at least a dozen new war plants and military training schools have been earmarked for Kansas, some for the western part of the state.

"Army and navy officials," said the dispatch, "like the strategic location of the state, its accessibility to both coasts as well as its transportation facilities."

That Salina, with its fine rail facilities, located also at the crossing of US-40 and US-81 should be among the earliest sites chosen, appears logical to city officials.

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FIVE CENTS

THE SALINA JOURNAL

HOME EDITION

96th YEAR No. 93 SALINA, KANSAS, MONDAY, APRIL 3, 1967 12 Pages

Ghostly Vapor Trails in Skies As Proud Schilling AFB Dies

By John Schmiedeler

It ended quietly, a laugh covering the hurt.

Special Order G-17 from Headquarters of the Strategic Air Command at Offutt Air Force Base, Neb., in terse military language, read:

"1. The 4253 AB Sq, Schilling AFB, Kans, is discontinued effective 3 April 1967. Personnel rendered surplus by this action will be absorbed in other SAC units. Equipment rendered surplus by this action will revert to stocks. Disposition of orgl records will be per AFM 181-5. Authority: AFM 26-2."

Schmiedeler

And that was the end of Schilling Air Force Base as a military post. The order ended 25 years, a generation, in which Salina figured importantly in the nation's defense.

Lt. Col. Homer Houghton, Schilling's last commander, set the mood when he told about 20 Salinans gathered for cake and coffee in his office:

"There are mixed emotions. We're all proud, naturally, of what Schilling has done and proud of the way in which the base has been phased into the community's civilian life.

"But saying 'Goodbye' is not easy. It makes us a little sad."

Here for the last day of Schil-

Sign of the Good Old Times

M. F. Pew, 226 Des Moines, Schilling carpenter for 13 years, climbed ladder, took down sign and presented it to Lt. Col. Houghton. At left is Col. Scanlan. (Journal Photo)

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ling was Col. John "Mike" Scanlan, the officer who became most closely identified with Schilling during the closing days.

In an outer office, Chief Master Sergeant Williams, who got the last major promotion at Schilling, continued work on records. He's going to Alaska.

Mrs. Wilma Dietrich, the colonel's secretary, served a cake decorated with the SAC shield. The cake was brought to the party by Paul Wall, longtime engineer at Schilling and now administrator for the Salina Airport Authority.

"Mrs. D" goes to work Tuesday for the Army as Maj. Elliot Samuels takes over Colonel Houghton's office as headquarters for the Schilling Manor subpost.

The table was decorated in a patriotic motif with tiny flags stuck in blueberry doughnuts.

"I know it's a long time before the Fourth of July," Mrs. Dietrich said, "but I wanted to make it patriotic and this was the best we could find."

Mayor G. N. Waddell, after a delay in delivery, gave keys to the city to Houghton and Scanlan. Then came the laugh.

"We want you to come back," the mayor told the airmen, "and when you do, this key is valuable. If you get in trouble with Hank Salmans (police chief Henry Salmans) and his boys, why, just show them this key and they'll accept your check for the fine."

Outside, a ladder reached the sign on building identifying it as headquarters for the 4253rd. The sign came down, the unit's banner and colors were folded to be moved to Air Force archives.

Schilling died quietly.

But memory's eye saw a different scene.

The great days of Schilling were recreated. The first B-47 arrived again, John deRussy "dragging" the flightline once more with a great roar of jets.

Curt LeMay stomped out of his airplane again, the cigar aglow and the eyes probing for any detail at variance with his impossible standards of excellence.

President Eisenhower grinned from the plane's doorway again, enroute to Abilene, and a young second lieutenant, Johnny Mlade, was frozen in rigid attention as he presented an honor guard to the commander in chief.

Ghosts in O-Club

And the "O-Club" was noisy again and Jack the Bartender presided again — presided? Jack pontificated — at meetings of the ARS Stein Clubs.

At least once officers hurried to duty stations in fancy dress when the alert claxon interrupted a commander's reception.

The commanders were there as the legion in blue marched in a retreat parade.

Wiley D. Ganey and gentle John Sutherland and tall John deRussy, and grim Jim Wilson and dapper Bob Thacker and Scholarly David Burchinal who flew a B-47 to an endurance record and went on to become a deputy commander of NATO.

There were others, many others, in the legion, some names dimly remembered but the feats bright.

There was Hal Fulmer, Happy Hal they called him, who took the first Schilling unit, the 310th Air Refueling Squadron, into a combat readiness position.

The outfit was in Iceland and the weather was so bad, Happy Hal insisted, that the only way he knew a plane was airborne was if he didn't hear a crash on the runway.

In memory, this proud legion passed in review as Schilling died.

With them marched a ghostly band, the men who died in the planes which fell.

There was the captain who's wife had the station wagon packed and youngsters ready because the family was going on leave at the end of the captain's mission. But when car lights turned into the driveway it was the chaplain come to tell the woman her husband's plane was scattered across a wheat field near Mentor. No survivors.

And there were others, so many others.

And memory heard the rumble of the jets on the warmup pad. It grew loud, an ear - filling roar, and then it faded and grew fainter and fainter. And then it died.

Special Order G-17 read:

"1. The 4253 AB Sq, Schilling AFB, Kans, is discontinued effective 3 April 1967. . . . ."

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The Salina Journal, 18 June 1967

No T a Era Ends

By John Schmiedeler

On April 3, a Salina era end No trumpets will sound.

Air Force Lt. Col. Hom Houghton will read a final orde close his desk and the colon and the faithful Mrs. D wi leave Building 595 for the la time.

Schilling Air Force base where once Curt LeMay armed the long rifles of the nation's de terrent force, where now youn men study and other men work will be finally, officially and for ever off the Air Force books.

As Col. Houghton announced the April 3 deactivation of the 4253rd Air Base squadron, his command had shrunk to two airmen, two non - commissioned officers and eight civilians.

By April 3, all will be gone with the exception of the colonel and his secretary, Mrs. D, Mrs. Wilma Dietrich.

Colonel Houghton doesn't know

a permanent fixture lina scene and in the nomy.

nged in Nov., 1964, etary of Defense Mc- nnounced the base "phased out" in six

3, the end of the e era comes. But is viable still. In- acres of concrete rigidly positioned are more than ev- of the Salina com-

the Salina Airport nd through state and tions, the base large- converted to civilian

re there and a rehab- nter and industrial ia bit the hangars and

runways — nearly — now receive and send off civilian planes.

The Airport Authority plans to acquire the last remaining portion of Schilling through purchase from the General Services administration, the housekeeping agency of the federal government.

Bids on $790,000 in general obligation bonds will be opened Jan. 23 by the Authority to finance the purchase and other Authority activity at the base.

When deeds finally are transferred, the community will own one of the best industrial development locations in the midwest.

But Salinans will remember the generation of the Air Force with fondness.

★ ★ ★

Dear Sal:

The base is dead; long live the base.

Yours,

Ina

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THROUGH THE YEARS

Here are some major developments in the history of the base

April 1942: Congressman Frank Carlson announced that an airfield would be built near Salina. By April 28, the government began condemning 1,441 acres, affecting 12 landowners.

May 5, 1942: Construction on Smoky Hill Army Air Field began. Plans called for two runways of 10,000 feet, two of 7,500 feet, 12 taxistrips and a concrete apron 4,000 feet by 600 feet. The airfield and surrounding area occupied nearly 2,600 acres, and 13 civilian contractors with more than 7,000 workers were involved.

Sept. 24, 1942: The first B-17s, called Flying Fortresses, arrived, becoming the first operational planes at the base. The B-17s led the air war against Hitler's Germany and eventually were replaced by the giant B-29, the Superfort, which flew against Japan in the Pacific.

December 1942: The base was designated the Smoky Hill Army Air Field and was slated to be staffed with 4,000 enlisted men and 500 officers. At first, the field was used as a processing and staging area for heavy bombardment units (B-17 and B-24) going overseas.

September 1947: The Army Air Corps became the U.S. Air Force and two months later the base was renamed Smoky Hill Air Field.

Jan. 23, 1948: The base was renamed Smoky Hill Air Force Base.

Aug. 24, 1949: The base was inactivated. The 301st Bombardment Wing moved its 45 B-29s and 20 tanker planes to Barksdale Air Force Base in Louisiana.

April 20, 1950: Only Capt. Bernard J. Neid and four airmen remained at the base.

March 9, 1951: The Department of Defense announced that the base would be reopened as a Strategic Air Command base. The base was to be home to B-47 bombers and Atlas F missiles.

April 1952: The first men of what became the 802nd Air Division arrived at the base.

June 2, 1954: The base entered the jet age. Col. John R. deRussy was at the controls of the first B-47 jet bomber — the "Long Rifle" of the Strategic Air Command — assigned to his command, the 90th Bomb Wing.

1955: The base named a "Golden Anniversary of Flight Base" of the elite Strategic Air Command chiefly because of good base-community relations. This was quite an accomplishment, as base-community relations had been strained in the past.

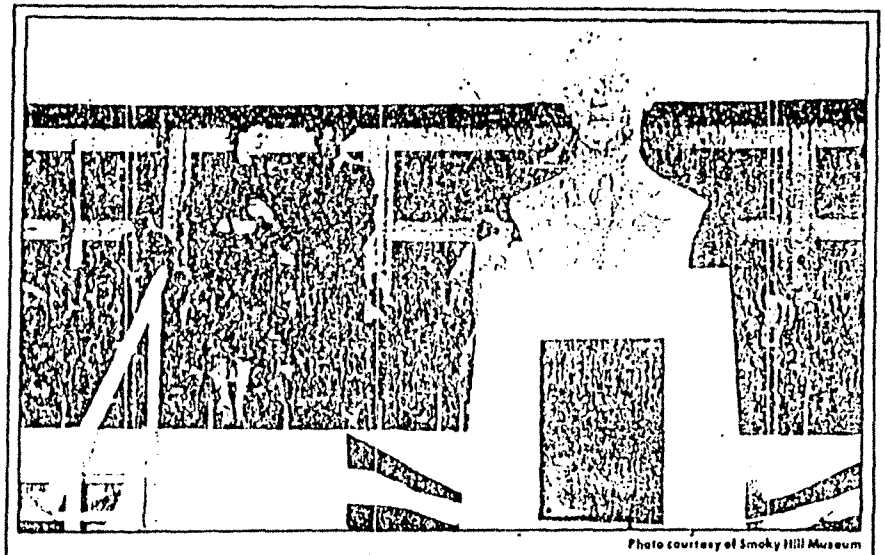


Photo courtesy of Smoky Hill Museum

Gene Schilling, widow of Col. David Schilling, and Gen. Nathan G. Twining, Air Force chief of staff, attend the dedication ceremony at the air base on March 16, 1957.

Mid-1950s: Schilling Manor, a housing project for 735 Air Force families, was developed, culminating a long fight by the Air Force for suitable family housing on the base. T.S. McCann built the first 535 units, complete with streets and utilities, under a $7 million contract.

March 16, 1957: Smoky Hill Air Force Base was renamed Schilling Air Force Base for Col. David C. Schilling, the famed fighter pilot.

1959: The Department of Defense announced that buildings and runways at Schilling would be renovated to prepare for the larger B-52 bombers, and construction began on 12 missile silos in the area. The silos were the nation's first hardened underground silo complexes. Construction brought millions of dollars and hundreds of workers to Salina.

1960: The first Atlas missile was in place, arriving aboard a MATS C-133 Globemaster. By late 1962, the 310th Strategic Aerospace Wing, under Col. E.F. Arnold, was operational. A complex of 12 intercontinental missiles would eventually be installed.

September 1964: A report by the Salina Planning Commission predicted a population of 59,000 in Salina by 1975, increasing to 72,000 by 1985.

10:40 a.m. Nov. 19, 1964: Defense Secretary Robert McNamara announced that Schilling Air Force Base would be closed within six months. The base was one of 574 bases around the world that were either closed or had activities reduced by the department.

Dec. 14, 1964: A delegation of Salinans, led by Kansas Gov. Bill Avery and Salina Mayor Carl Rundquist, set off for Washington, D.C., to meet with officials about the closing of the base.

Dec. 24, 1964: The Salina City Commission and the Salina Chamber of Commerce formed a committee to coordinate business and political community efforts in countering the economic blow of the base closure. The committee, called the Schilling Development Council, was to try to bring commerce and industry to Salina.

Jan. 13, 1965: Washington officials came to Salina for two days of meetings to discuss what could be done to lessen the effect of the base closure.

Jan. 31, 1965: By this time, the base's military population had shrunk from about 5,600 to 4,200 men. The B-47 jet bombers were gradually disappearing and the first Atlas missile was lifted from its silo and shipped to California.

Feb. 25, 1965: The Schilling Development Council presented its land-use plan to community leaders for review. The plan envisioned the base as an airport-education-industry complex.

March 1965: The last of the B-47 wing, the 310th, was deactivated. Schilling earlier had lost the 40th wing, which transferred to Forbes Air Force Base in Topeka.

April 11, 1965: Gov. Bill Avery signed the enabling legislation for acquisition of Schilling Air Force Base property by the Schilling Development Council. The legislation enabled the city to acquire, own, maintain, operate, improve and dispense of portions of the base. Before, Kansas law had no provision for local government ownership and operation of surplus federal facilities.

April 26, 1965: The first members of the Salina Airport Authority were appointed.

May 1, 1965: By this date, about 50 percent of the base personnel had been transferred to other assignments.

June 1965: The Atlas F ICBM Squadron died, the missiles having been pulled from the silos and shipped to California for experimental use.

June 1965: The 310th Air Refueling Squadron, recently equipped with the new KC-135, the aerial refueling version of the Boeing 707, disbanded.

June 30, 1965: The base closed.

H-9

The Salina Journal, 19 November 1989

TURNING SWORDS INTO PLOWSHARES

With strong community leadership, the closing of a military base opened opportunities for the city's economic and industrial growth

Stories by SHARON MONTAGUE/Staff Writer

A cold wind blew in Salina 25 years ago today -- one that chilled Salinans to the bone and would cause recurring chills as they remembered the day.

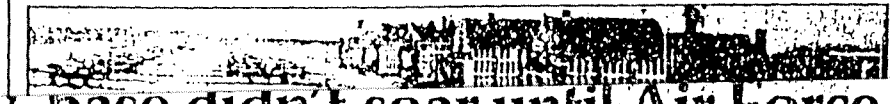
They called it Black Thursday.

It was on that day that U.S. Defense Secretary Robert McNamara announced the government's intent to close Schilling Air Force Base, a 4,000-acre Strategic Air Command post that contributed about a third of Saline County's annual payroll and about a fourth of its population.

The base, which had undergone more than $250 million in improvements in the past two years and had earned awards for its cost-reduction programs, was to close by June 30, 1965.

The announcement was met that bleak, cloudy day with shock and disbelief, but the city's leaders took little time to mourn. Instead, they began the grudging task of turning swords into plowshares.

The events that unfolded during the next few years became a story that has been told and retold as an example of the correct way to recover from the closing of a military base.



Built in a hurry, base didn't soar until Air Force moved in

Schilling Air Force Base was depicted as an attractive military base and an asset to the city of Salina when it was closed in 1965.

But in its early years, it was an unattractive jumble of hastily built shacks.

According to historical accounts, base facilities were quickly constructed in May 1942. The base, built on about 2,600 acres of farmland southwest of Salina, was needed to train about 4,000 enlisted men and 500 officers during World War II.

Originally called Smoky Hill Army Air Field, the base initially was used as a processing and staging area for heavy bombardment units going overseas.

When the newer, heavier B-29 bombers began coming off production lines, Salina was chosen as a training base for pilots and mechanics.

After the bombings of Hiroshima and Nagasaki ended World War II, the mission of Smoky Hill Army Air Field changed to that of preparing combat crews for duty as replacements in groups already overseas.

The airfield also was used as a pre-discharge center, and by October 1945 more than 9,200 men had gone through the base.

With World War II over and the need for military bases dwindling, Smoky Hill air base was closed on Aug. 24, 1949.

Former Salina Journal Editor Whitley Austin, who moved to Salina on Jan. 1, 1949, said Salinans weren't upset to see the military base close.

The base was a collection of tar-paper shacks and run-down facilities, Austin said.

"The colonel who was commanding the base showed me the place, and I told him I'd be ashamed to command such a base," Austin said. "It wasn't anything to be proud of."

But on March 9, 1951, when the Department of Defense announced that the base would be reopened as one of the prestigious Strategic Air Command bases, Salinans were glad to see the military return, Austin said.

The newly reopened base was to be home to B-47 bombers and Atlas F missiles.

Gifford McCargar, who was a master sergeant at Schilling from 1964 to 1965, said military personnel received flight training and air combat training at the base, and they were to be ready in case they were needed.

McCargar said aircraft were filled with fuel and armed with nuclear weapons at all times so soldiers could respond to military emergencies.

Troops stationed at Strategic Air Command bases, with a motto of "Peace is our profession," were considered to be deterrent forces, McCargar said.

Austin said Salinans welcomed the opening of the Air Force base because improvements would be made to the base.

Construction of new housing and other facilities began almost immediately and continued until the base closing was announced in 1964.

The government poured more than $250 million into the base during that time.

The runways had undergone about $2.5 million in improvements to accommodate the new B-52 bombers, and 12 Atlas missile silos had been constructed near the facility.

By the time the closing was announced, the base, which had been renamed Schilling Air Force Base after World War II fighter pilot Col. David C. Schilling, consisted of more than 700 buildings, hundreds of related structures, a complex of utility and service systems and hundreds of acres of aircraft pavement.

The base closed June 30, 1965.

headquarters in the former Minute Manor at Schilling, and the Salina Area Vocational-Technical School had made plans to locate at the former base.

Plans for locating the Kansas Vocational-Rehabilitation Center at the former base hospital were being completed, as were plans for moving the city's municipal airport and opening Kansas Technical Institute, now Kansas College of Technology.

By early March 1966, Beech Aircraft Co., Funk Aviation and Custom Metals had located at the former Air Force base.

By 1989, the work begun by the Schilling Development Council and continued by the Salina Airport Authority would result in the recruitment of about 50 businesses that employ about 3,000 people.

A core group takes the lead

It was good local leadership and support from federal officials that allowed the conversion of the base from military to civilian use to be swift and successful.

Austin said a core group of local leaders, including Ramsey and Rundquist, immediately took action to help the city recover.

"A handful of people really ran the whole

H-10

ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX I

INTERVIEWS

ORDNANCE AND EXPLOSIVES

APPENDIX I

INTERVIEWS

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I-1 Interview with Mr. Timothy Rogers

I-2 Interview with Mr. Donald Kneubuhl

I-3 Interview with Ms. Gaekwad

CONVERSATION RECORD	TIME: 1330 CST	DATE: 10 October 2002

TYPE: [ ] VISIT [ ] CONFERENCE TELEPHONE [x]

[ ] INCOMING
[x] OUTGOING

NAME OF PERSON CONTACT WITH:	ORGANIZATION:	TELEPHONE NO:
Timothy Rogers 3237 Arnold Ave. Salina, KS 67401	Executive Director SAA	W: (785)827-3914 F: (785)827-2221

SUBJECT: Smoky Hill / Schilling AFB SI Visit and Possible Support

I-1. Telephone interview with: Mr. Rogers was asked if the SAA would be able to support a SI visit between 23 and 24 October 2002. He replied that they could and that he could provide Mr. Kneubuhl to assist us. He stated that Mr. Kneubuhl was stationed at Schilling and that he has been employed by the SAA since 1967. Mr. Rogers was also asked if he knew any other possible sources of information from the Smoky Hill / Schilling AFB timeframe, and he did not.

ACTION REQUIRED:
None

ACTION TAKEN:
None

NAME OF PERSON DOCUMENTING CONVERSATION:	ORGANIZATION:	TELEPHONE NUMBER:
William C. Rutledge	SOSAC-ESL	(918)420-8121
SIGNATURE	TITLE: QASAS	DATE: 29 October 2002

CONVERSATION RECORD	TIME: 0830 CST	DATE: 23 October 2002

TYPE: [x] VISIT [ ] CONFERENCE TELEPHONE [ ] [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH:	ORGANIZATION:	TELEPHONE NO:
Donald Kneubuhl 3237 Arnold Ave Salina, KS 67401	Salina Airport Manager of Special Projects	W:(785)827-3914 F: (785)827-2221

SUBJECT: History of Smoky Hill / Schilling AFB

I-2. Personal interview with: Mr. Kneubuhl stated that he was stationed at Schilling AFB from 1957 through 1961 and worked as an airframe repairman. He knew electronics, and was used primarily for this purpose on the installation. Mr. Knuebuhl has worked with the Salina Airport Authority (SAA) since the property was transferred from the U.S. Air force to the SAA.
Mr. Kneulbuhl and Mr. Timothy Rogers (SAA Executive Director) allowed the SI team to view and make photocopies of installation layouts from several different time periods during the Smoky Hill / Schilling AFB timeframe. Mr. Kneubuhl provided authority for entry and lead the site inspection team (SI) to the various sites that the SI team had requested.

During the site visit Mr. Kneubuhl stated that ammunition (11 each complete .50 caliber rounds (found in two locations) and 1 each complete 20mm round) had been discovered during various maintenance projects. Locations of these discoveries are indicated on plate 2 . He surmised, as did the SI team, that these rounds were not from firing ranges or poor storage accountability, but from individuals that did not know what to do with their remaining issue of ammunition. While inspecting building 1021, Mr. Kneubuhl stated that the building is now approximately 41,000 square feet, yet the original section of the building during the Schilling AFB timeframe was only approximately 7,000 square feet (as indicated in reference 18).

Mr. Kneubuhl remembered having riot control training in a gas chamber that was located in building 1050. This building is no longer present.

ACTION REQUIRED:
None

ACTION TAKEN:
None

NAME OF PERSON DOCUMENTING CONVERSATION:	ORGANIZATION:	TELEPHONE NUMBER:
William C. Rutledge	SOSAC-ESL	(918)420-8121
SIGNATURE	TITLE: QASAS	DATE: 29 October 2002

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CONVERSATION RECORD	TIME: 1130 CST	DATE: 23 October 2002

TYPE: [x] VISIT [ ] CONFERENCE TELEPHONE [ ]

[ ] INCOMING
[ ] OUTGOING

NAME OF PERSON CONTACT WITH:	ORGANIZATION:	TELEPHONE NO:
Ms. Ilene Gaekwad P.O. Box 380 129S. Eighth Street Salina, KS 67402-0380	Attorney at law (represents the SAA)	W: (785)823-6325 F: (785)823-1868 HO: (785)823-3428

SUBJECT: Smoky Hill / Schilling AFB History

I-3. Personal interview with: Ms. Gaekwad, representing the SAA, provided a map that indicated the actual location of the previous building 57, used for chemical gas instruction and some documentation that also stated that the building was used for chemical training. She was very knowledgeable on the hazardous waste clean up issues that were being addressed between the SAA and the U.S. Army Corp of Engineers. The SI team explained that this visit was for the purpose of possible OE presence, and that the hazardous waste issues were already being addressed by the Kansas City Corps of Engineers. Ms. Gaekwad was able to help the SI team somewhat where ordnance was concerned.

ACTION REQUIRED:
None

ACTION TAKEN:
None

NAME OF PERSON DOCUMENTING CONVERSATION:	ORGANIZATION:	TELEPHONE NUMBER:
William C. Rutledge	SOSAC-ESL	(918)420-8121
SIGNATURE	TITLE: QASAS	DATE: 29 October 2002

ORDNANCE AND EXPLOSIVES
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APPENDIX J

PRESENT SITE PHOTOGRAPHS

APPENDIX J
PHOTOGRAPHS

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J-2 Interior of Missile Maintenance Building 606.

J-3 Location of former Gas Chamber Building 57.

J-4 Location of former eastern most skeet range.

J-5 Location of former northern most double skeet range.

J-6 Location of former aircraft burn area.

J-7 Target Butt area.

J-8 Location of former Gas Instruction building 90/1125.

J-9 Location of former west most skeet ranges.

J-10 Location of former southern most skeet range.

J-11 Former Black Powder magazine building 86/1113/1149.

J-12 Rear of former Black Powder magazine 86/1113/1149.

J-13 Interior of former Black Powder magazine 86/1113/1149.

J-14 Location of former ammunition area.

J-15 Location of former outdoor storage pad.

J-16 Location of former Pyrotechnic magazine 84/1116, and Small Arms magazine 85/1117.

J-17 Former Ammunition Inspection building 80/1112/1127

J-18 Interior of building 80/1112/1127.

J-19 Location of former Pyrotechnic magazine 1151/1034.

J-20 Foundation of former magazine 1151/1034.

J-21 Location of former Segregated Storage magazine 1150/1033.

J-22 Former Special Weapons igloos row 1145/1066 through 1149/1026.

J-23	Interior of igloo 1145/1066.
J-24 J-31	Explosive and personnel limits still stenciled on Interior office room in front portion of former
J-25	Standard Ammunition igloo row 1144/1067 through 1140/1027.
J-26	Former Special Weapons igloo 1149/1026.
J-27	Former Special Weapons igloo area.
J-28	Interior of former Special Weapons igloo 1149/1026.
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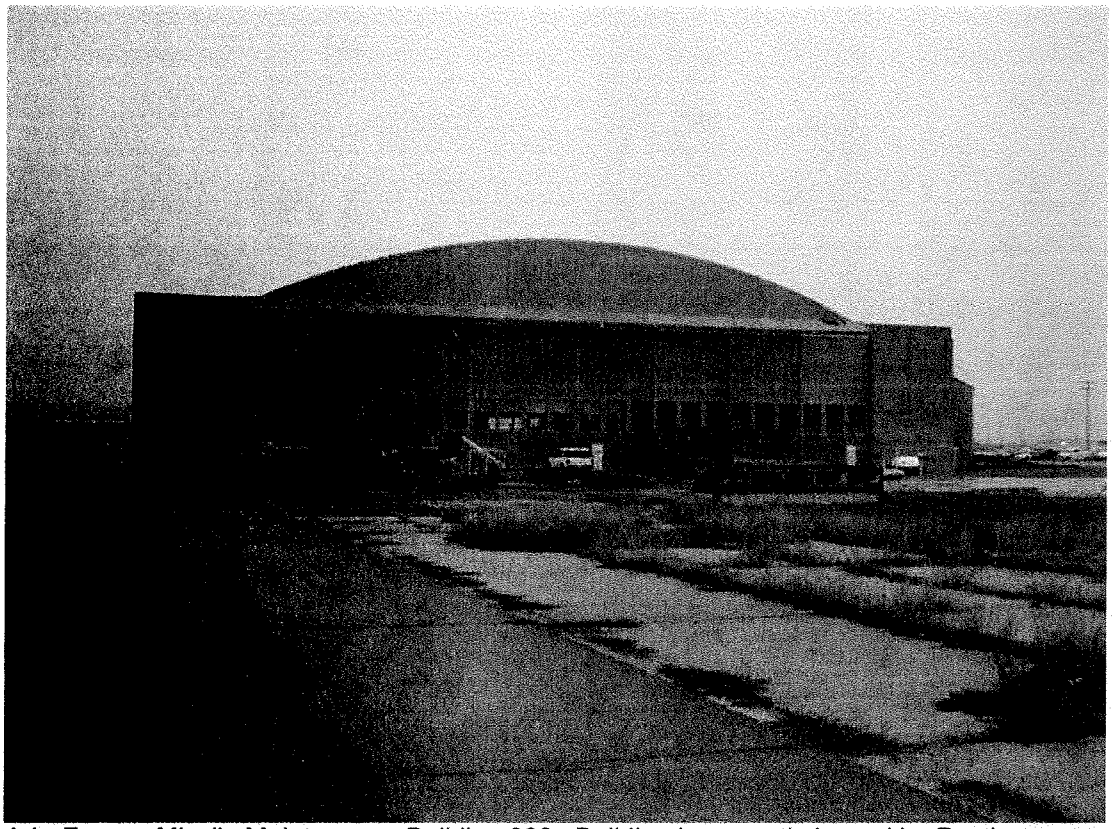
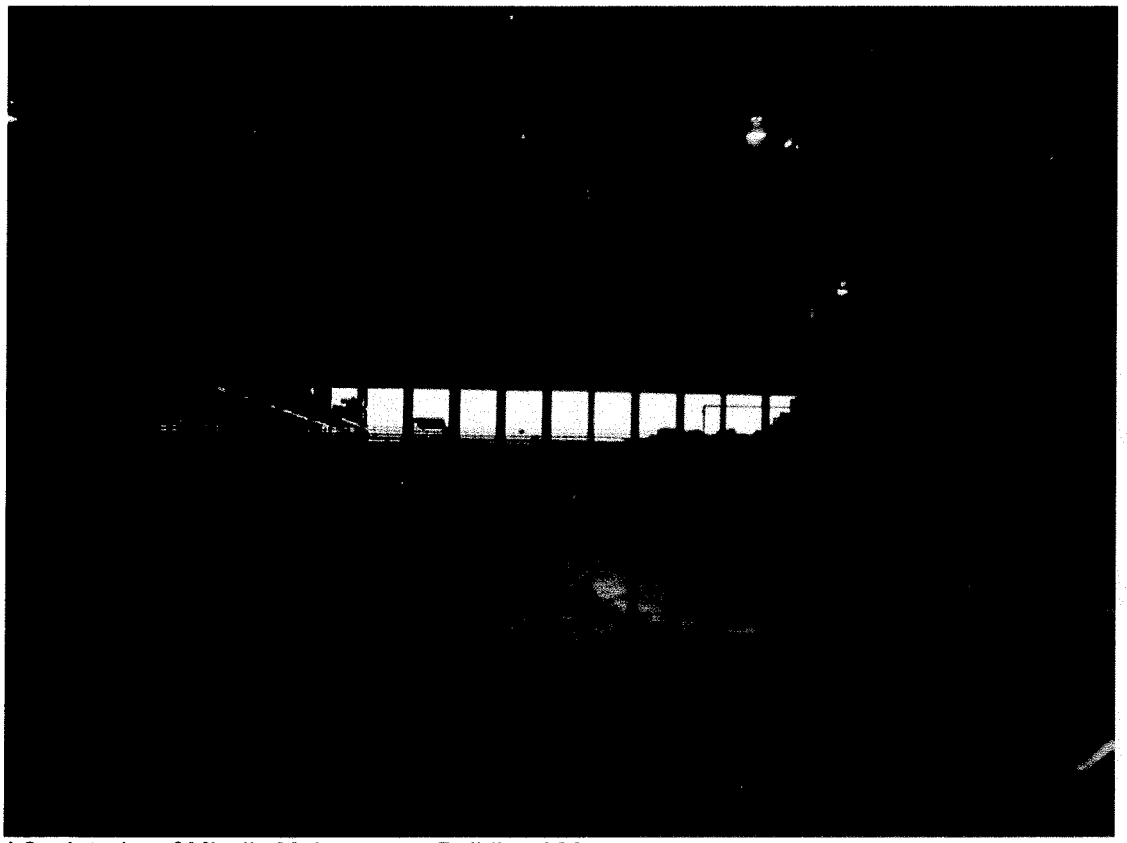
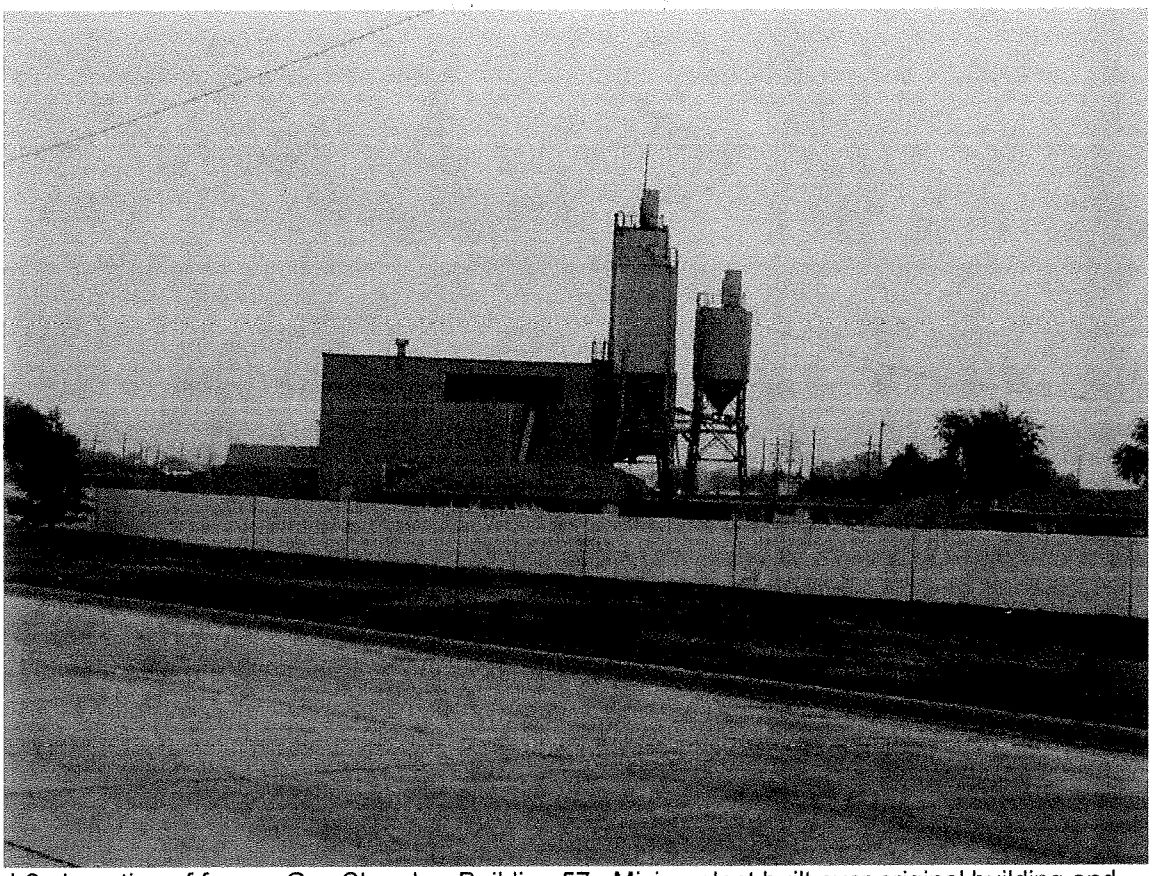
	igloo 1149/1026.
J-32	Location of former Ammunition Inspection building 1161/1042.
J-33	Former Special Weapons Maintenance building 1160/1021.
J-34	Former Special Weapons Maintenance building 1160/1021.
J-35	Interior of former Special Weapons Maintenance building 1160/1021.
J-36	Interior of former Special Weapons Maintenance building 1160/1021.
J-37	Interior of former Special Weapons Maintenance building 1160/1021.
J-38	Salina Airport Terminal.
J-39	Former Special Weapons igloo 1134/1079.
J-40	Interior of former Special Weapons igloo 1134/1079.
J-41	Interior of former Special Weapons igloo 1134/1079.
J-42	Present skeet range.



J-1 Former Missile Maintenance Building 606. Building is currently leased by Raytheon.



J-2 Interior of Missile Maintenance Building 606.



J-3 Location of former Gas Chamber Building 57. Mixing plant built over original building and land area.

J-4 Location of former single skeet range (East).

J-5 Location of former double skeet and trap ranges (north).

J-6 Location of former aircraft burning area.

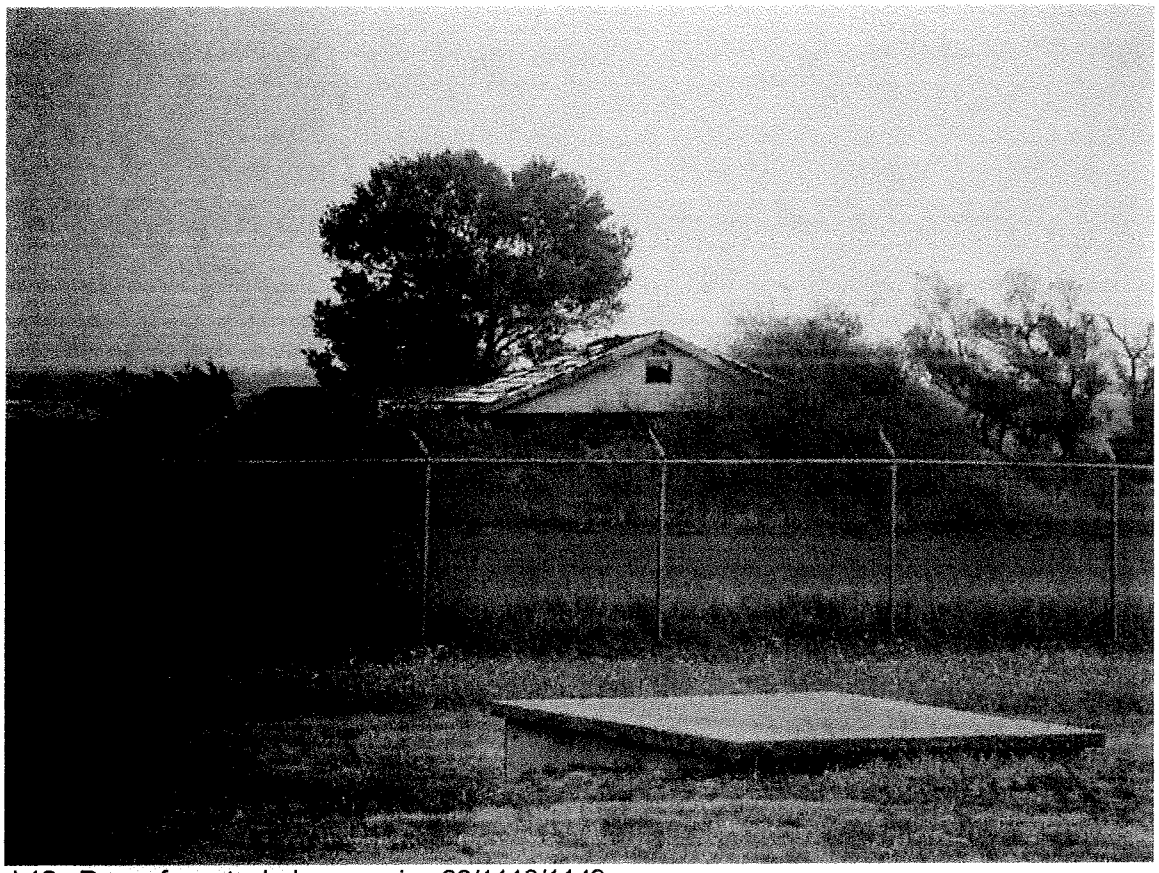
J-7 Photograph of approximate end of target butt apron towards location of where the target butt was formerly located. Target butt removed and apron being used to sanitize contaminated soil.

J-8 Former Gas Instruction Building (Building 90/1125) was located approximately 100 yards in front of this building (Building 1088).

J-9 Approximate location of 2 former skeet ranges (west). Located just north of former Gas Instruction Building.

J-10 Approximate location of former skeet range (south).

J-11 Former pyrotechnic magazine building 83/1113/1149.

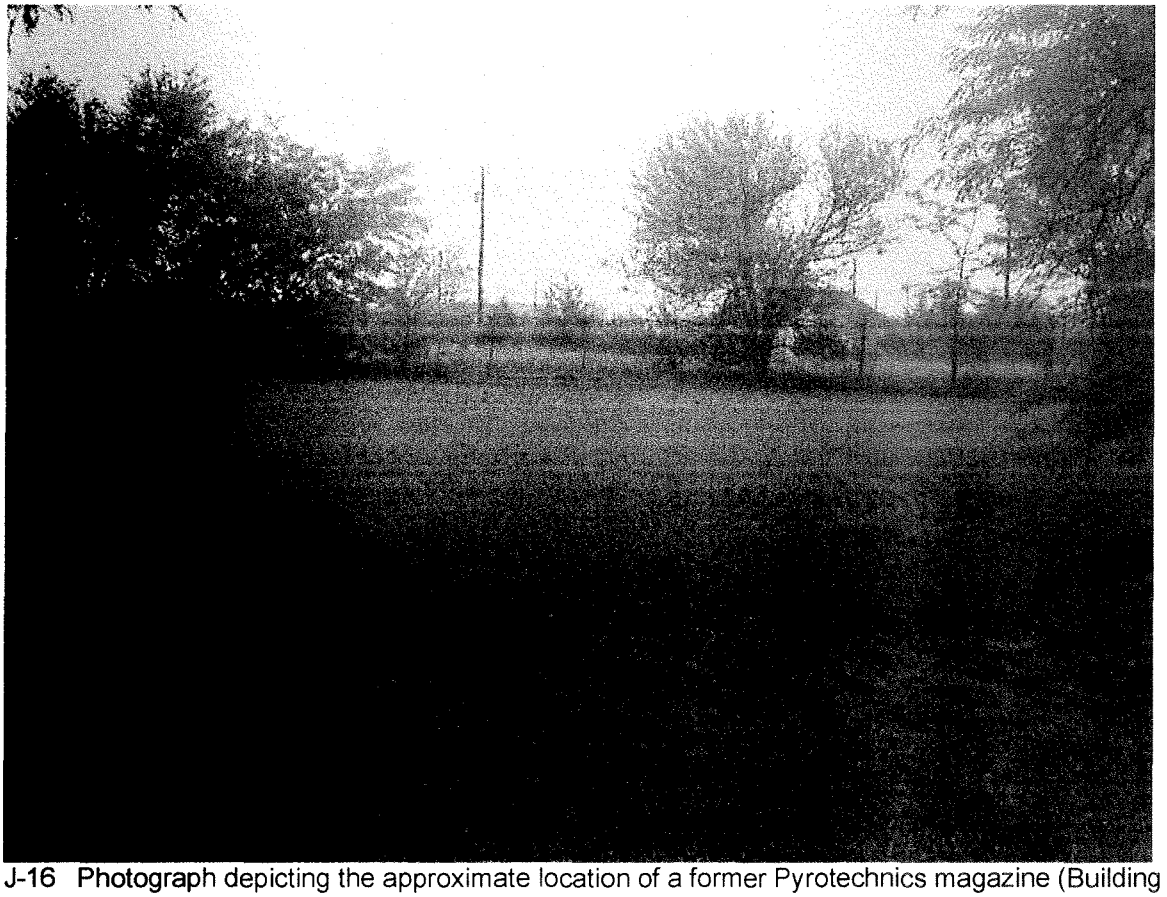


J-12 Rear of pyrotechnic magazine 83/1113/1149

J-13 Interior of magazine 83/1113/1149.

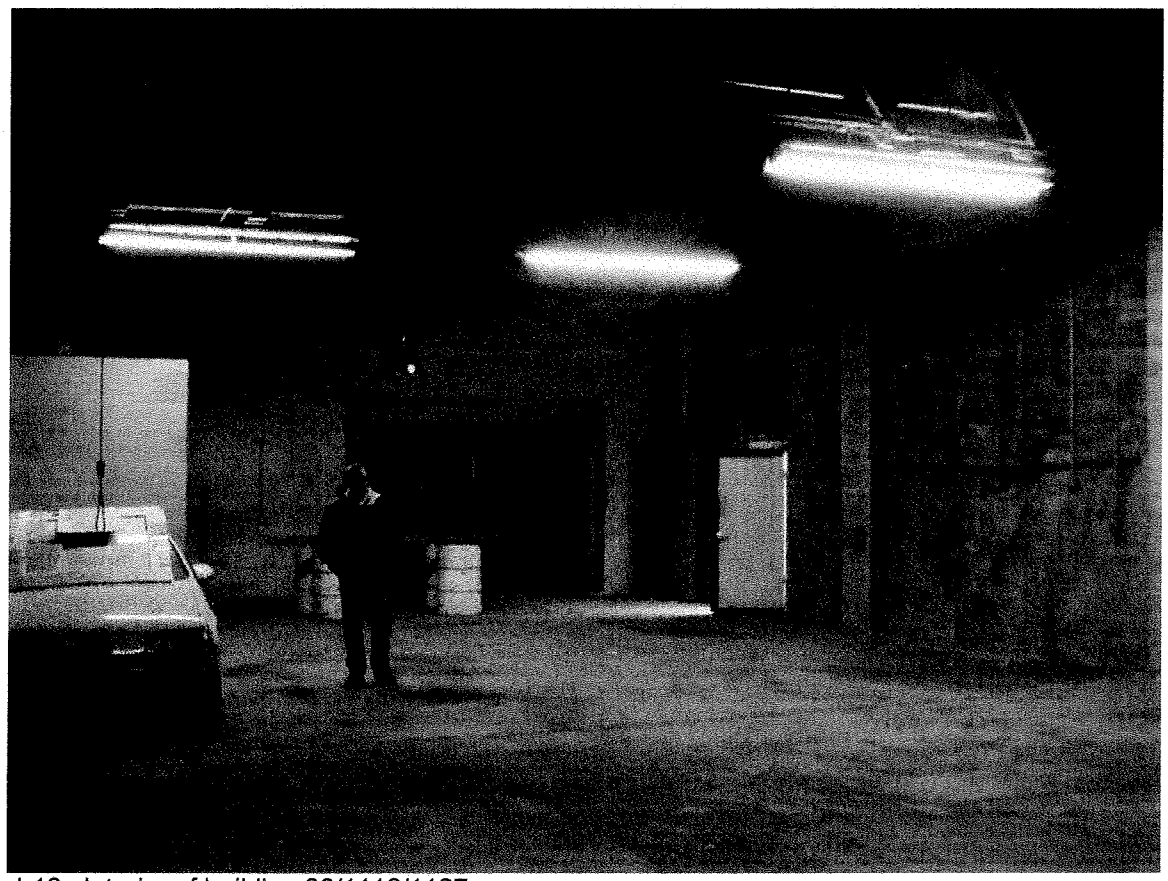
J-14 Location of former outdoor storage area. Scale/Rocks/Stones are still visible from the remains of the storage pad.

J-15 Photograph taken from former outdoor storage pad, showing the areas where 4 other magazines were formerly located.

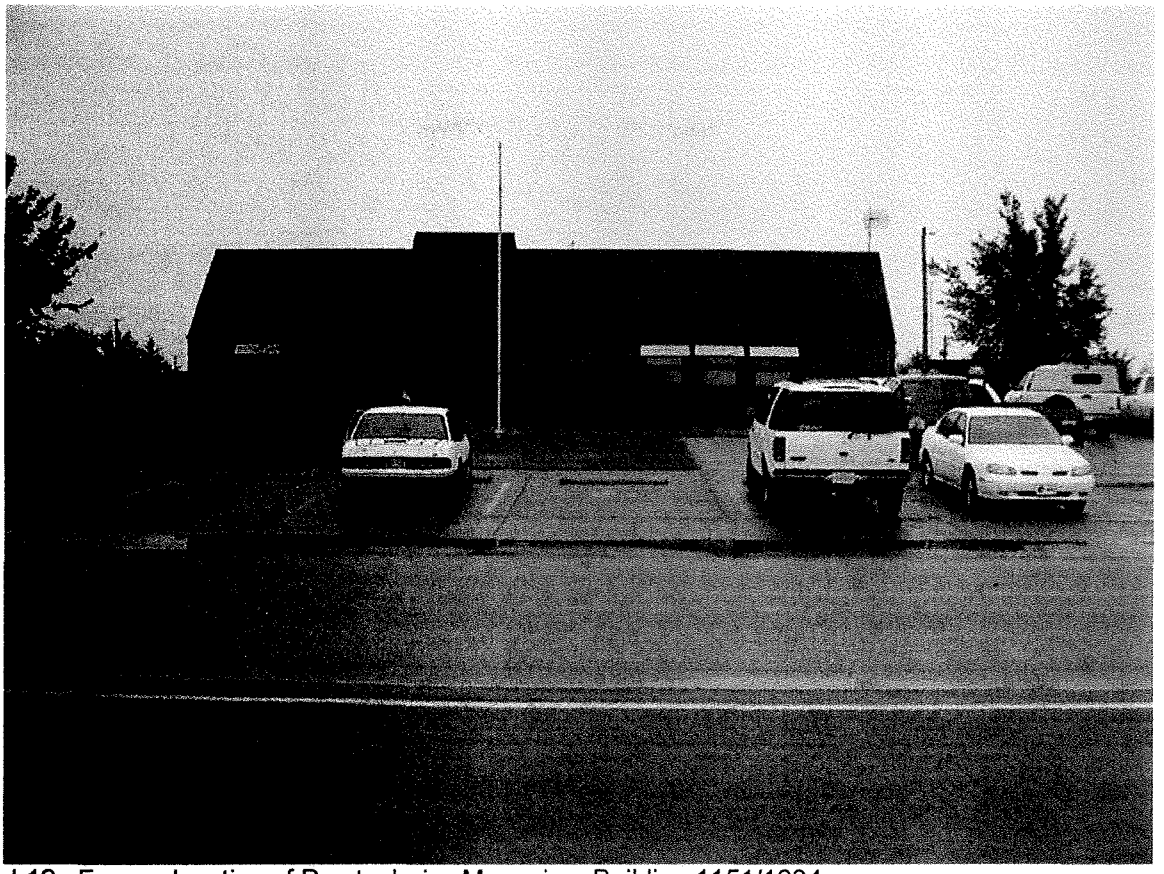


J-16 Photograph depicting the approximate location of a former Pyrotechnics magazine (Building 84/1116) and Small Arms magazine (Building 85/1117).

J-17 Former Ammunition Inspection Building 80/1112/1127.



J-18 Interior of building 80/1112/1127.

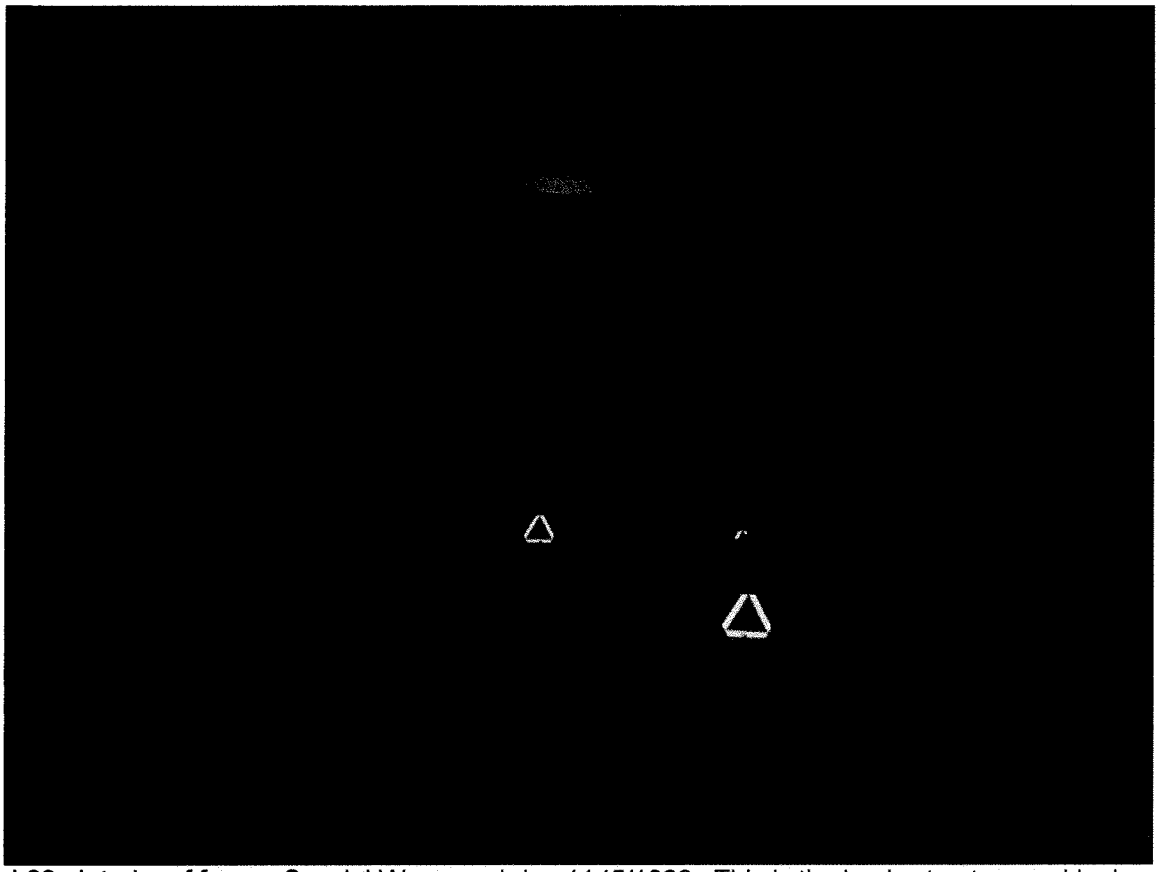


J-19 Former location of Pyrotechnics Magazine, Building 1151/1034.

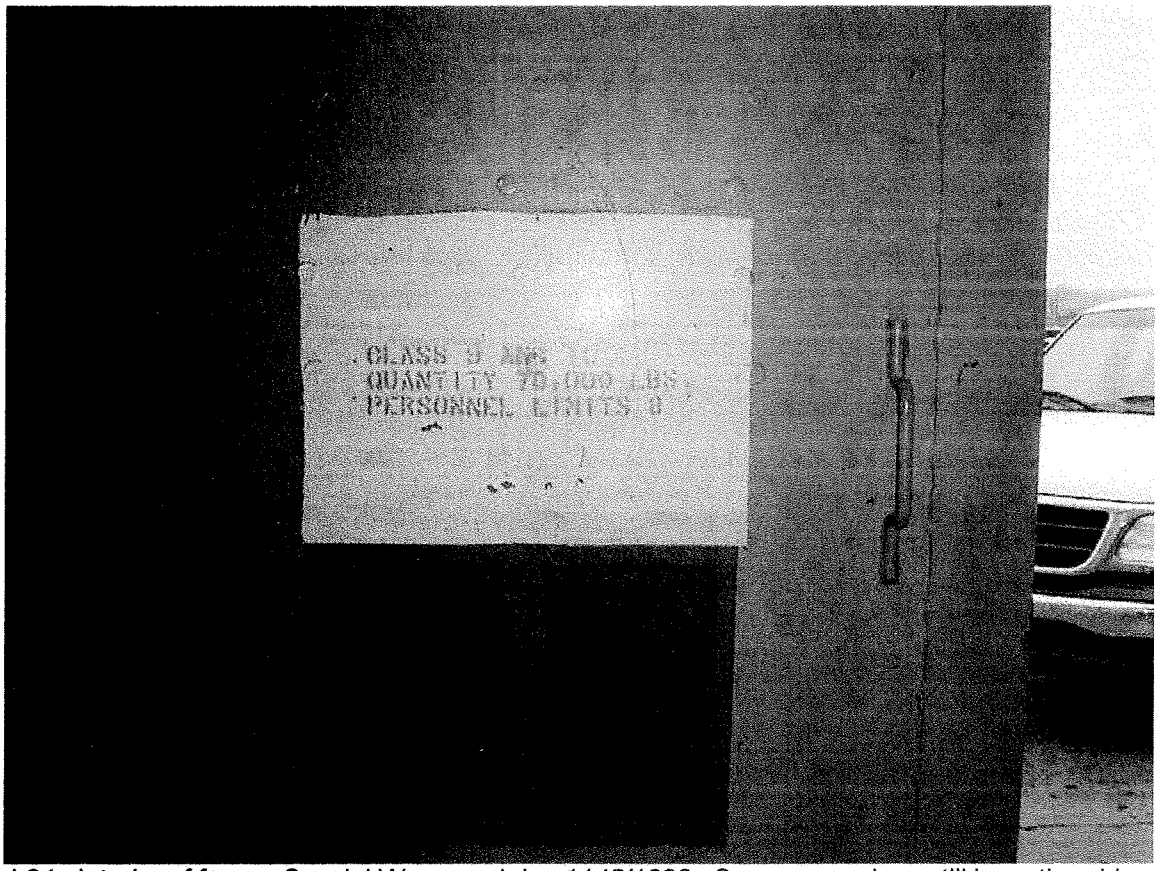
J-20 Rubble from the foundation of former Pyrotechnics Magazine, Building 1151/1034 is still visible.

J-21 Former location of Segregated Storage Magazine 1150/1033. Grated and paved over for a parking lot.

J-22 Former Special Weapons Igloo 1145/1066 in foreground. Entire 1145/1066 – 1149/1026 row was used to store Special Weapons.



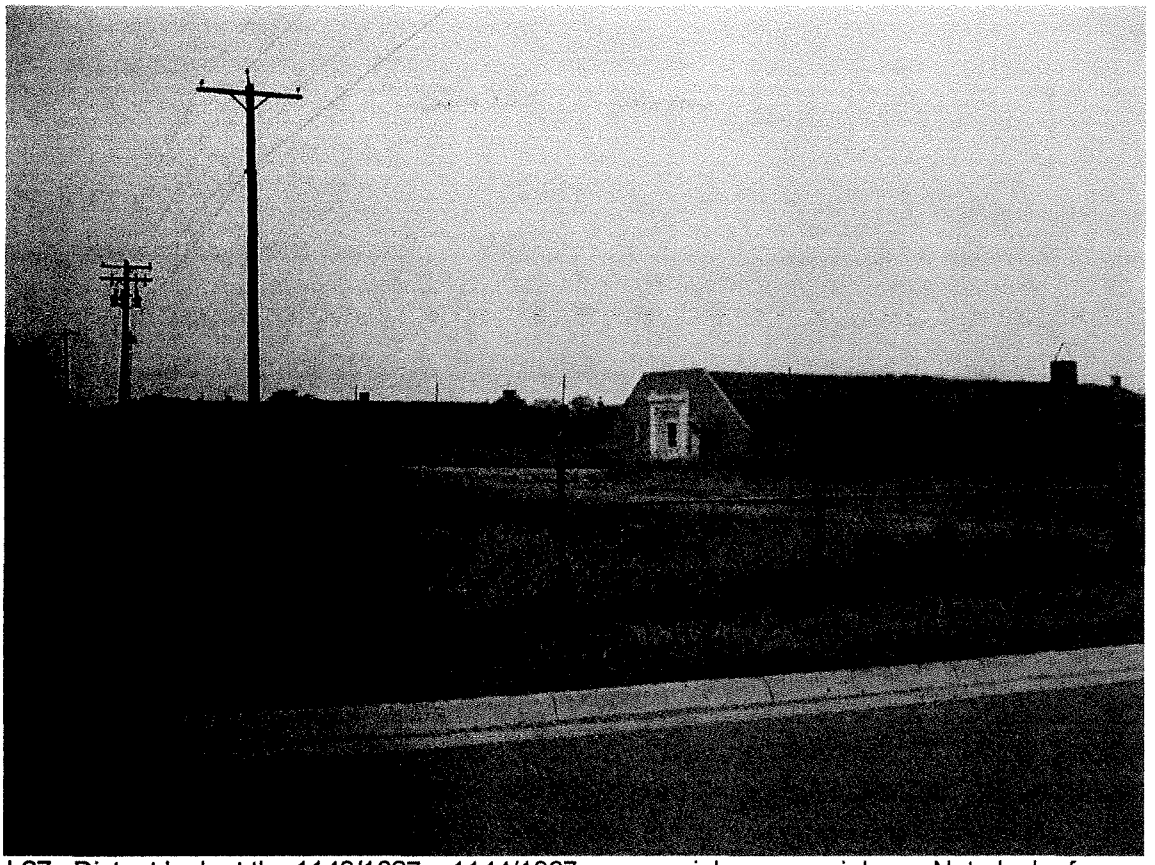
J-23 Interior of former Special Weapons Igloo 1145/1066. This is the basic structure and look of all igloos except for the "A" and "C" structures (with vaults).



J-24 Interior of former Special Weapons Igloo 1145/1066. Some magazines still have the old Explosive and personnel limits posted (stenciled) to the interior igloo door.

J-25 Standard ammunition igloos. Photograph of the 1144/1067 – 1140/1027 row. Note the standard type of rear vent on this row of igloos, compared to later view of air conditioned Special Weapons igloo's rear vents.

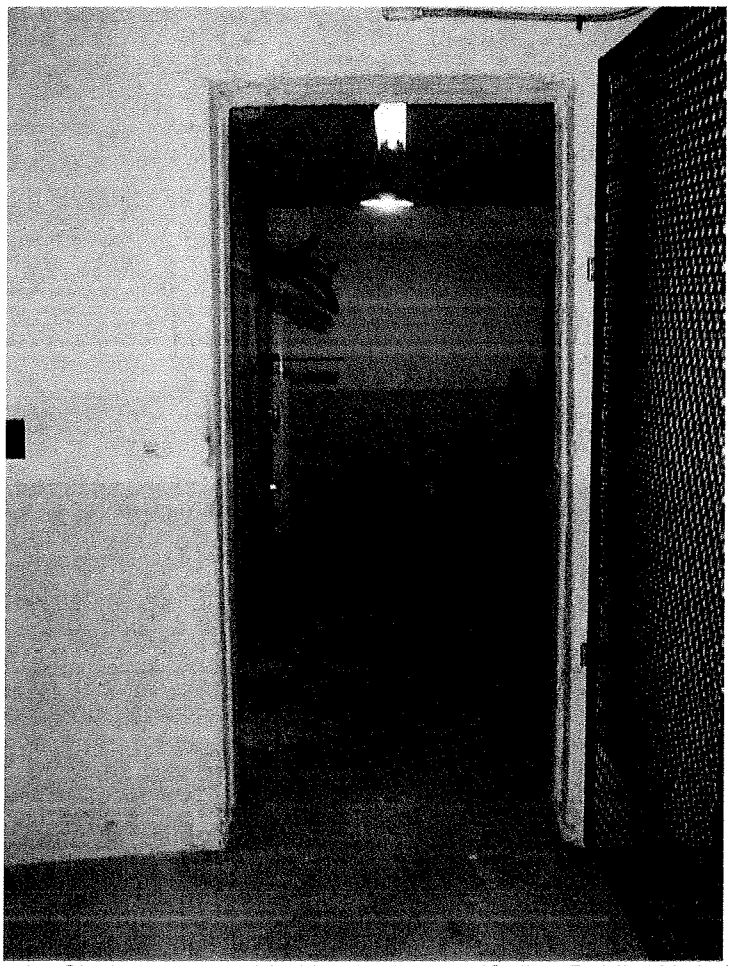
J-26 Former Special Weapons igloo 1149/1026. Door has been modified from original ADT high security doors.



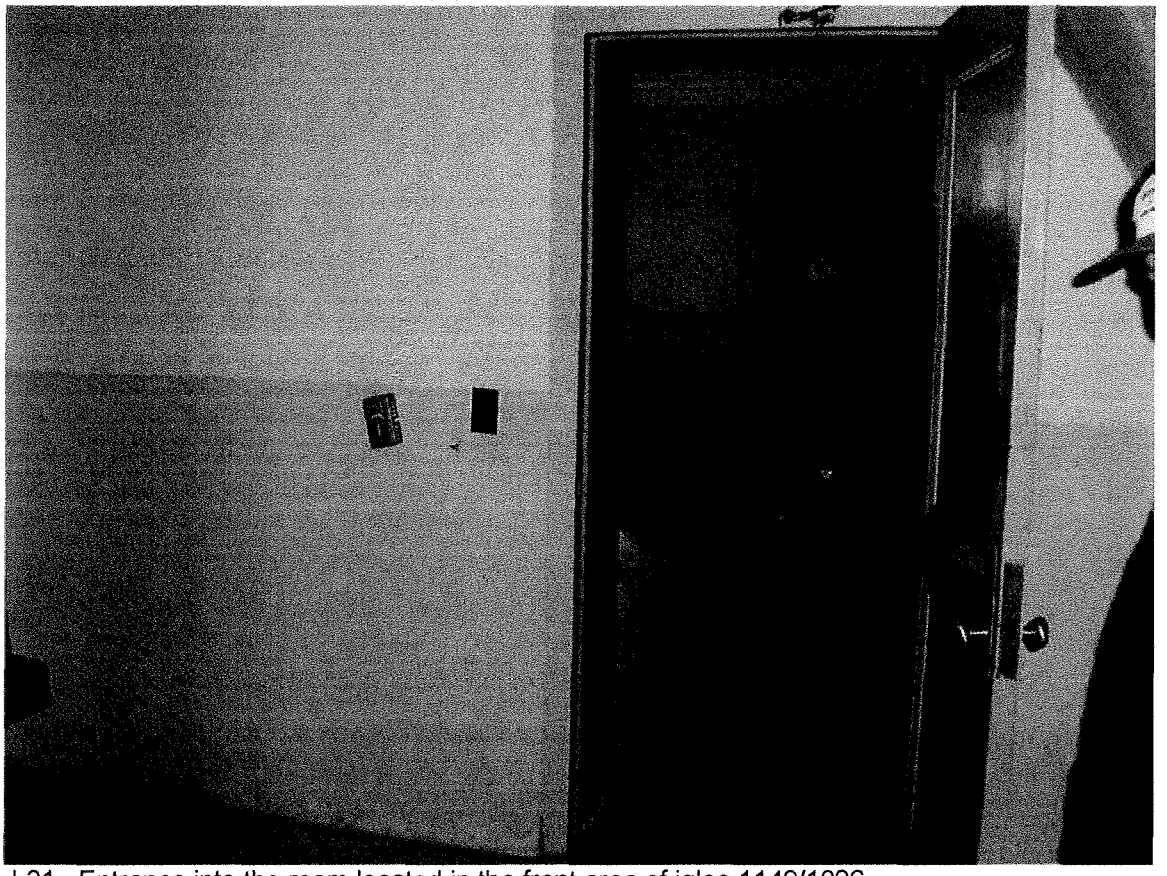
J-27 Distant look at the 1140/1027 – 1144/1067 row special weapons igloos. Note look of rear vents, the igloos in the 1140/1027 – 1144/1067 and 1139/1029 – 1134/1079 row of special weapons igloos were equipped with air conditioning.

J-28 Interior of former Special Weapon magazine 1149/1026 depicting vault built inside of the igloo. This is a "C" structure configuration. The "A" structure configuration separates approximately the entire 75% of the rear of the igloo as a vault.

J-29 Another view of the vault of igloo 1149/1026.

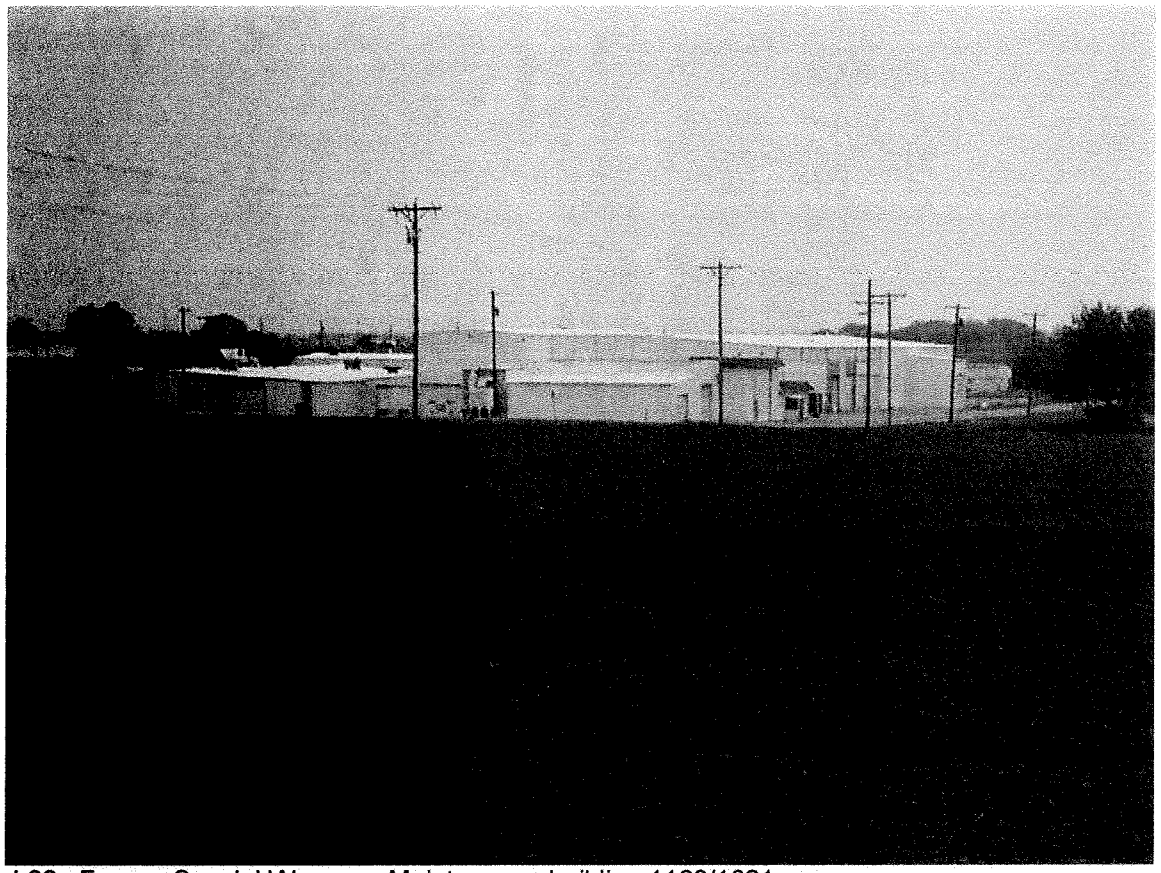


J-30 Interior of vault. Shelves were added by the lessee (Salina Public Works).

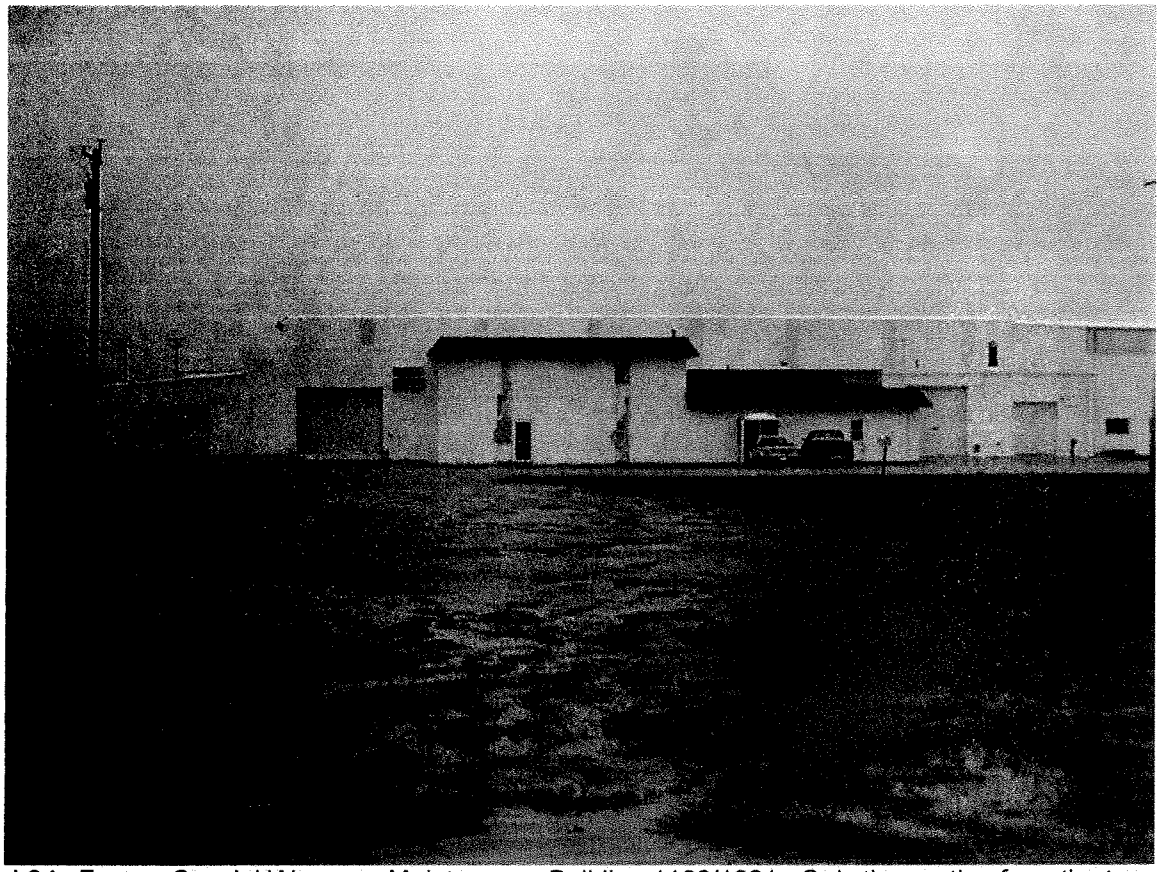


J-31 Entrance into the room located in the front area of igloo 1149/1026.

J-32 Former location of Ammunition Inspection Building 1161/1042. Now paved over and used as a storage pad for Salina Public Works.

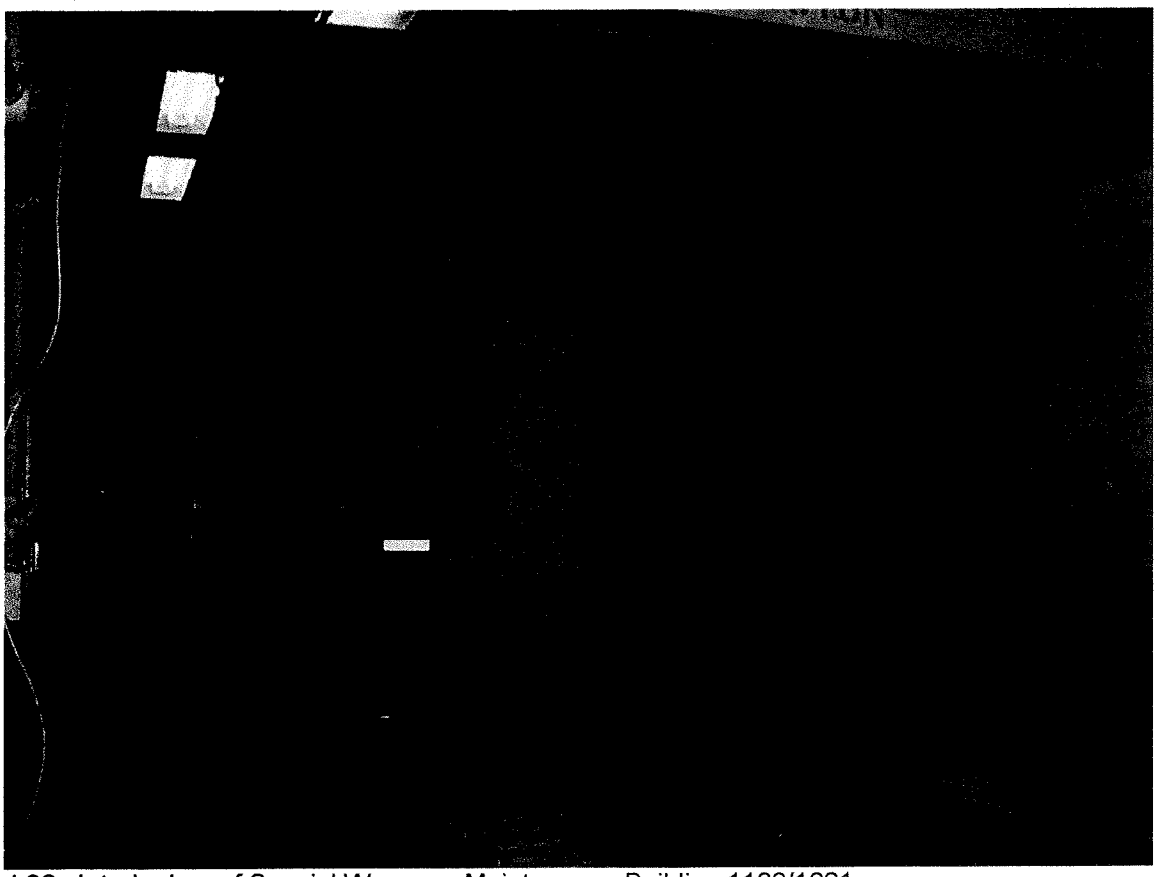


J-33 Former Special Weapons Maintenance building 1160/1021.

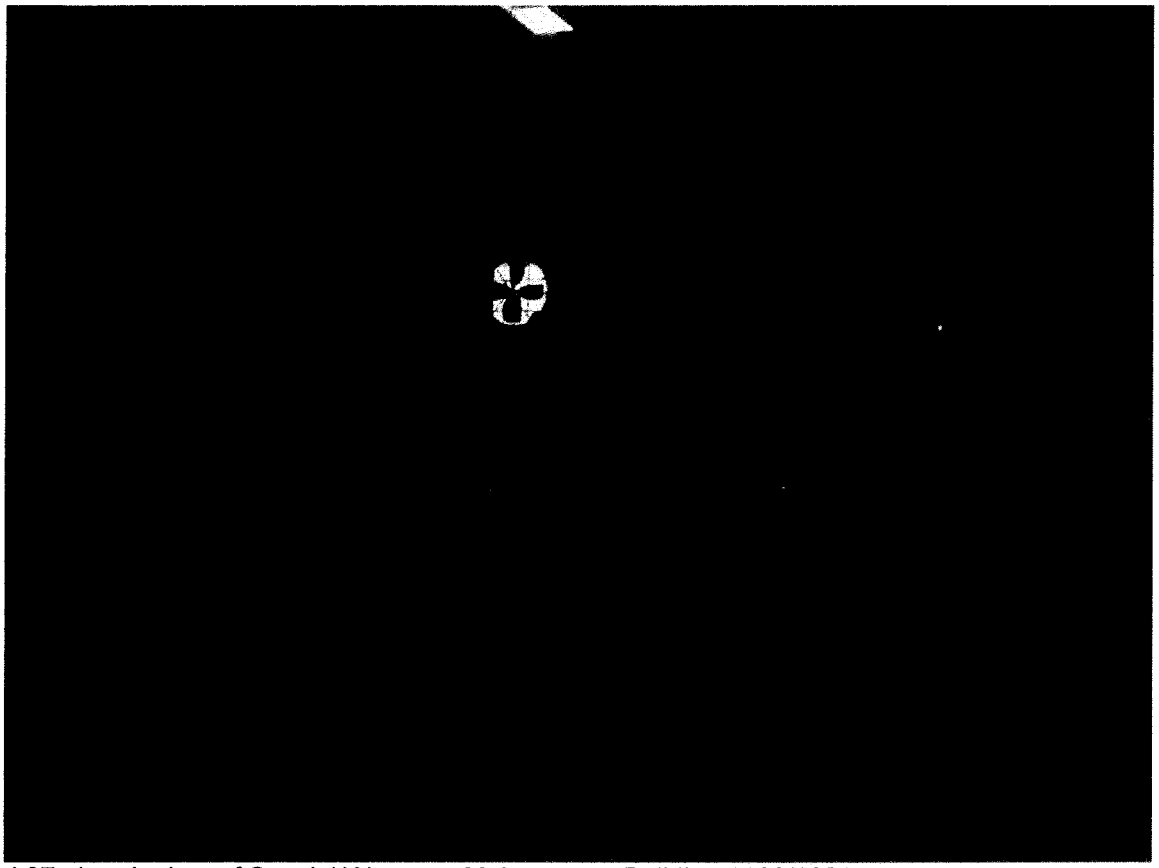


J-34 Former Special Weapons Maintenance Building 1160/1021. Only the section from the two garage doors on the right until the first garage door on the left are the original building. Other sections were added on by other lessees of the building.

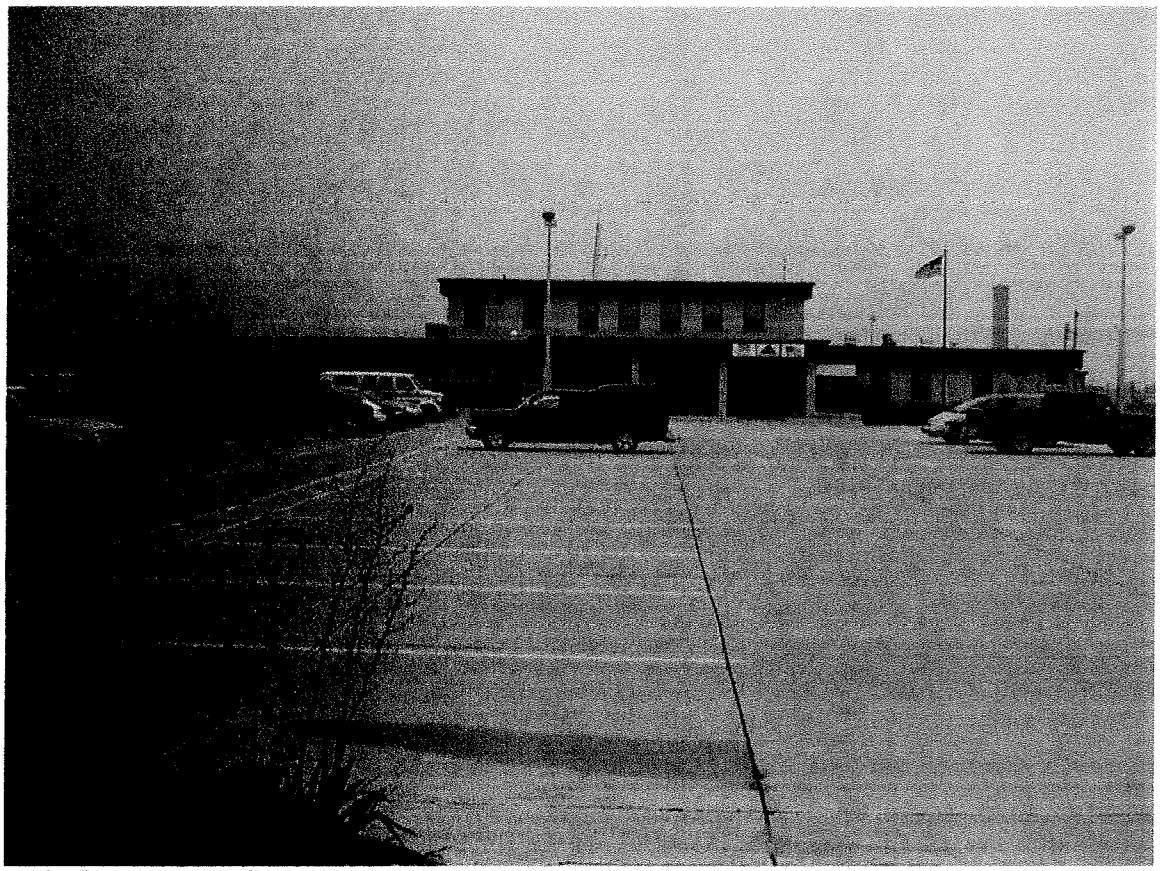
J-35 Interior bay of Special Weapons Maintenance Building 1160/1021.



J-36 Interior bay of Special Weapons Maintenance Building 1160/1021.

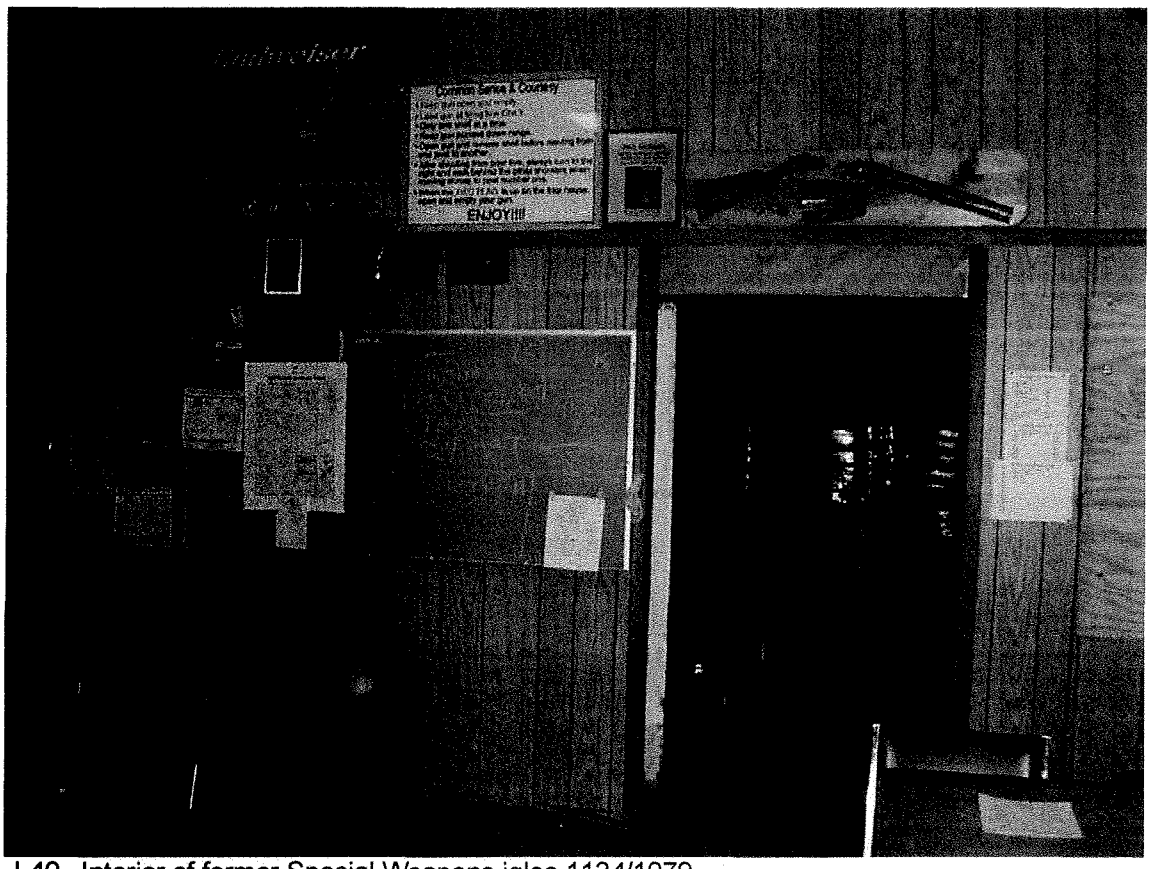


J-37 Interior bay of Special Weapons Maintenance Building 1160/1021.

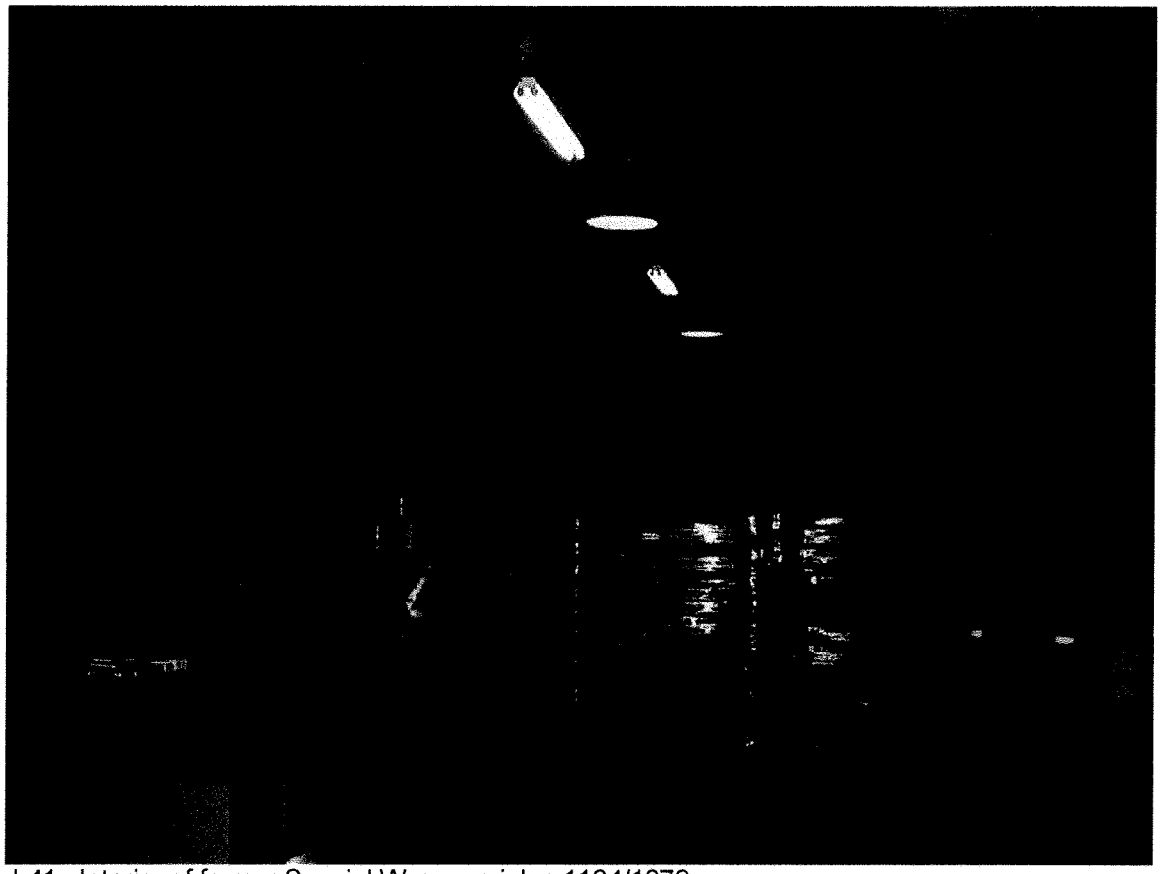


J-38 Former Base Operations Building, currently the Salina Municipal Airport Terminal.

J-39 Former Special Weapons igloo 1134/1079. Igloo modified by the Raytheon Skeet Club.



J-40 Interior of former Special Weapons igloo 1134/1079.



J-41 Interior of former Special Weapons igloo 1134/1079.

J-42 Area across road (in front) from Special Weapons igloos 1134/1079 – 1136/1059. Currently used as a skeet area by two separate skeet/trap clubs.

ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT
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APPENDIX K

HISTORICAL PHOTOGRAPHS

APPENDIX K

HISTORICAL PHOTOGRAPHS

K-1	Aerial photograph of Salina Municipal Airport, 1991.
K-2	Aerial photograph of Aircraft Burn Area, undated.
K-3	Photographs of building improvements, undated (ca. 1955).
K-4	Photographs of Target Butt, dated 25 September 1943.

Microsoft TerraServer Display Image USGS Aerial Photograph

7 km SW of Salina, Kansas, United States 17 Aug 1991

USGS

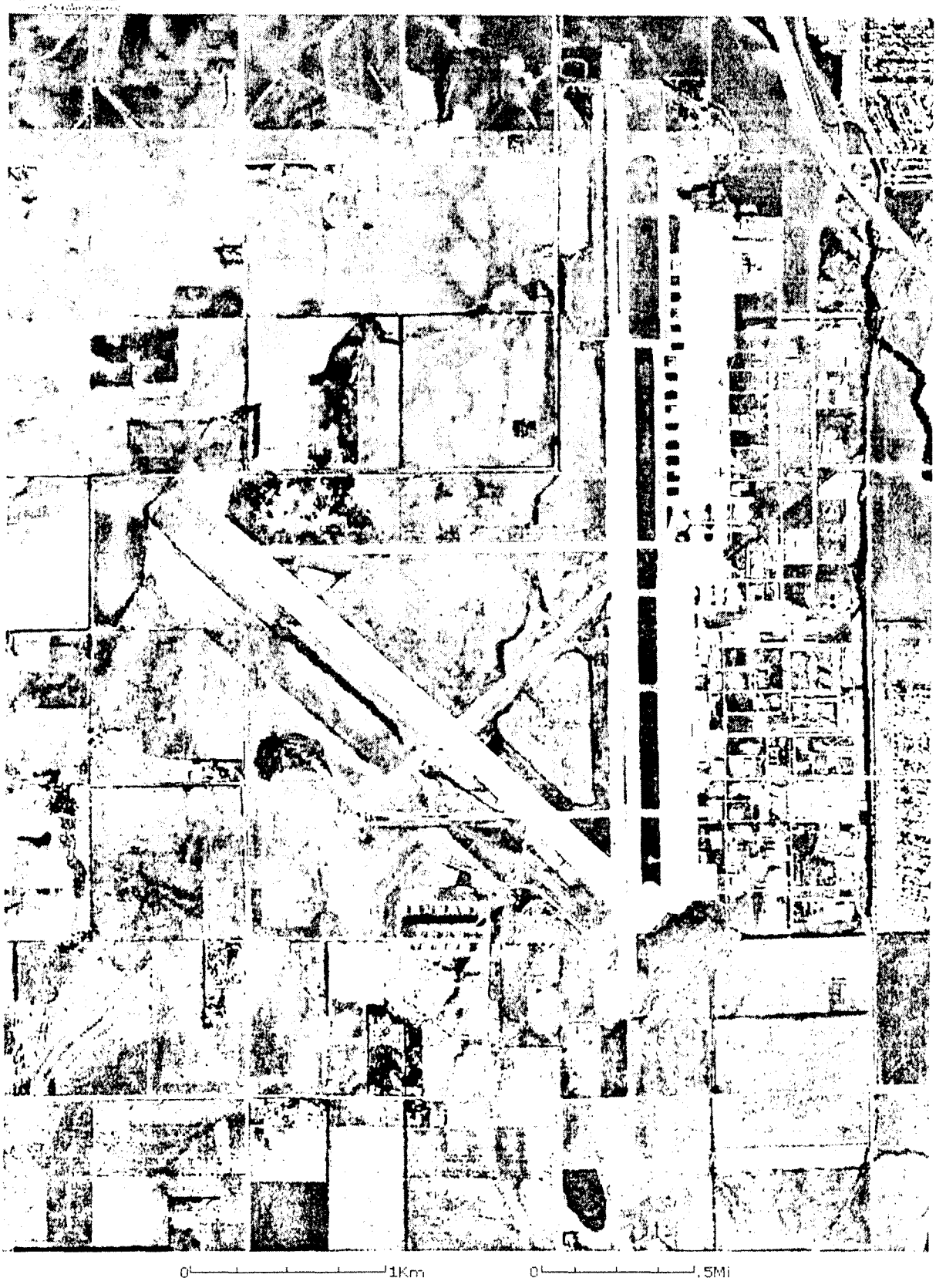
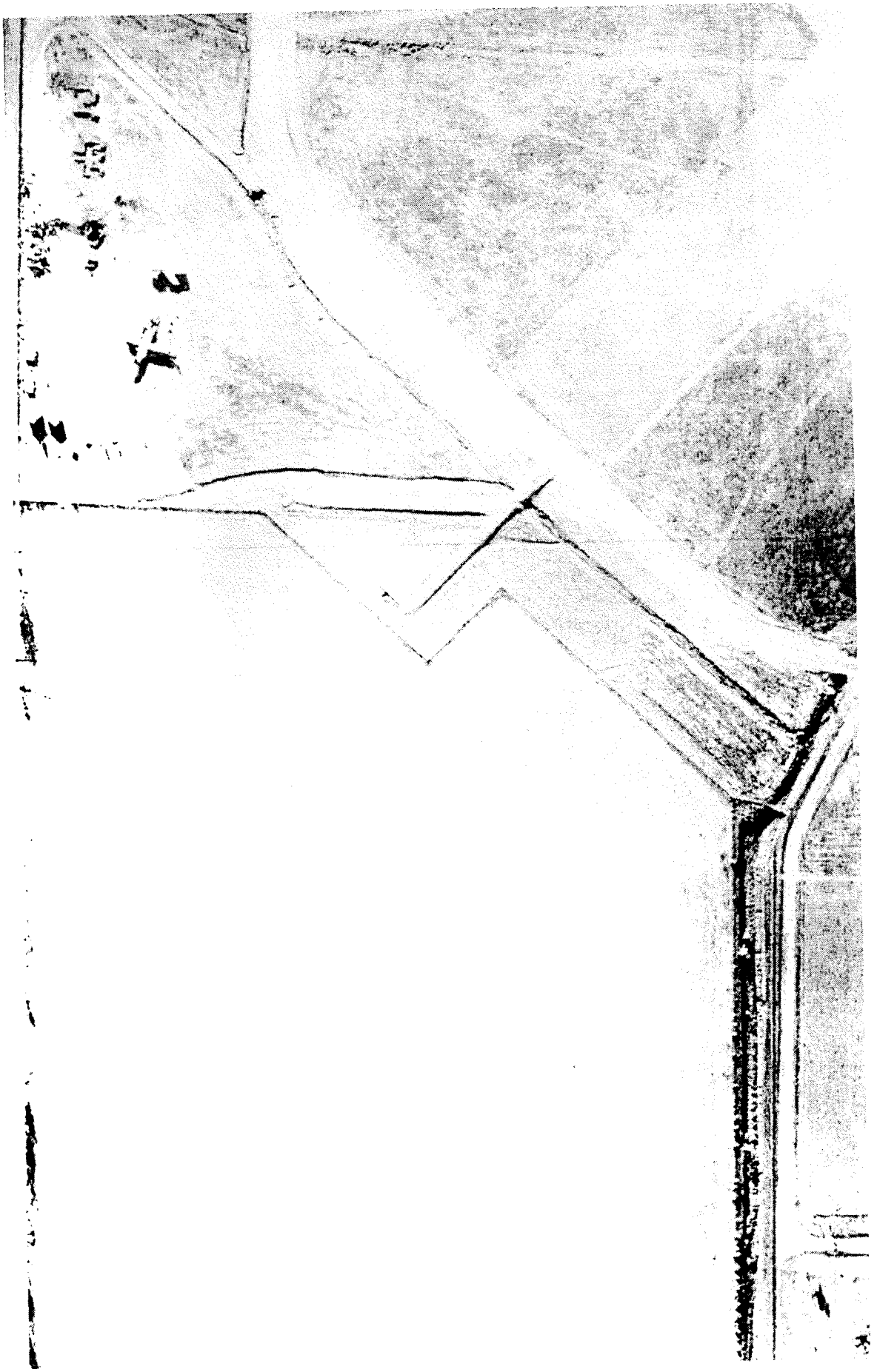


Image courtesy of the US Geological Survey.



K-2

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DESCRIPTION, COST AND PICTURES OF IMPROVEMENTS

The Improvements consist of 28 different structures, all of a military type (Site Map — Page 5). A field inspection was made of all, with inside inspection made where permitted. Cost and dimension data from Standard Form 118A provided by G.S.A. See Page 32.

Description of Improvements :

16 of these improvements (#1026-27-29; 1036-37-39; 1046-47-49; 1056-57-59; and 1066-67-69-79) are all solid concrete igloo-type buildings with dirt and grass covering for camouflage — all used for dry storage of military materials. All have steel sealing type doors with some variance in type. Floor areas range from 1,100 sq. ft. to 2,150 sq. ft and costs range from $42,610 to $20,670 each; plus a frame and concrete igloo (#1149) with 1,378 sq. ft., costing $12,440.

1149 was built in 1942 — all the rest 1955 and 1956.

Pictures of these and pictures and descriptions of other improvements will be found on Page 23 to 31.

On-Site Improvements :

On-Site improvements consist of about 8 miles of all-weather ordinance roads, about 12,000 L.F.of 7 ft. "security" type chain link fence with a 1 ft., 3 barb, angled top, and about 390,000 sq. ft. of concrete runway.

Outside of the roads, the fencing and runway, concrete would, as a whole, be a detriment to the market value.

Utilities :

When the base was in operation there was a 20-inch water main serving subject from privately owned water source and there was adequate electric power and natural gas. Now, with divided ownership, arrangements would have to be worked out before these utilities would be available to subject.

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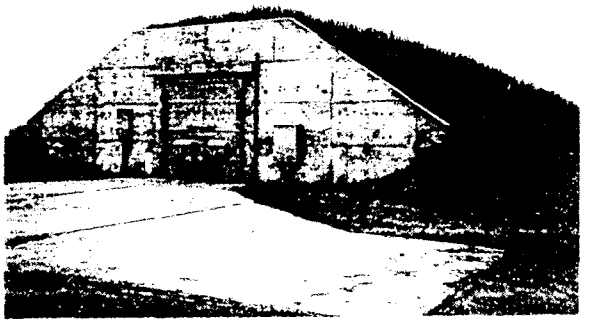
#1149
Frame and concrete old Igloo storage building.



Front view of Igloo storage building showing steel door.

1149
Another row view of Igloo storage buildings.

Distant view of Igloo storage buildings.

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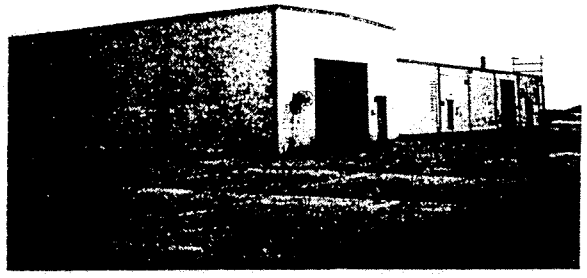

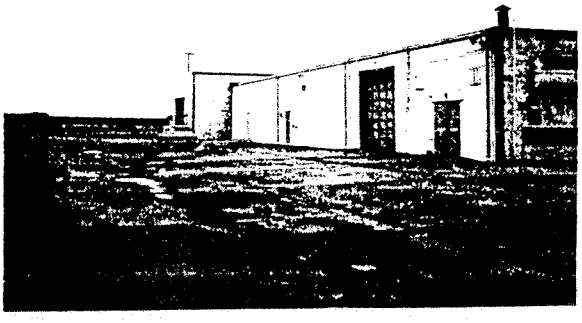

1021 M. M. S. Fire Station. 7,676 square feet. Cost $252,222 in 1955. Concrete block, 7 rooms. 10 ft. ceiling. 2 toilets. Flourescent lights. Boiler heat.

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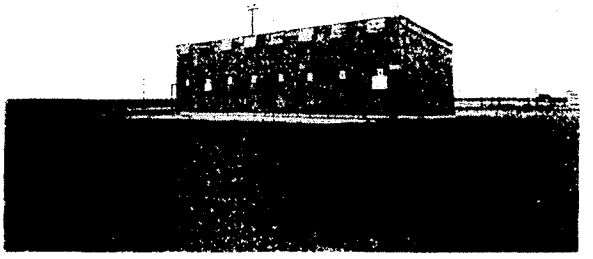
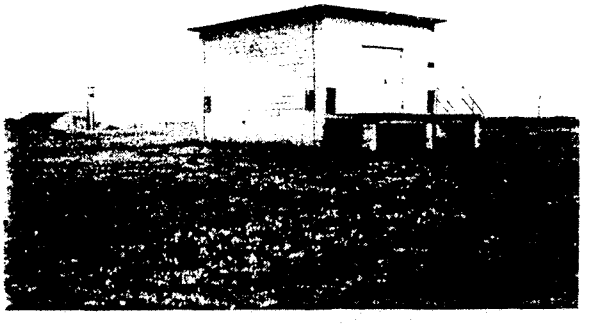
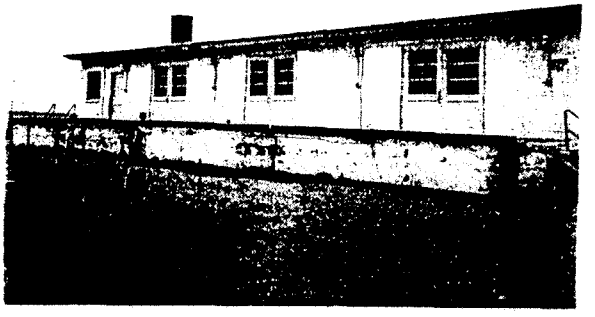


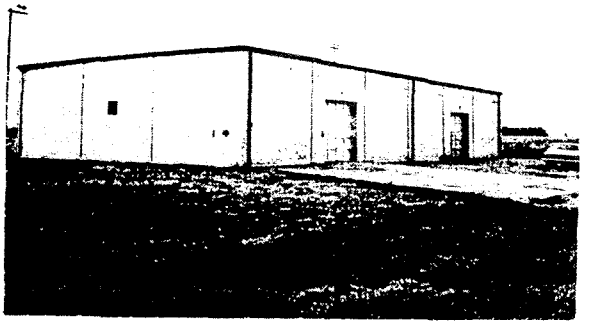
1033
Concrete dock 10 X 54 ft. Cost $12,769 in 1956.



1034
Concrete storage building. 17 X 22. Cost $6,328 in 1956.



1042
Concrete block and poured concrete shop and ammunition maintenance building. 4 rooms, toilet, blower heat, metal roof. 30 X 75 ft. Cost $46,353 in 1956.



1043
Concrete storage building 92 X 102 X 14 ft. Cost 37,600 in 1955. One large room and four office rooms. F. A. gas furnace.

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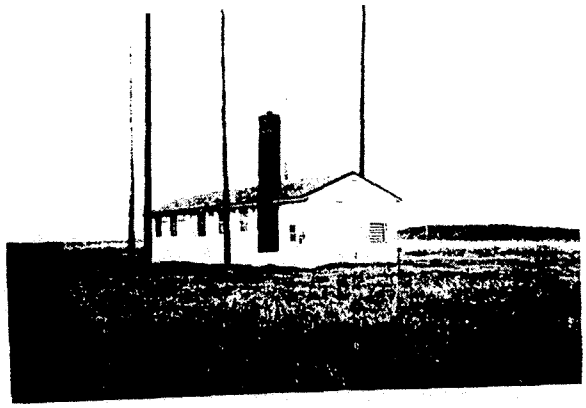
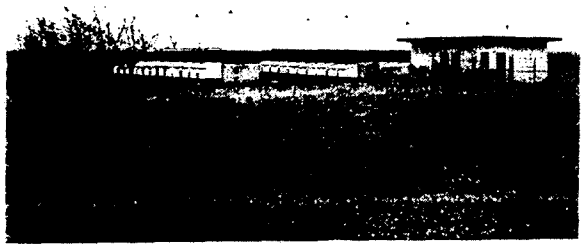


1088
Concrete Transmitter building. 18 X 44 ft. costing $27,985 in 1949. One large room and boiler room. Roll composition roof.



1101
Dog Kennel and runs. 21 X 26 X 8 ft. Cost $6,841 in 1956. Flood lights. 320 ft. security fence. Concrete construction.

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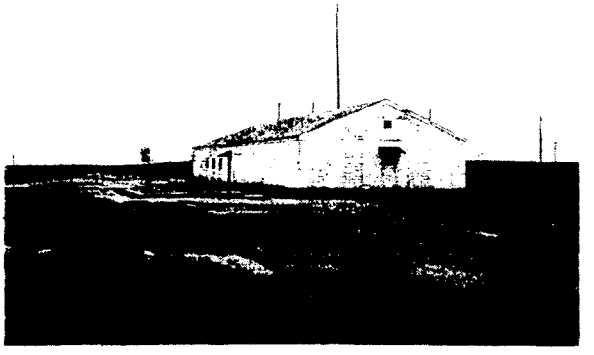
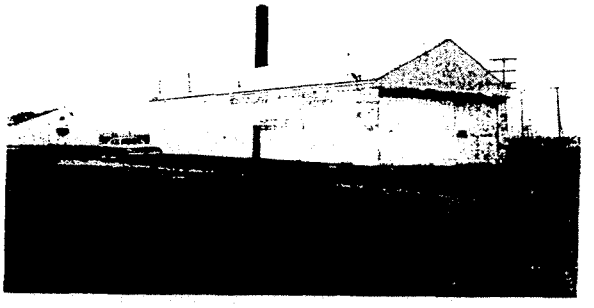


1105
Concrete warehouse type building. 38 X 109 X 10. Cost $22,380 in 1942. 3 rooms, finished walls and ceiling, toilet.



1127
Concrete warehouse type. 33 X 97 X 16. Cost $37,047 in 1942. 2 rooms, oil furnace, wood roof, no windows.

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HEADQUARTERS SMOKY HILL ARMY AIR FIELD
OFFICE OF THE POST ENGINEER

IN REPLY
REFER TO:
684

SALINA, KANSAS
September 25, 1943

Subject: Target Butt Test

To: Commanding General, Seventh Service Command, Attn: Director, Real Estate, Repairs and Utilities, Omaha, Nebraska.

1. With reference to telegram SPKER 514, Headquarters Seventh Service Command, requesting information about the Sand Type Target Butt built at this Base from plans furnished by Office Chief of Engineers, the following is a report of a test made this date with 50 caliber guns on the largest bomber. Photos of the butt have previously been submitted:

a. Out of 1,000 shots, 65 deflected off the sand and hit the ceiling causing little or no damage.

b. A small amount of the sand is pulverized by each shot and forms a cloud of dust after a prolonged burst. For this reason, it is suggested that the target be placed about five feet in front of the target butt to prevent dust clouds from enveloping the target.

c. To accommodate the largest bombers, it is suggested that the paving in front of the butt be depressed on about a 2 1/2% grade. Otherwise the butt should be increased to a total height of about 25' or 30' to provide proper protection against possible stray shots. In this test it was necessary to depress the top turrent guns to the limit to get on the target at the base of the butt.

d. The paving back of the firing point should be about 200' square (or round) to enable the largest bombers to turn around and fire their rear guns.

e. It appears that there will be no deterioration of the sand type butt except that the sand will have to be periodically re-banked as it is kicked down.

2. The test was conducted by Capt. C. J. McBride, in charge of accelerated armament tests for the 58th Wing at Pratt Airfield, Pratt, Kansas, and Capt. O. D. Blondis, Gunnery Officer, for the 73rd Wing, Smoky Hill Army Air Field, Salina, Kansas. It is suggested that said officers be contacted as to the satisfaction of the butt from an Air Force Officers viewpoint.

Harold J. Martin
Major, Corps of Engineers
Post Engineer

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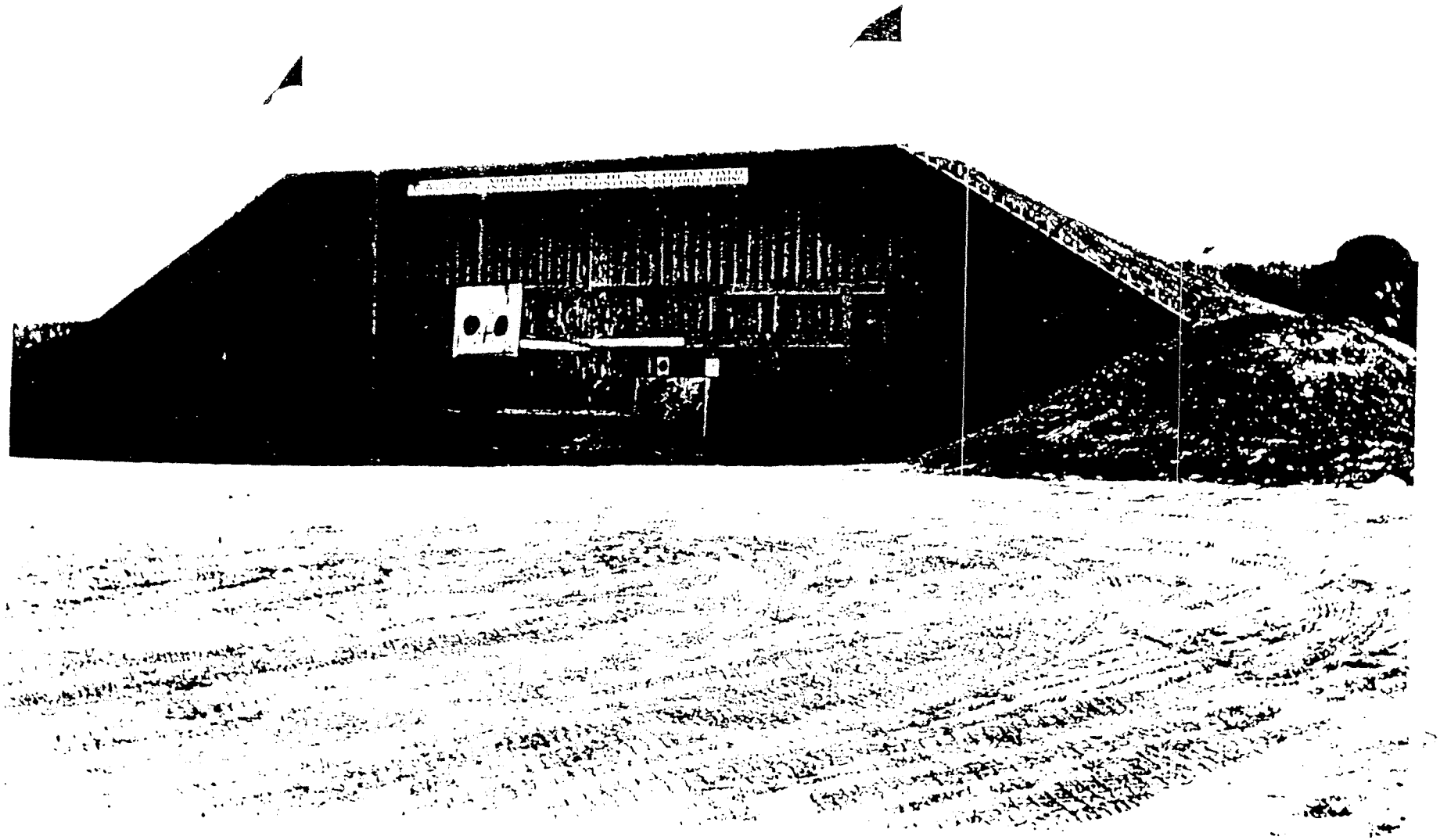
unnumbered. W 617 (Smoky Hill Field, Kans)
ltr March 31-43
OCE ltr to Seventh Service Command)



K-4

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24446

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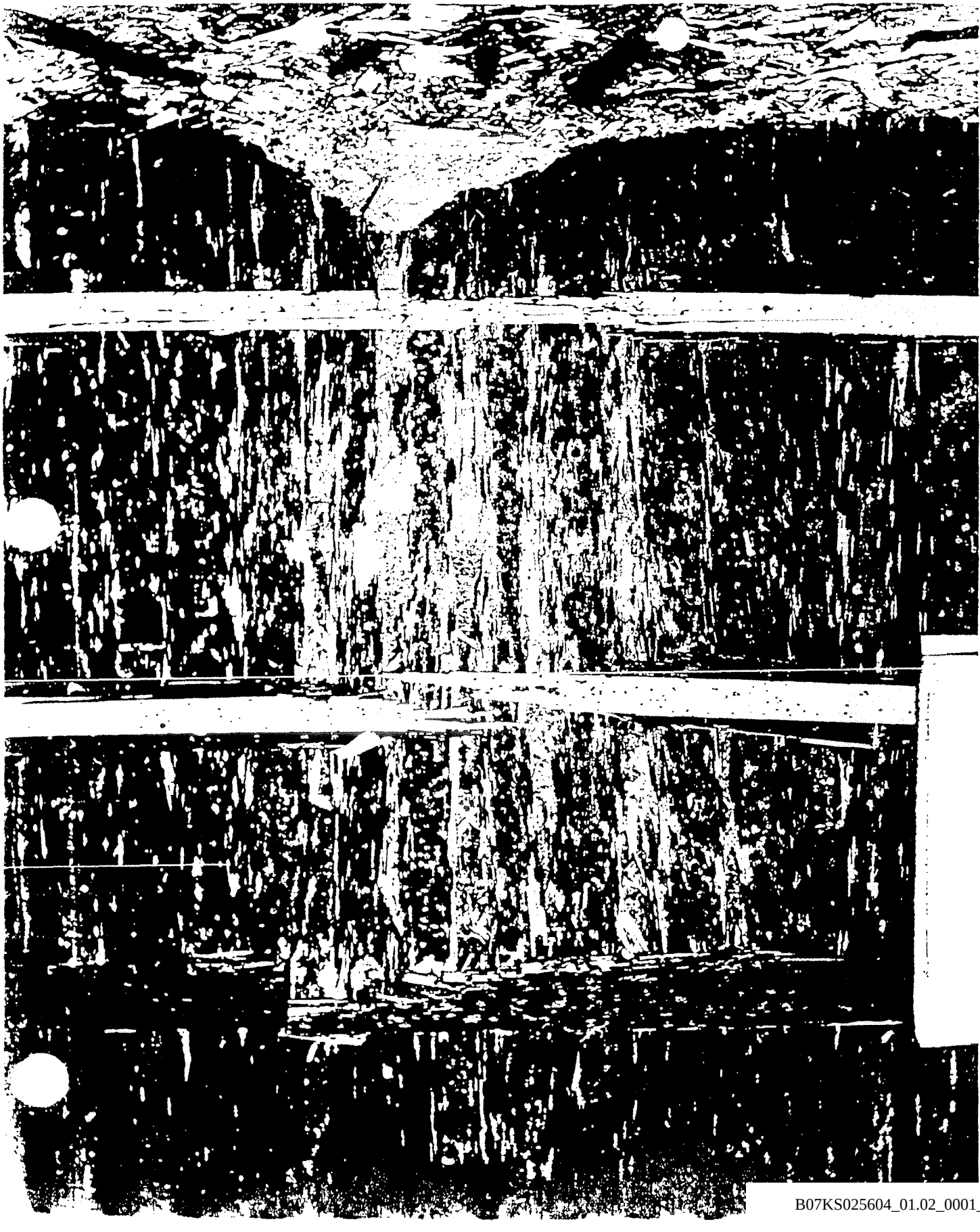

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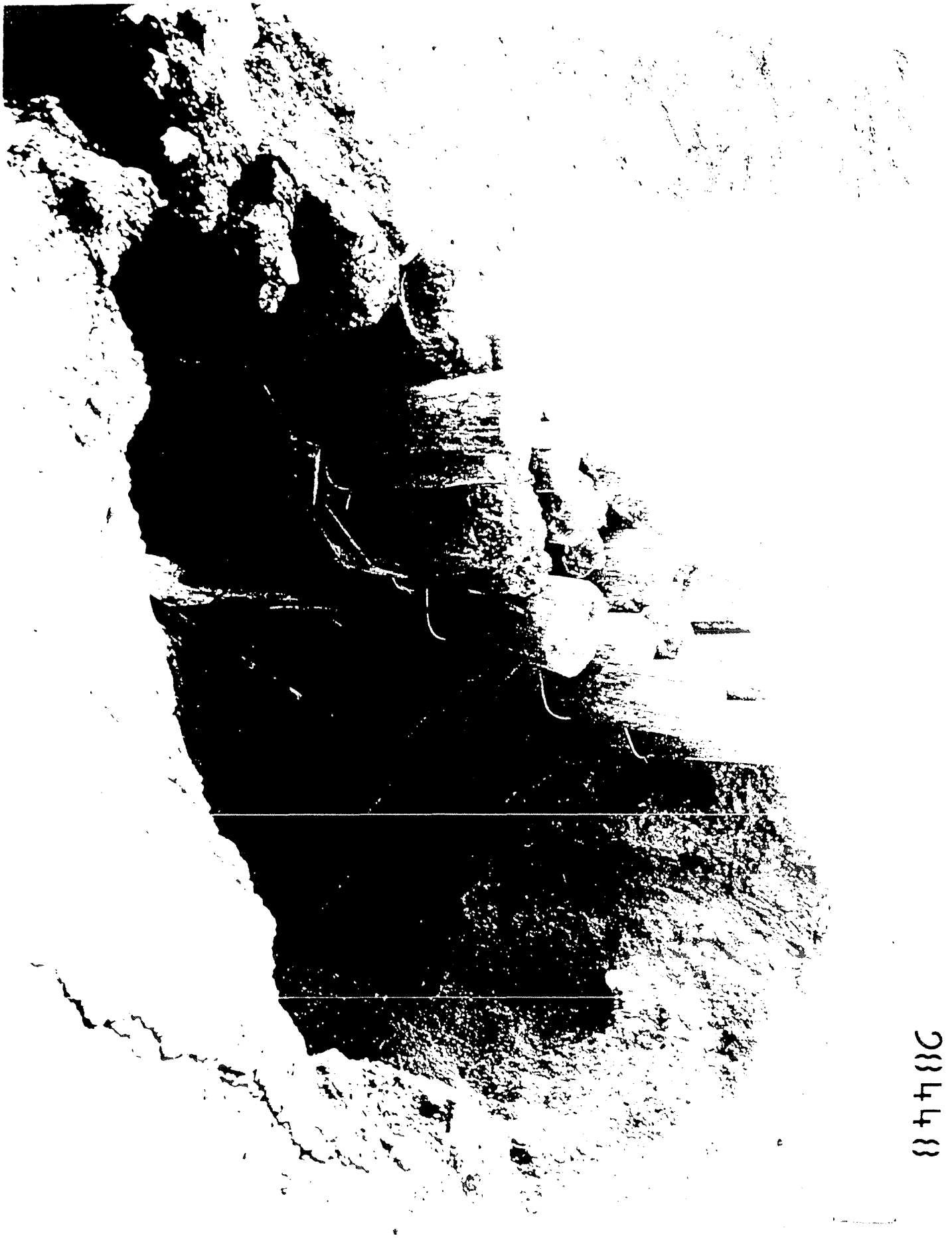

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX L

REFERENCE MAPS/DRAWINGS

APPENDIX L

REFERENCE MAPS/DRAWINGS

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L-1 Layout Plan, dated August 1942 (reference B-54).

L-2 General Layout, dated 15 August 1942 (reference B-55).

L-3 Target Butt, dated 31 August 1942 (reference B-56).

L-4 Layout Plan, dated 09 November 1942 (reference B-57).

L-5 Layout and Construction Plan, dated 01 May 1944 (reference B-58).

L-6 Radio Transmitter, dated November 1944 (reference B-59).

L-7 General Plan, date 1946 (reference B-60).

L-8 Location Plan, dated 04 October 1951 (reference B-61).

L-9 Storage Igloos, dated January 1953 (reference B-62).

L-10 Topographic, dated 29 September 1955 (reference B-63).

L-11 Basic Layout, dated 28 June 1957 (reference B-64).

L-12 Munitions Area, dated 23 January 1958 (reference B-65).

L-13 QD Arcs, undated (ca. 1956 - 1958) (reference B-66).

L-14 Ordnance Area, dated 01 December 1958 (reference B-67).

L-15 Master Layout, dated March 1960 (reference B-68).

L-16 Missile Maintenance Building, 06 March 1960 (reference B-69).

L-17 Land Use Plan, dated 15 March 1965 (reference B-70).

L-18 Building Layout for building 1160/1021, dated 21 February 2002 (reference B-71).

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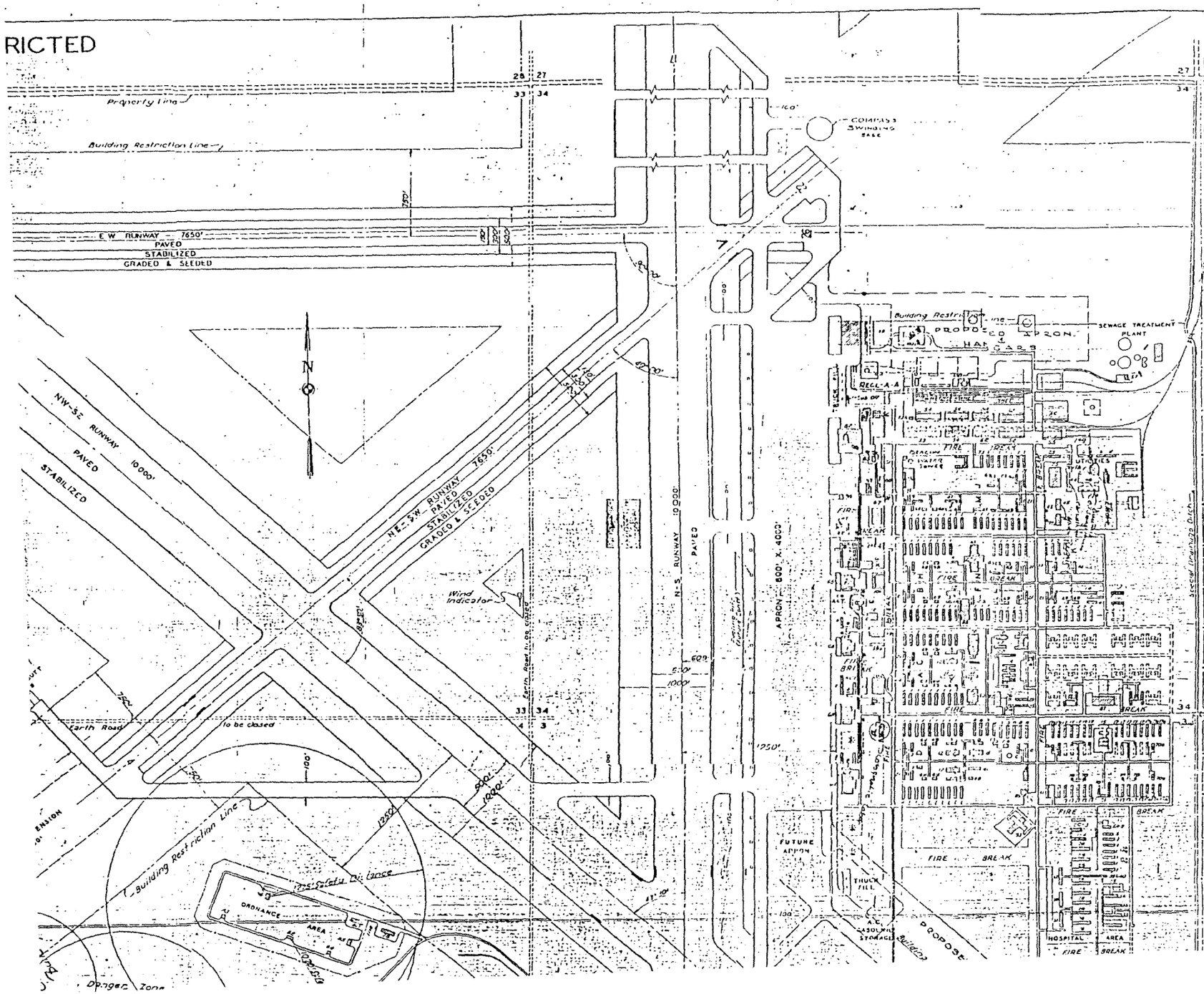
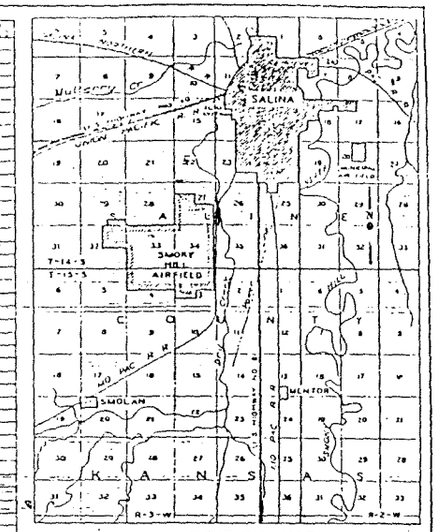
CORPS OF ENGINEERS, U.S. ARMY

RICTED



BUILDING SCHEDULE

TYPE	BUILDING NAME	ITEM NO	NO REQD
[illegible]	Operation Building	81	1
[illegible]	Service Club E.M.	83	1
FS 3-1	Fire Station	89	1
GAS 1	Gas inst Bldg	90	1
CB 3-1	Team Equip House	91	1
PEST	Pest Exchange	92	1
[illegible]	Utility Building	93	1
[illegible]	Fire & Truck Station	94	1
[illegible]	Food Center	95	1
[illegible]	Cemetery	96	1
[illegible]	Post & Dope Storehouse	97	1
[illegible]	Engine Cleaning Bldg	98	1
[illegible]	King 40 Building	99	1
[illegible]	Service Building W/Vault	23	1
[illegible]	Gate Station	24	1
[illegible]	Guard House	25	2
[illegible]	Post Exchange	41	5
[illegible]	Post Office	42	1
[illegible]	Telephone and Telegraph Building	47	1
[illegible]	Post Office Building	50	1
Theatre	Theatre	26	1
[illegible]	Chapel with Organ	56	1
[illegible]	Chapel	10	1
[illegible]	Laundry	58	2
[illegible]	Fiscal Office		1
	TECHNICAL & FIELD BUILDINGS		
A-6	AC Supply Adm	51	1
[illegible]	Equipage and Repair Shop	53	1
[illegible]	Bomb Sight Storage	58	1
Sit-Bomb	Link Trainer (with Hoist)	59	1
Std	Parachute Building	60	1
[illegible]	Stowed Hangar (Steel)	55	4
[illegible]	Stowed Hangar Office & Insp Bldg	62	1
[illegible]	AC Base Engineering Shop & Locker Rm	66	1
[illegible]	Service Building	67	1
[illegible]	Photographic Laboratory	64	1
[illegible]	Paint Oil & Dope	65	1
[illegible]	Arm Instrument Inspection & Adjustment	67	1
[illegible]	Crew Chief	9	5
	Gunnery Armament	77	2
A-8	Gunnery Operations	6	3
	AT Loading System - 20 Bomb Pits; 40 Tanks		1
	Double Outlet Truck Fill Stand		4
Std	Lube Oil System		1
Std	General Tower Wood	63	1
	Bomb Trainer Bldg	72	1
	Boiler House		1
Prop	Paint Building (with Job No A(2-11))	4LT	4
Link Cab	Link Trainer Bldg	59b	1
	OFFICERS BUILDINGS		
OQ 10	Quarters, Officers	17	20
	Mess Officers (Small)	15	1
Tdar-1	Recreation Bldg Off.	71	1
L-2	Lavatories, Off	70	10
OQ-1T	Quarters Officers - (with Job No A(2-1))	17a	8
[illegible]	Lavatory - (with Job No A(2-1))	70a	3
	HOSPITAL BUILDINGS		
W-1	Ward (with Job No 12 DA-1-5)	28	7
W-2	Ward	29	2
W-3	Ward	30	1
I-4	Infirmary	-	-
A-1	Administration	32	1
SH-3	Storehouse	34	1
ISH 1-T	Storehouse	35	2
M-12	Mess	36	1
HQW-13	Quarters, Nurses	37	1
Std B	Plant Dwell & Heater Bldg	391A	1
	Covered Oven and Fireproof Corridors		
[illegible]	Barracks, Med Corps	1	6
[illegible]	Day Room	5	1
HQ 3	Quarters, Nurses	38	1
L-4	Lavatories E.M.	69	2
Std 2	Supply Adm		1
	UTILITIES BUILDINGS		
	Carpenter	74a	1
	Plumbing	74b	1
	Electric	74c	1
	Blacksmith	74d	1
	Painter	74e	1
	Sheet Metal	74f	1
	Warehouse	74g	1
	Liquor Equipment Unit	74h	1
	Administration Bldg.	74i	1
RC 4-1	Radio Shop & Vault	99	1
	Power Tool & Sign Bldg	100	1
[illegible]	Painting Shop	101	1
	Paint & Welding Bldg	101	1
Cbill Hub	Processing Bldg (Formerly Operations Bldg 101)	102	1



LOCATION MAP

SCALE IN MILES

TYPE	BUILDING NAME	ITEM NO	NO REQD
	MOTOR PARK		
DH-1	Dispatchers House	42	1
Std	G.M. Gasoline	43	2
	Wash Rack (SCW)	44	2
SP-2	Motor Repair	45	2
Std	Grease Rack Wood	46	2
SP-14	Light Maintenance Shop	75	1
OSt-1	Oil Storage House	73a	4
	WAREHOUSE AREA BUILDINGS		
A-10	Post G.M.	23	1
SH-13	Warehouse G.M.	52	4
	A.C. Warehouse	51A	4
SH-16 (Mod)	Commissary	55	1
	Incinerator	57	1
	Disposal Plant (Complete Treatment)		1
L-1	Lavatory (Without Showers)	73b	2
WHET	Warehouse		3
AG	Warehouse		1
	ORDNANCE BUILDINGS		
A	Warehouse, Storage & Ord Office	78	1
C	Ammn Assembly & Maintenance Shop	80	1
E	Mag for Segregated Storage	82	1
F	Mag for Chem Bomb Storage	83	1
G	Mag for Pyrotechnic	84	1
H	Mag for S.A. Ammunition	85	1
M	Igloo for Black Powder	86	1
	Ord Oil & Paint storage house	118	1
	RANGES		
	Skeet Range		1
	Target Butt for Testing Airplane Guns		1
	Firing Apron		2
	Storehouse (Control House)		1
	W.A.A.C.		
WBKS 8-M	Barracks		2
RS 10-A	Recr. Supply, Adm. Building		1
M-152	Mess Hall		1

TROOP SCHEDULE

TYPE	BUILDING NAME	ITEM NO	GROUP NO 1 SQ	GROUP NO 2 SQ	GROUP NO 3 SQ	BOMB SQ	RECON SQ	AIR BASE SQ	MATERIAL SQ	AIR BASE GROUP & BTG HQ	AVIATION SQ (COL)	QUARTER MASTER	QUARTER MASTER SQ	COMMUNICATIONS SQ	ORDNANCE	CHEM WARFARE SERVICE	AIRDROME SQUADRON
	KEY		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	NUMBER REQUIRED																
STD-1H	BARRACKS	128a	1	9	9	9	10	10	10	7	8	7	4	3	2	6	9
RB-4	DAY ROOMS	455b	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
RB-2	DAY ROOMS																

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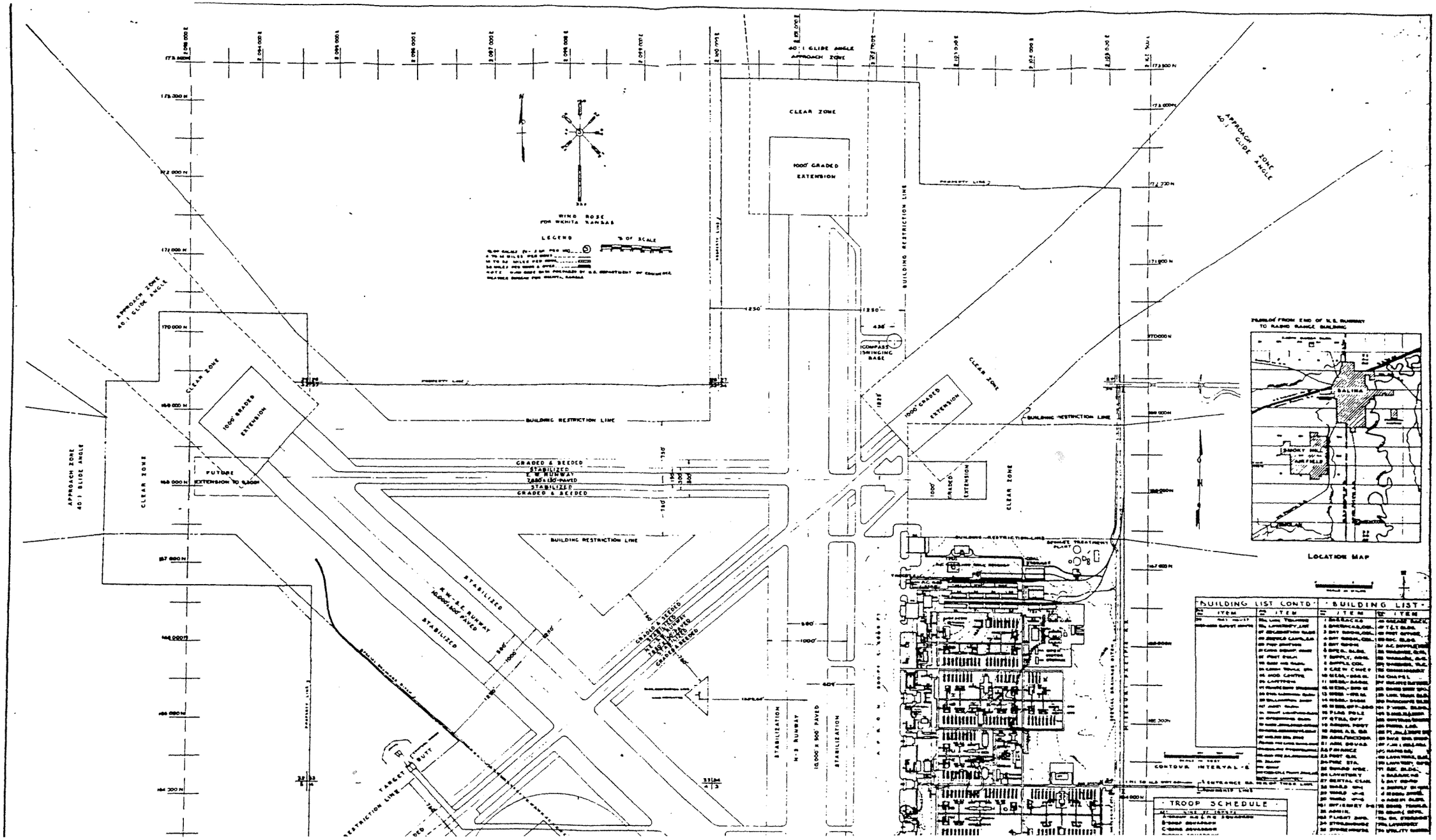

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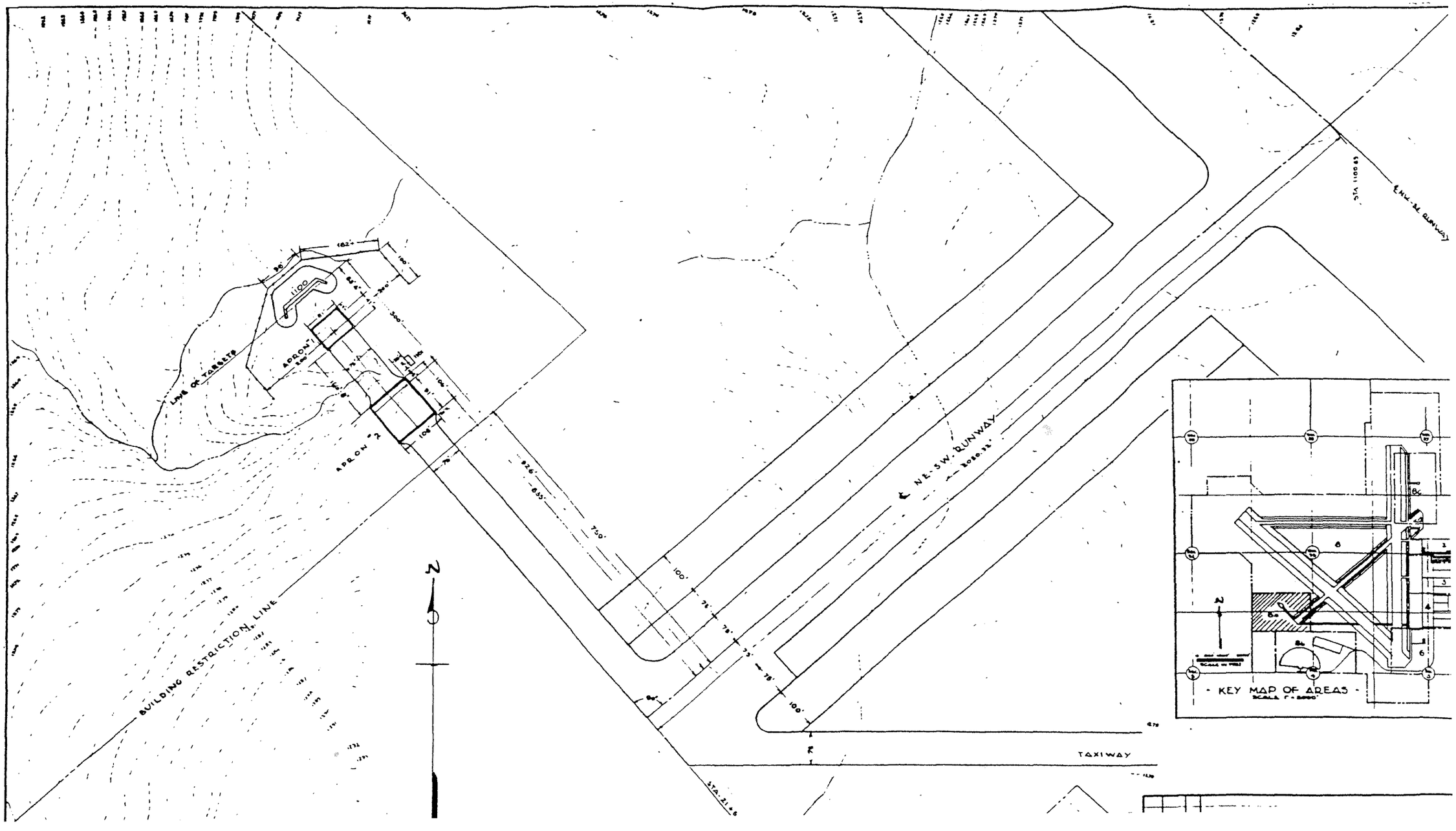

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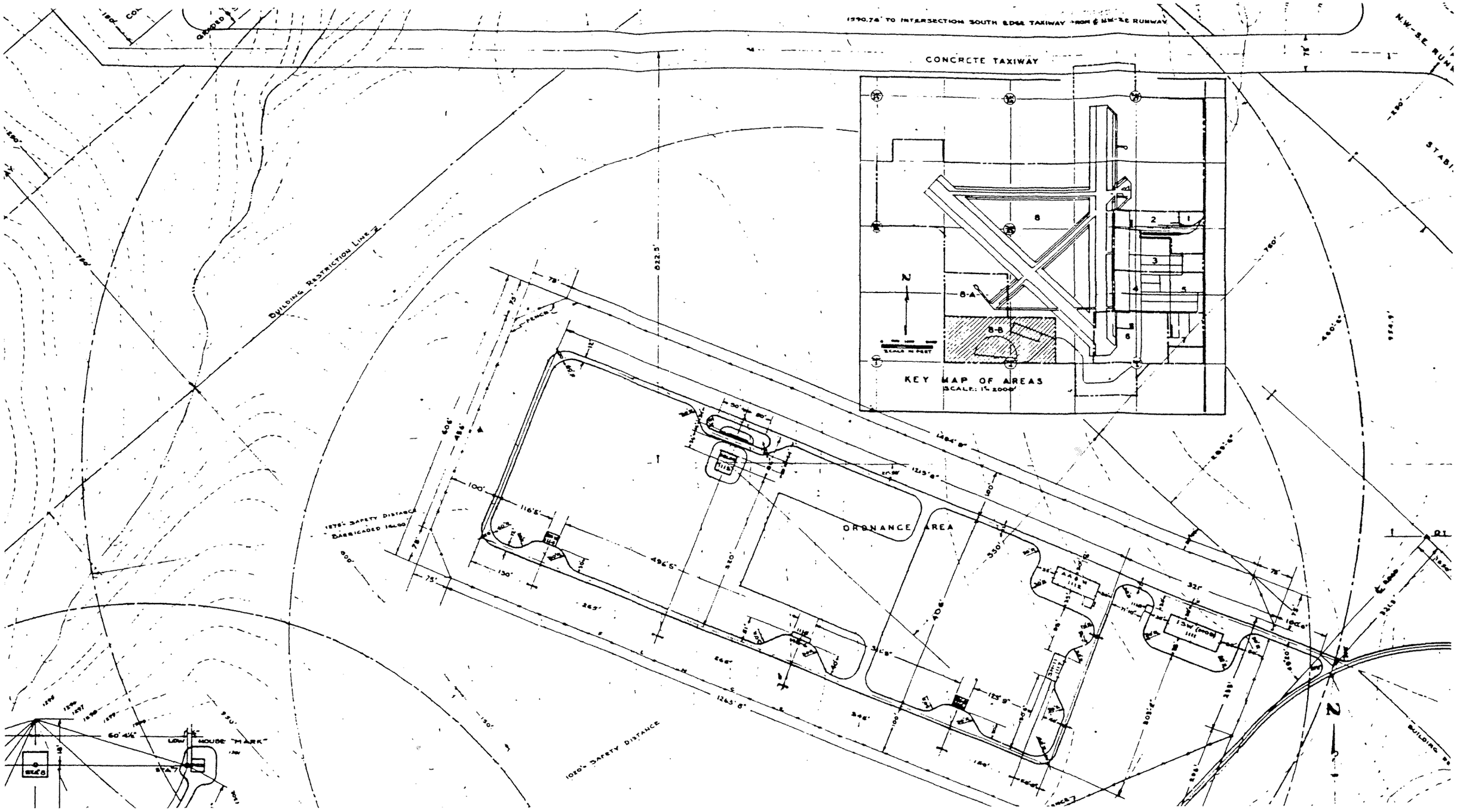

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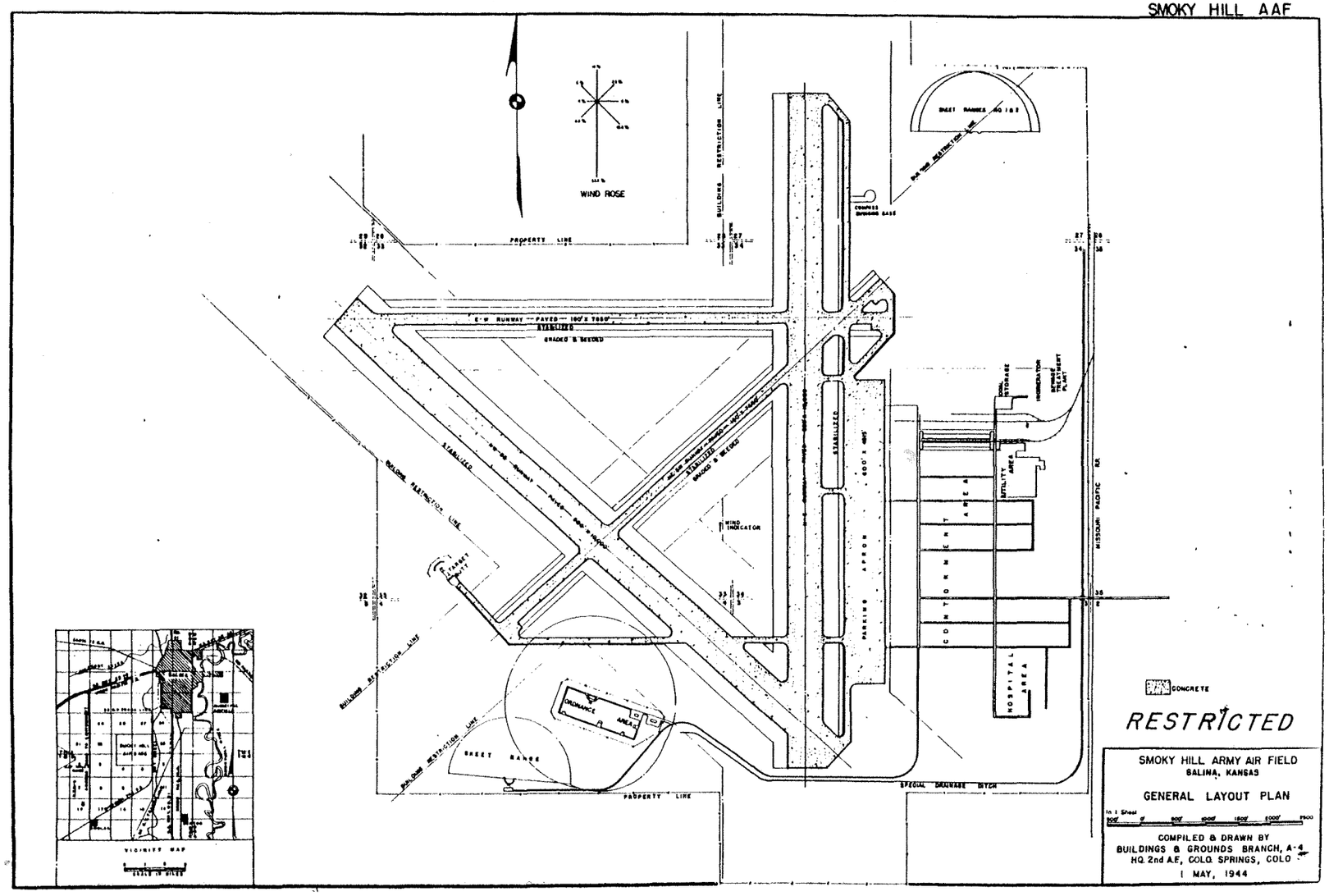
L-5

SMOKY HILL AAF



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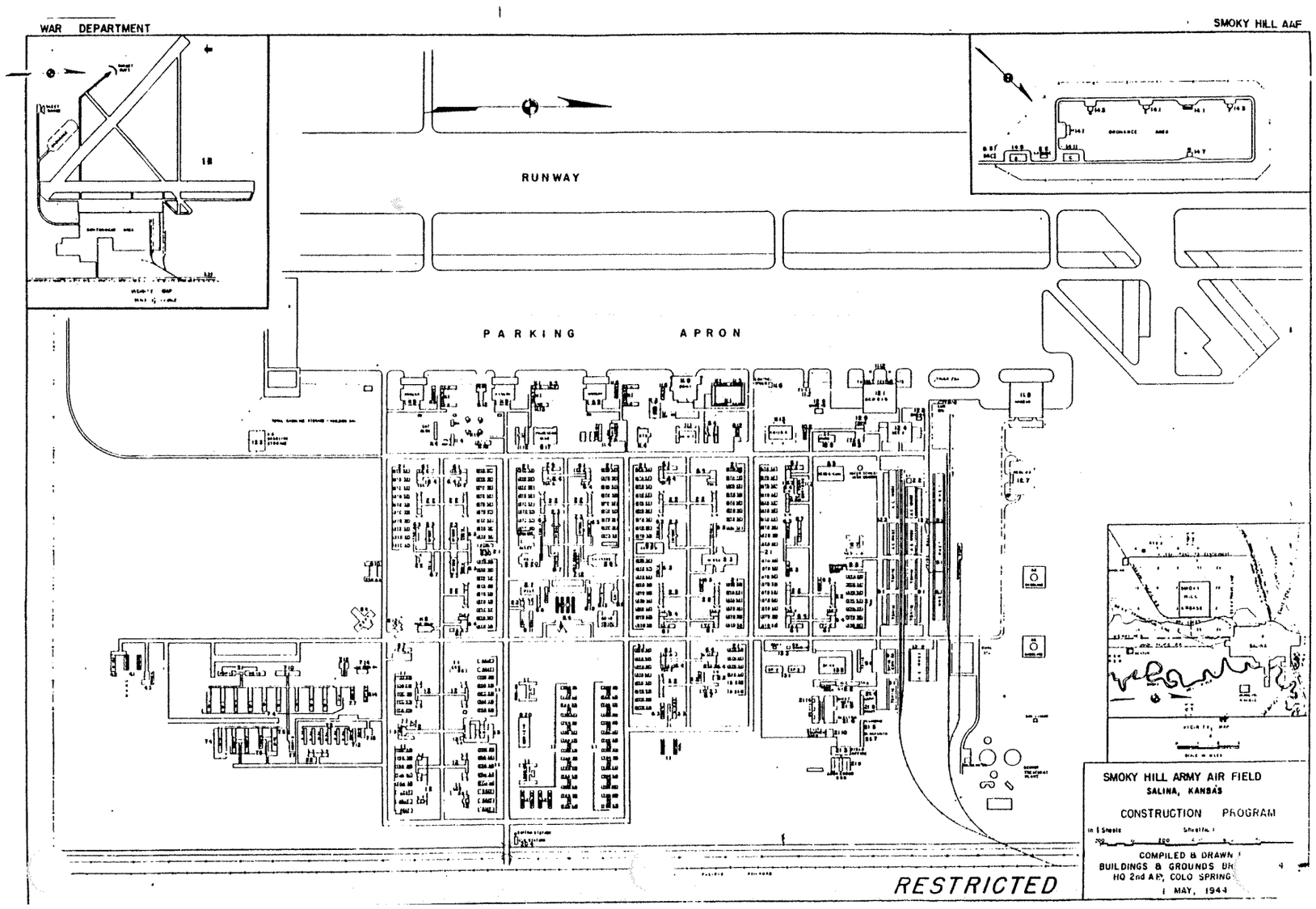

L-5

SUMMARY OF ARMY AIR BASE FACILITIES

ARMY AIR FIELD: SMOKY HILL
LOCATION: 1½ MILES SW OF SALINA, KANSAS
LAT.: 38°50' LONG: 97° 34'
SECTIONAL CHART: SALINA
ELEVATION 1340'

RUNWAYS:

N-S	500' x 10000'	CONCRETE
E-W	150' x 7650'	CONCRETE
NE-SW	150', x 7650'	CONCRETE
SE-NW	500' x 10000'	CONCRETE

DESIGNED FOR WHEEL LOAD 80,000 LB.

REMARKS

TAXIWAYS:

100' WIDE CONCRETE

DESIGNED FOR WHEEL LOAD OF 80,000 LBS.

APRONS:

301,000 SQ. YDS. CONCRETE

DESIGNED FOR WHEEL LOAD OF 75,000 LBS.

HARDSTANDINGS:

DESIGNED FOR WHEEL LOAD OF _____ LBS

HOUSING:

11	OFFICERS-WHITE	1086
31	OFFICERS-COLORED	10
71	NURSES	80

OFF SUB TOTAL 1096

21	E M WHITE	5370
31	E M COLORED	400
72	E M MEDICAL	300
41	W A C	155

SUB TOTAL 6225

GRAND TOTAL HOUSING 7319

51 CIVILIAN HOUSING

MESS HALLS:

13	OFFICERS-WHITE	525
33	OFFICERS-COLORED	
73	NURSES	80

OFF SUB-TOTAL 655

42	W A C	155
23	E M WHITE	2572
33	E M COLORED	248
73	E M MEDICAL	300

E. M. SUB-TOTAL 3275

GRAND TOTAL MESSING 3930

53 CIVILIAN MESSING 800

SQUADRON AND GROUP ADM:

61	SQUADRON ADM BLDG 2
62	GROUP ADM BLDG.
6.4	SQUADRON SUPPLY ROOMS 16
11.1	SQUADRON OPERATIONS BLDG (SEE TECH. FAC)

RECREATION:

14	OFFICERS CLUBS
43	WAC RECREATION BLDGS 1 (RRAQ-4)
54	CIVILIAN REC BLDGS
63	DAY ROOMS 13
712	HOSPITAL RECREATION
87	POST EXCHANGE 6
88	THEATERS 1 (TH-10300)
89	CHAPEL 1 (CH-1)
820	BASE RECREATION BLDG 3
821	SERVICE CLUBS
827	LIBRARY

STATION FACILITIES:

81	FLAG POLE
82	GATE HOUSE
83	SENTRY BOXES AND GUARD TOWERS 1
84	BASE HEADQUARTERS 3
85	POST OFFICE 1
86	FINANCE BLDG AND BANK BLDG
810	SCHOOL BLDGS 3
811	GUARD HOUSE AND STOCKADE 2
813	TEL AND TEL 1 (TT-4)
814	GUEST HOUSE
815	MACHINE RECORDS BLDG
816	TRADE TEST BLDG
817	PROCESSING BLDG 1
819	WING HDQS. 1 (TA-18)
825	POST RESTAURANT
829	OFFICE MACHINE REPAIR SHOP

TECHNICAL FACILITIES:

714	LOW PRESSURE CHAMBER
810	CAMOUFLAGE INSTR BLDG
108	GAS INSTR. BLDG
111	OPERATIONS BLDGS. 7
112	A.C. SUPPLY AND ADM BLDG 2
113	BOMBSIGHT STORAGE BLDG 2
114	LINK TRAINER 3 NAVI-TRAINER
114	BOMB TRAINER 1 (BT3)
114	CELESTIAL NAVI. TRAINER 1
115	ALERT AND WAR BLDG 8
118	CONTROL TOWER 1
119	HANGARS, SQUADRON 8
1110	RADIO RANGE AND RADIO TRANS. BLDG
1112	INSTR BLDGS., TURRET SHEDS, TEST PITS 2
1113	SQUADRON ARMAMENT BLDG 2
1114	COMPASS SWINGING BASE 4
1115	A.C. GAS STOR AND OIL STOR (SEE GAS ST)
1116	PHOTO LAB 1 (PL-1)
1119	OPTICAL INSTR AND REPAIR SHOP
1121	GROUP FLIGHT CONTROL BLDG
1122	BALLOON HANGAR
1123	AIRWAYS COMM SCHOOL BLDG
1124	FLYING CLOTHING BLDG.

HOSPITALS:

CAPACITY 308 BEDS
DISTANCE TO AND NAME OF NEAREST HOSPITAL

7.4	WARDS OR INFIRMARIES 12
7.5	DISPENSARIES 3
7.7	CLINICS AND PHARMACY 2
7.8	LABORATORIES
7.9	MORGUE
7.10	ADMINISTRATION 1 (A-1)
7.11	FLIGHT SURGEON
7.14	LOW PRESSURE CHAMBER 1
7.15	STOREHOUSE AND SUPPLY BLDGS 1 (SAY)
7.16	POWER HOUSE OR HEATER BLDG
7.19	GARAGE

WAREHOUSE AND STORAGE:

715	HOSPITAL STOREHOUSES & SUPPLY
826	CAMOUFLAGE WAREHOUSE & OFFICES
91	QM WAREHOUSES 9
92	COMMISSARIES 1
93	COLD STORAGE FACILITIES
94	QM OFFICE BLDG.
95	EQUIPAGE & REPAIR SHOP 1
98	LAUNDRY & DRY CLEANING
97	COAL STORAGE YARD
99	BAKERY
10.1	SIGNAL CORPS WAREHOUSES
10.2	CHEMICAL WARFARE SERVICE BLDG
10.4	DECONTAMINATION SHED
10.6	POST EXCHANGE WAREHOUSES
10.8	SALVAGE WAREHOUSE & YARD
12.2	AC WAREHOUSES 8
14.9	ORDNANCE WHSE & OFFICE (SEE ORDNANCE)
21.11	POST ENGINEER WHSE (SEE POST ENG. FAC.)
2113	AREA ENGINEER WAREHOUSE & OFFICE (SEE POST ENGINEER FACILITIES)

ORDNANCE AREA:

14.1	SMALL ARMS AMM STORAGE 3
14.2	SMALL ARMS AMM & OFFICE BLDG.
14.3	CHEM. OR INCEND. BOMB & PYROTECHNIC STOR 3
14.4	PYROTECHNIC MAG.
14.5	SEGREGATED STORAGE MAG.
14.6	UNDERGROUND MAG OR IGLOOS BARRICADES
14.7	BLACK POWDER IGLOO 1
14.8	CHEM. BOMB STORAGE MAG
14.9	WAREHOUSE & OFFICE 1
1410	AMM. SHOP & HEATING PLANT
1411	ARMAMENT SHOP & VAULT 1
1412	INERT COMPONENT WHSE
1413	PAINT, OIL & DOPE STORAGE
1415	TRAILER SHEDS
1417	DEMOLITION BOMB STORAGE
1418	FUSE STORAGE

MOTOR POOL AREA:

13.1	MOTOR REPAIR SHOPS 2
13.2	LIGHT MAINTENANCE SHOPS 1 (SP-14)
13.3	OIL STORAGE 3
13.4	GREASE & INSPECTION RACKS
13.6	SPARE PARTS WHSE
13.7	GASOLINE DISPENSING
13.8	QM GAS STORAGE
13.16	WASH RACK
13.15	DISPATCHERS HOUSE
13.17	GARAGE

SUB DEPOT:

12.1	BASE ENG. MAINT. & INSPECTION HANGAR 1
12.3	ARM INSP. & ADJUSTMENT BLDG.
12.4	BASE ENG. SHOP 1 (BES-2)
12.5	PARACHUTE BLDG 1
12.6	SUB-DEPOT HQ. & ADM BLDG
12.7	REGLAMATION SHED & YARD 1 (ERCL-4-4)
12.8	ENGINE CLEANING BLDG. 1 (ESO-D-4)
12.9	PAINT, OIL & DOPE STOR. 2
12.10	HEATED OIL STOR
12.16	PROPELLER SHOP

POST ENGINEER FACILITIES:

21.1	UTILITY YARDS
21.3	POST ENGR. OFF. BLDG 1
21.4	CARPENTER SHOP 1
21.5	PLUMBING SHOP 1
21.6	ELECTRIC SHOP 1
21.7	BLACKSMITH SHOP 1
21.8	PAINT SHOP 1
21.9	SHEET METAL SHOP 1
21.10	EQUIPMENT SHED - SNOW REMOVAL 1
21.11	POST ENGR WHSE 1
21.13	AREA ENGR. WHSE & OFF.
21.14	PAINT & OIL STOR. 1
21.16	TRACTOR REPAIR SHOP

FIRE PROTECTION:

8.12	FIRE STATION 3
11.7	CRASH TRUCK SHED 1

93 HYDRANTS
5 CRASH TRUCKS CLASS 135
1 CRASH TRUCK CLASS 125
1 CRASH TRUCK CLASS 150
1 CRASH TRUCKS CLASS 110
2 FIRE TRUCKS CLASS 500

GASOLINE STORAGE:

CAPACITY 625,000 GALLONS

WATER SUPPLY:

SOURCE 6 WELLS
POP. CAPACITY 8590

ELECTRICAL SUPPLY:

SOURCE KANSAS POWER & LIGHT COMPANY
CURRENT AC CYCLE 60
VOLTAGE 2400/4160
PHASE 3
STAND-BY FACILITIES

LIGHTING:

BOUNDARY
RANGE
RUNWAY CONTACT
FLOOD YES
BEACON ROTATING
STREET YES
WIND INDICATOR
CONTROL TOWER YES
OBSTRUCTION LIGHTS
PORT. POWER PLANT
MOBILE FLD LIGHTING

SEWAGE DISPOSAL:

TYPE SEDIMENTATION
CAPACITY 8590

BOMBING AND GUNNERY RANGE:

AIR TO AIR 18 MI. x 18 MI. 180 MI. W OF AF

AIR TO GROUND

PRECISION BOMBING
#1. 2 MI. x 2 MI. 22 MI. SW OF AF
#2. 2 MI. x 2 MI. 98 MI. ESE OF AF
#3. 2 MI. x 2 MI. 70 MI. E OF AF
#4. 2 MI. x 2 MI. 100 MI. ENE OF AF
#5. 2 MI. x 2 MI. 30 MI. ENE OF AF
#6.
#7. 2 MI. x 2 MI. 110 MI. WNW OF AF
#8. 2 MI. x 2 MI. 128 MI. WNW OF AF

GROUND GUNNERY RANGES:

POORMAN RANGES 20 POSITIONS AUTHORIZED

MACHINE GUN RANGES

RIFLE RANGES 30 CAL. 1
22 CAL. 1 6 TARGETS
PISTOL RANGES 1 6 TARGETS

SKEET RANGES 2 STANDARD 2 HIGH TOWER

SHOOTING IN OR TARGET BUTTS

REMARKS: RIFLE, SUB-MACHINE GUN AND PISTOL RANGE FACILITIES ARE AVAILABLE AT CAMP PHILLI

L-5

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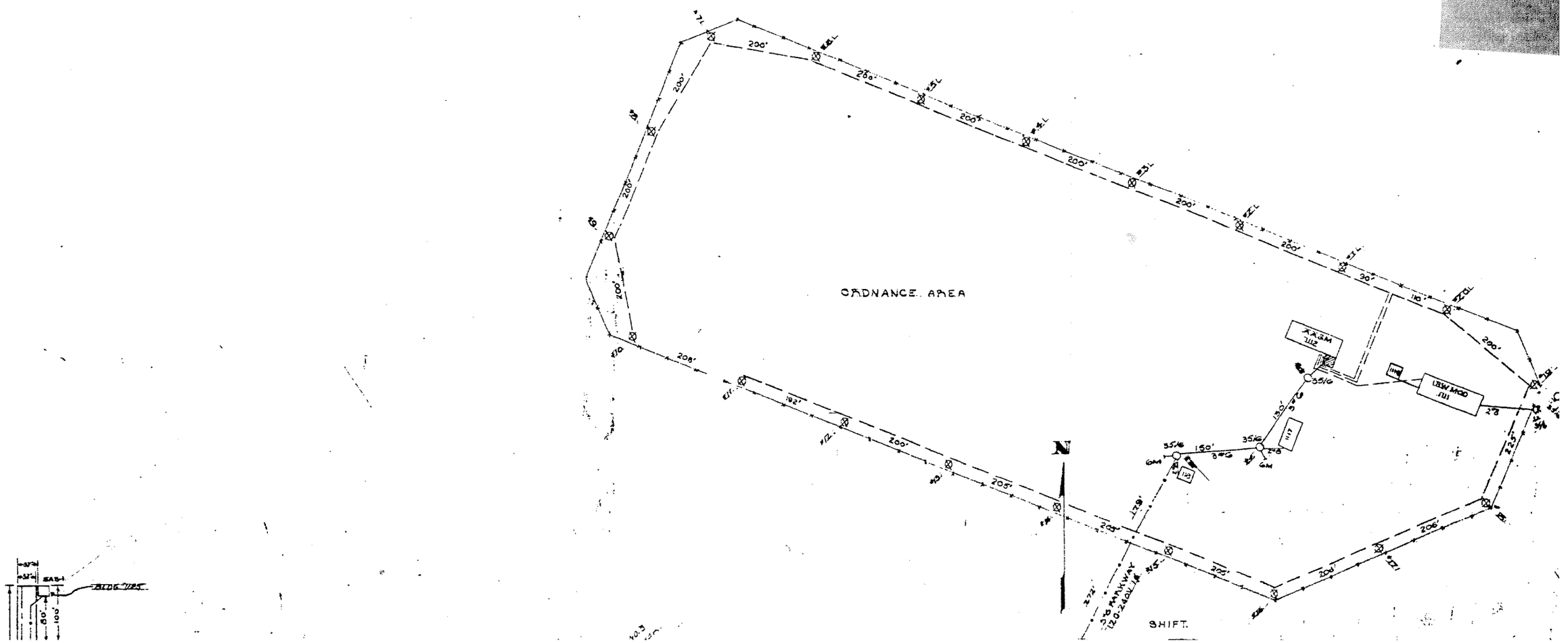

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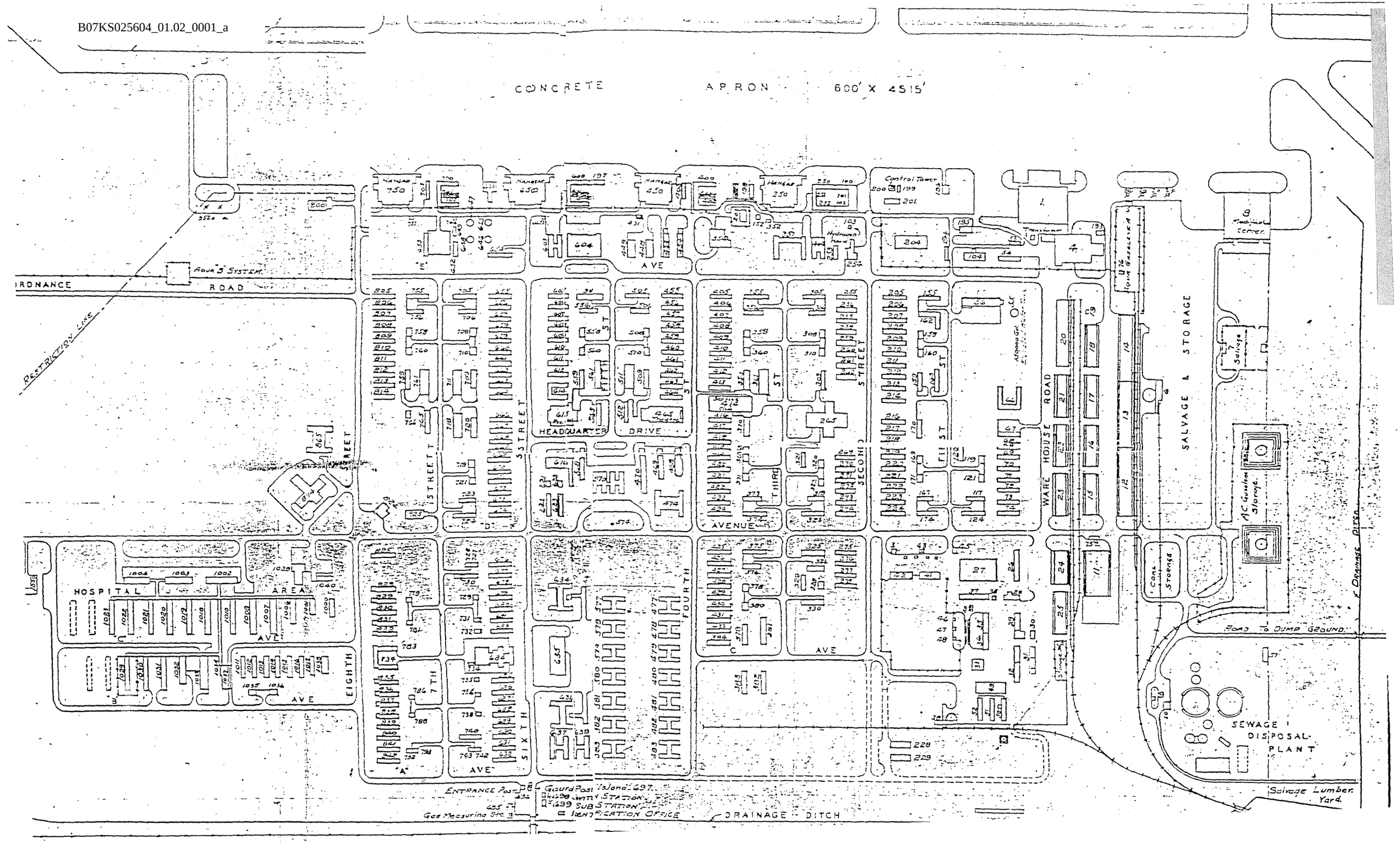

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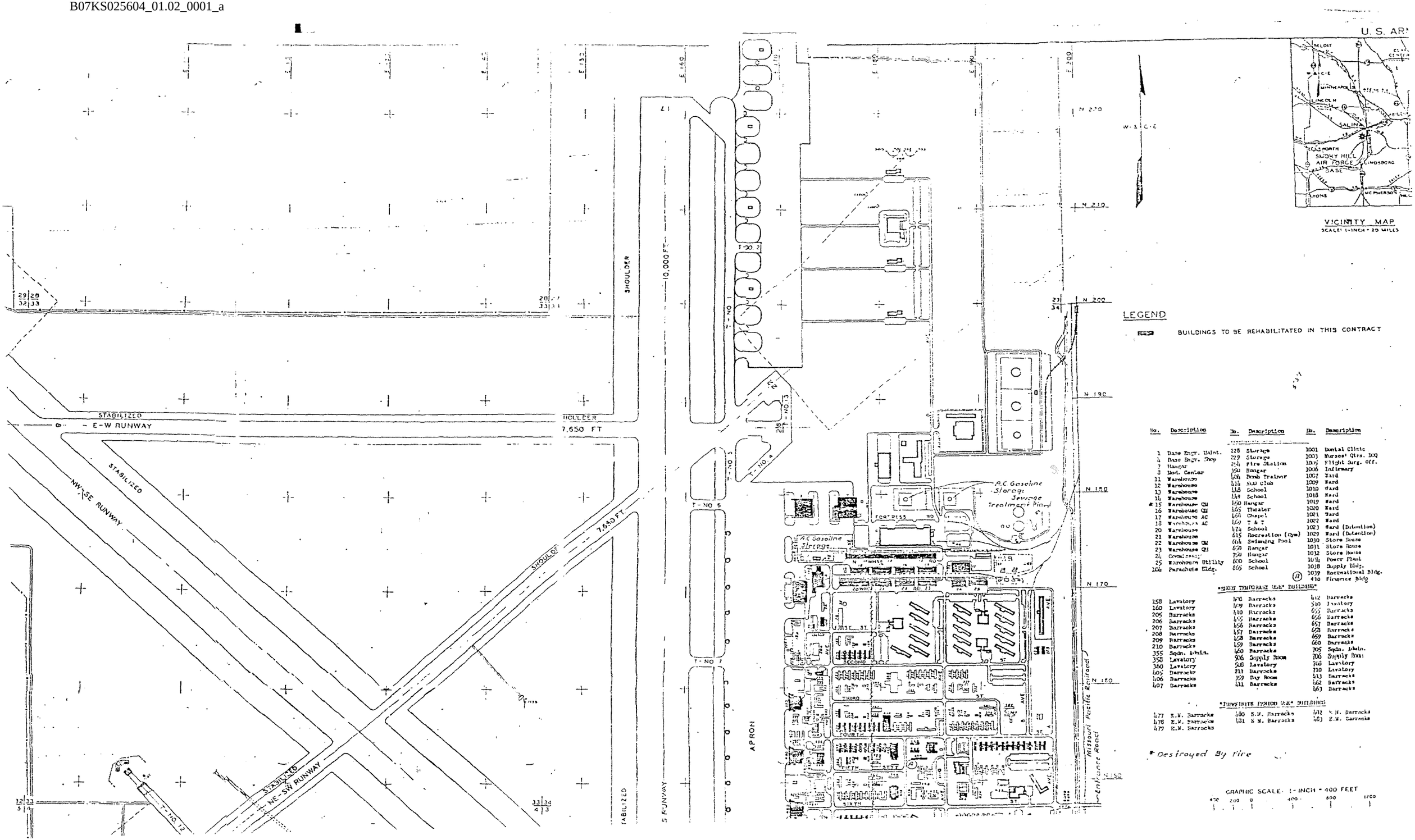

No.	Description	No.	Description	No.	Description
1	Base Engr. Maint.	228	Storage	1001	Dental Clinic
4	Base Engr. Shop	229	Storage	1003	Nurses' Qtrs. BOQ
7	Hangar	234	Fire Station	1005	Flight Surg. Off.
8	Med. Center	350	Hangar	1006	Infirmary
11	Warehouse	404	Bomb Trainer	1007	Ward
12	Warehouse	414	NCO Club	1009	Ward
13	Warehouse	418	School	1010	Ward
14	Warehouse	419	School	1018	Ward
*15	Warehouse GM	450	Hangar	1019	Ward
16	Warehouse GM	465	Theater	1020	Ward
17	Warehouse AC	468	Chapel	1021	Ward
18	Warehouse AC	469	T & T	1022	Ward
20	Warehouse	474	School	1023	Ward (Detention)
21	Warehouse	615	Recreation (Gym)	1029	Ward (Detention)
22	Warehouse GM	616	Swimming Pool	1030	Store House
23	Warehouse GM	670	Hangar	1031	Store House
24	Commissary	750	Hangar	1032	Store House
25	Warehouse Utility	800	School	1034	Power Plant
104	Parachute Bldg.	805	School	1038	Supply Bldg.
				1039	Recreational Bldg.
				(B) 410	Finance Bldg

SHORT TERM GRADE USE BUILDINGS*

158	Lavatory	408	Barracks	412	Barracks
160	Lavatory	409	Barracks	510	Lavatory
205	Barracks	410	Barracks	655	Barracks
206	Barracks	455	Barracks	656	Barracks
207	Barracks	456	Barracks	657	Barracks
208	Barracks	457	Barracks	658	Barracks
209	Barracks	458	Barracks	659	Barracks
210	Barracks	459	Barracks	660	Barracks
355	Sqdn. Admin.	460	Barracks	705	Sqdn. Admin.
358	Lavatory	906	Supply Room	706	Supply Room
360	Lavatory	908	Lavatory	708	Lavatory
405	Barracks	211	Barracks	710	Lavatory
406	Barracks	359	Day Room	513	Barracks
407	Barracks	411	Barracks	462	Barracks
				463	Barracks

INDEFINITE PERIOD USE BUILDINGS

477	E.M. Barracks	430	E.M. Barracks	432	E.M. Barracks
478	E.M. Barracks	431	E.M. Barracks	433	E.M. Barracks
479	E.M. Barracks				

*Destroyed By Fire

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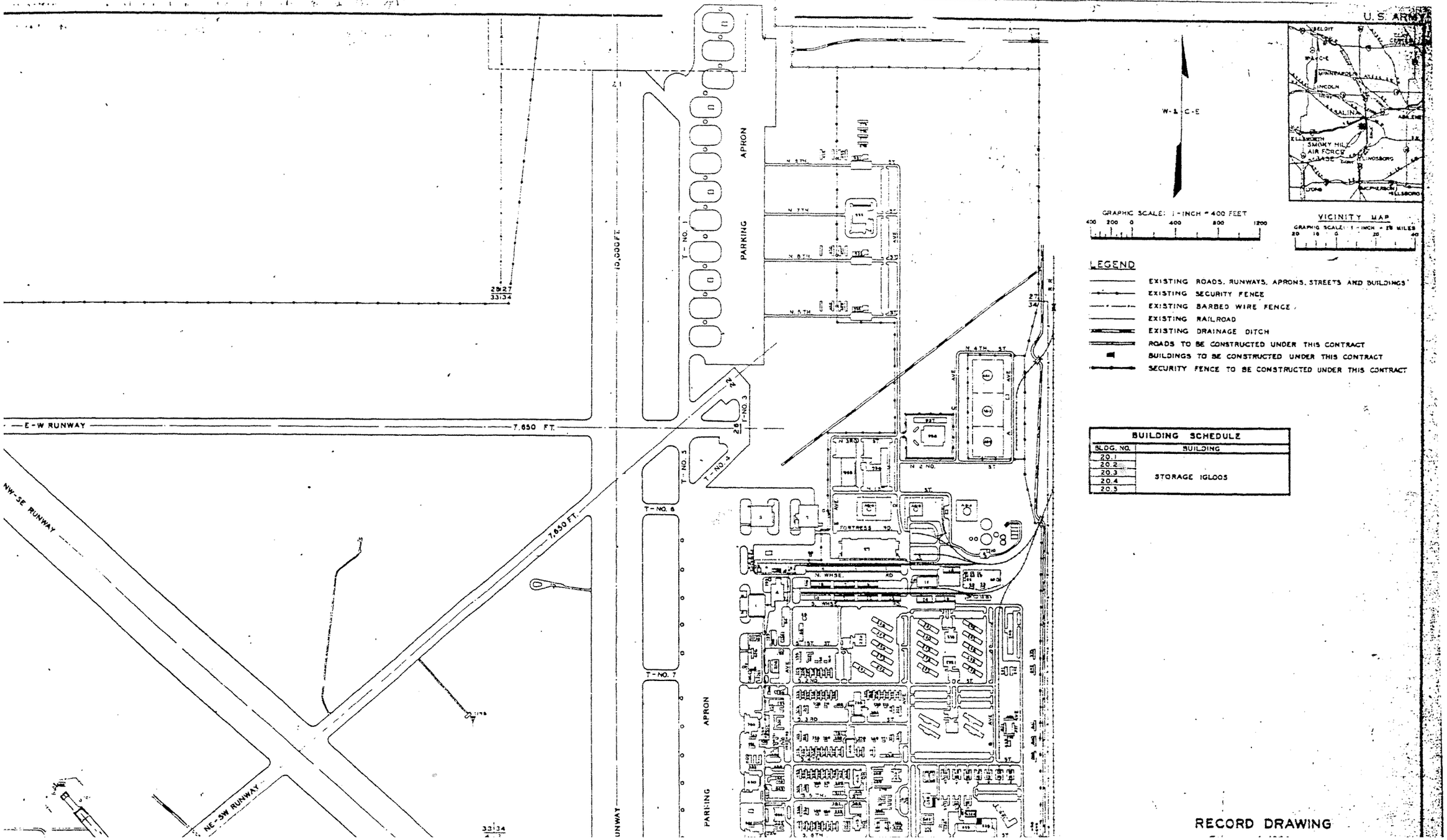

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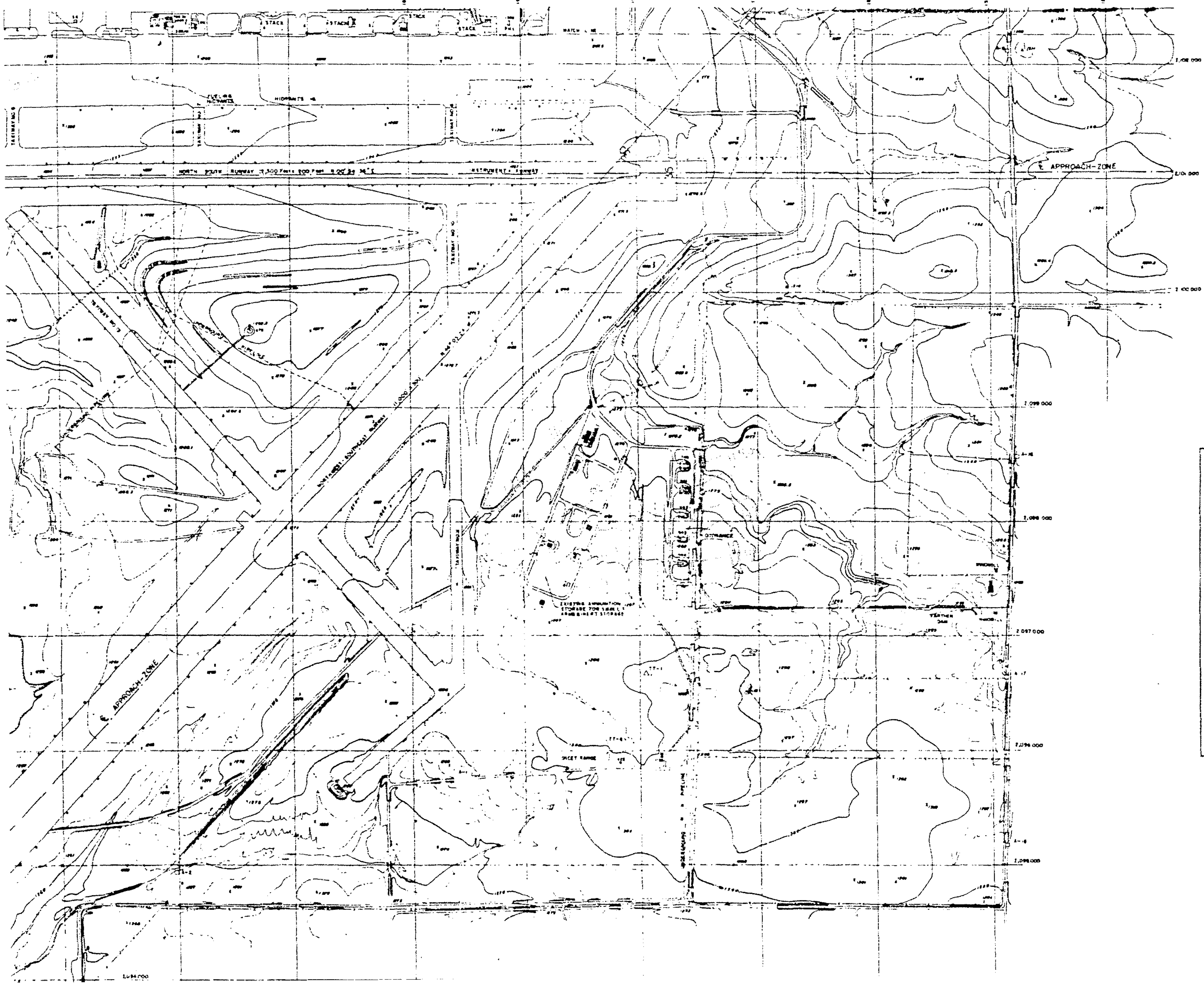


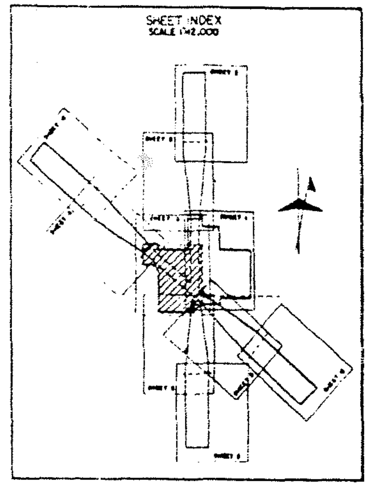
KEY TO SYMBOLS

AIRFIELD PAVEMENTS

STRUCTURES

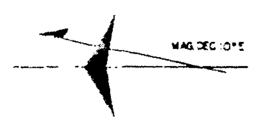
ROADS & PARKING

OTHERS



This certifies that this map conforms to contract specifications and to the National Standards of accuracy for Aerial Surveys

RYALL ENGINEERING CO.



KANSAS STATE GRID COORDINATES
TRANSVERSE MERCATOR PROJECTION

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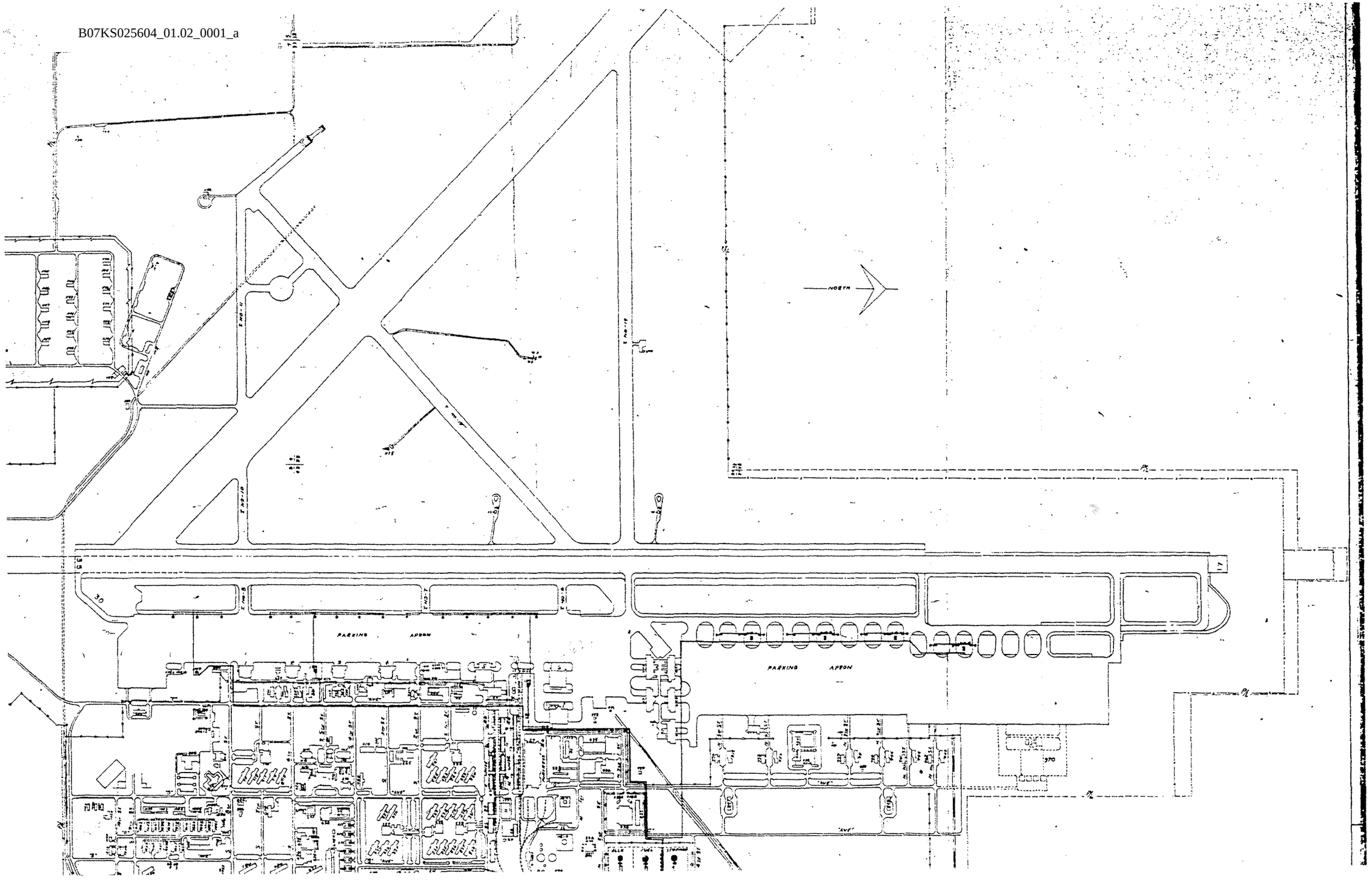

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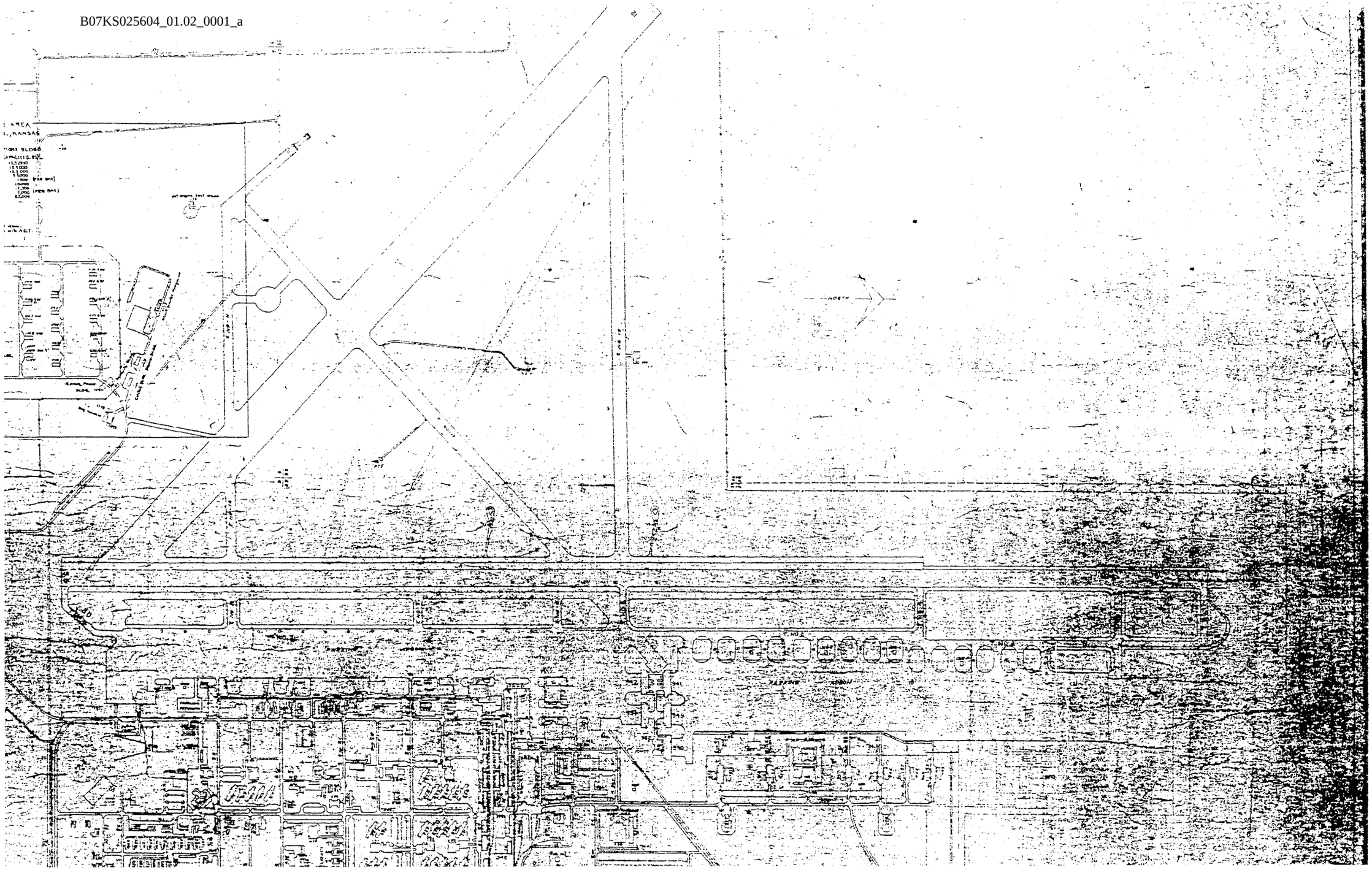
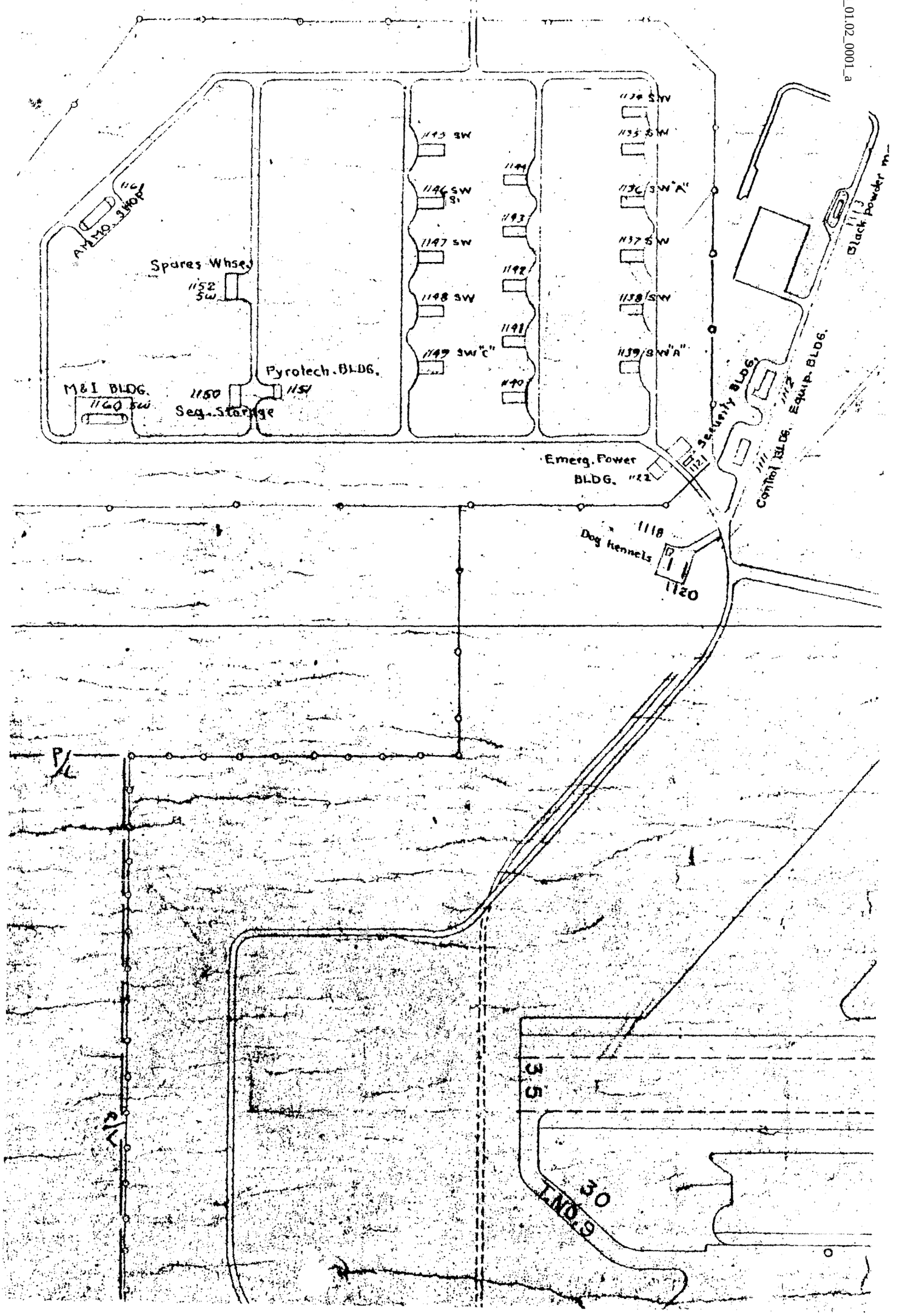


1143
1144 ~~150,000/75,000 1113~~ 55,009
1136 "A" Structure
1139 "A" Structure
1149 "C" Structure
No waiver in effect or required.

Note
Buildings numbered 1134 through 1149 are igloos.
All buildings marked "SW" are equipped with A.D.T. alarm systems



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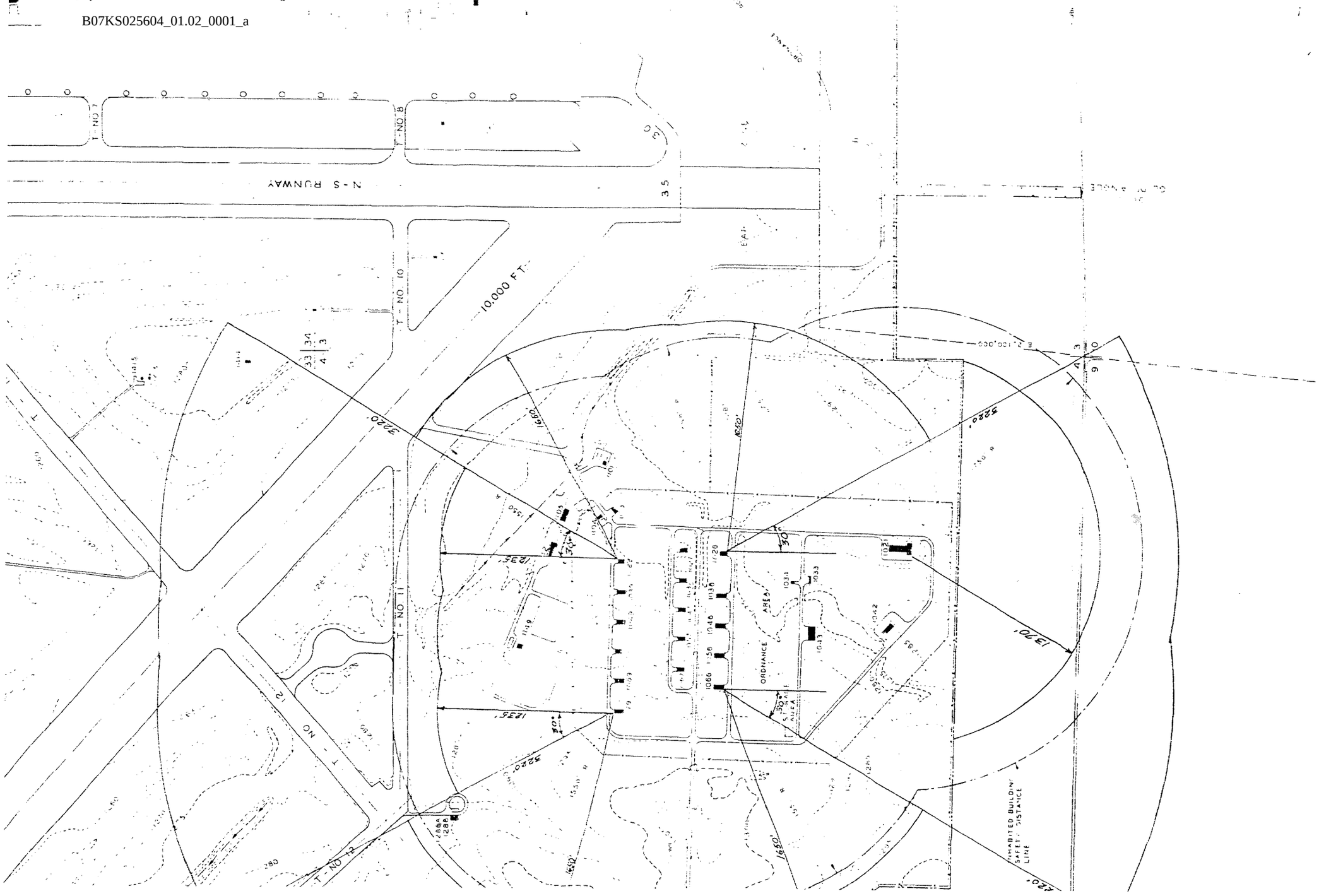

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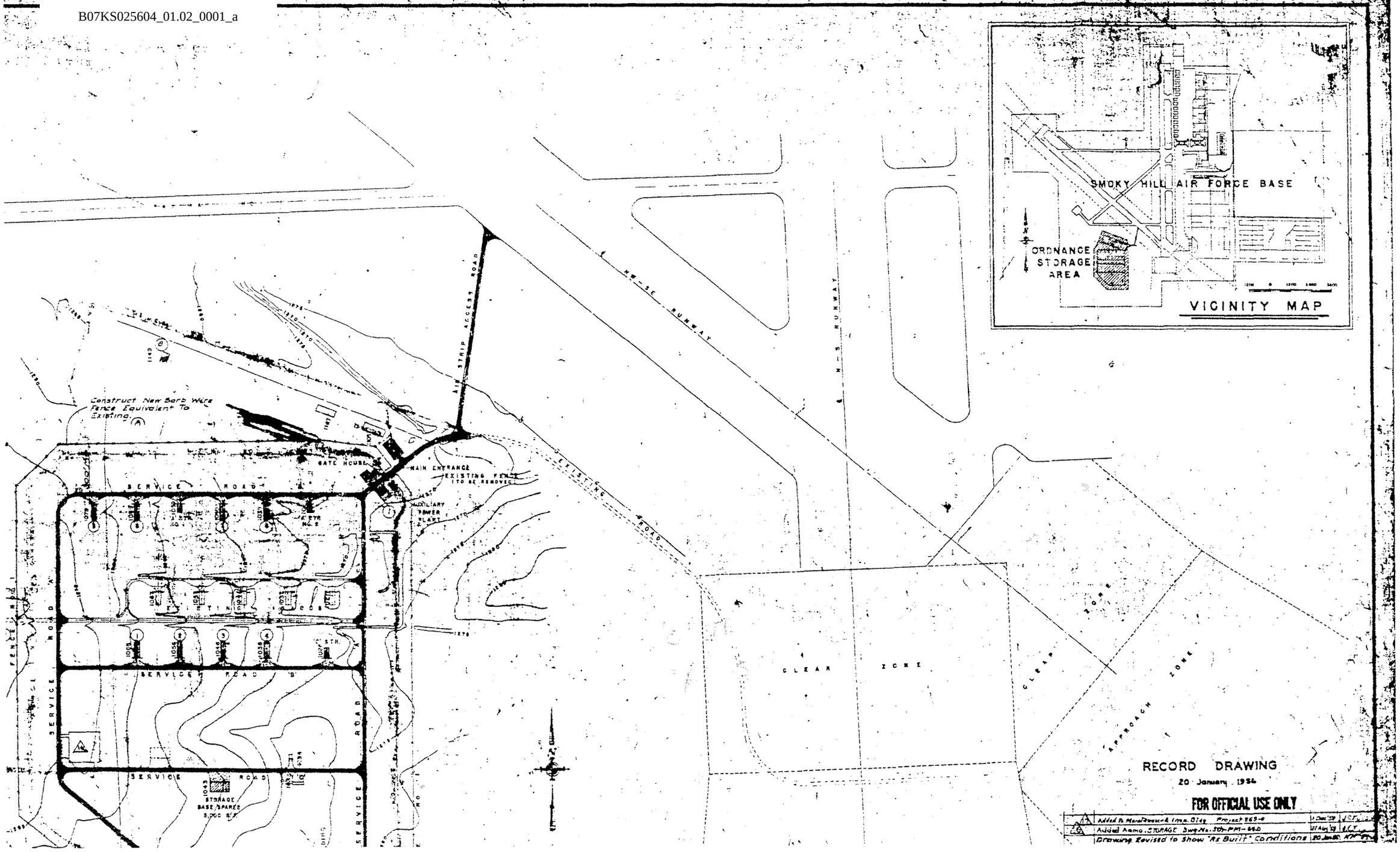
U.S. ARMY



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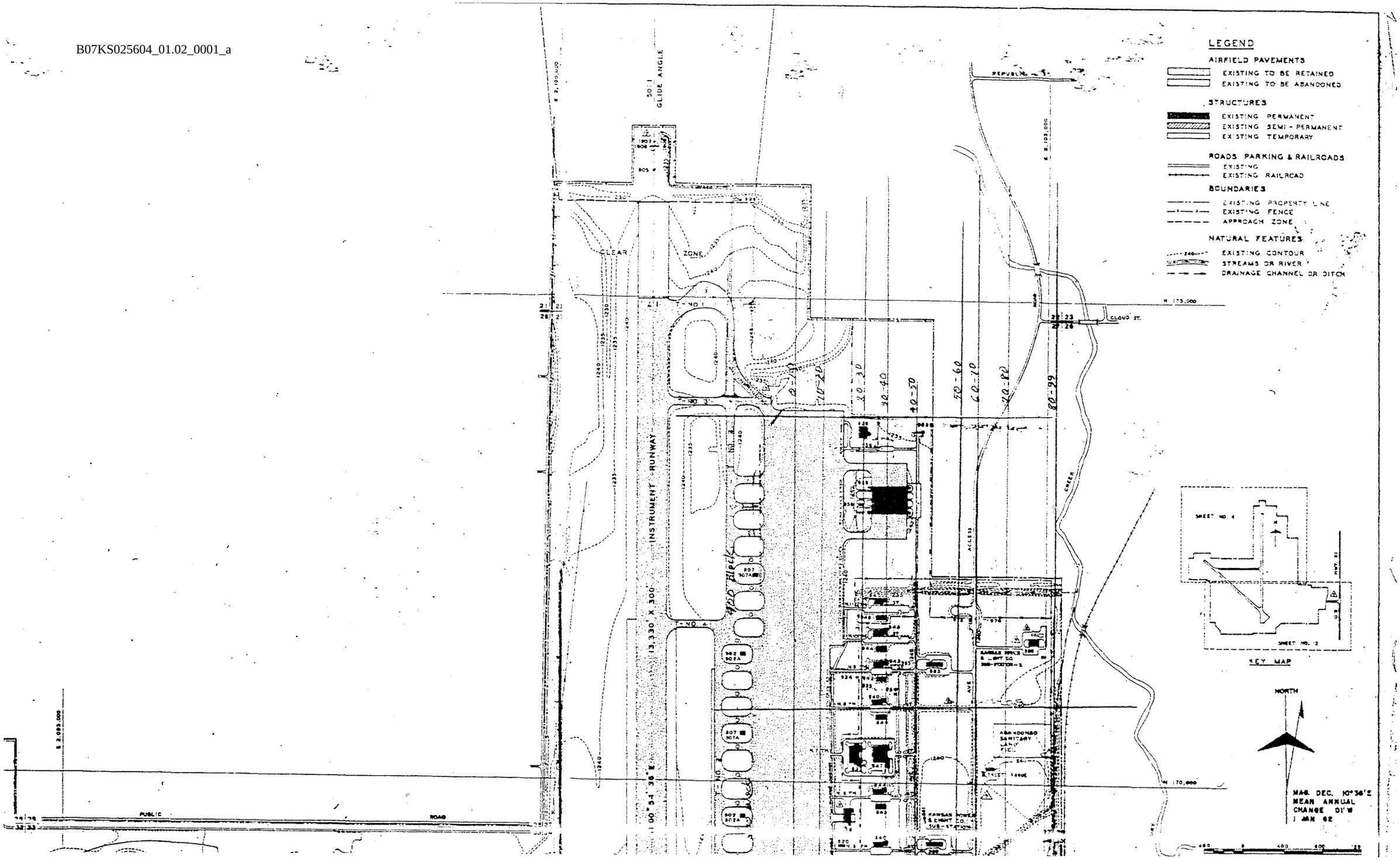

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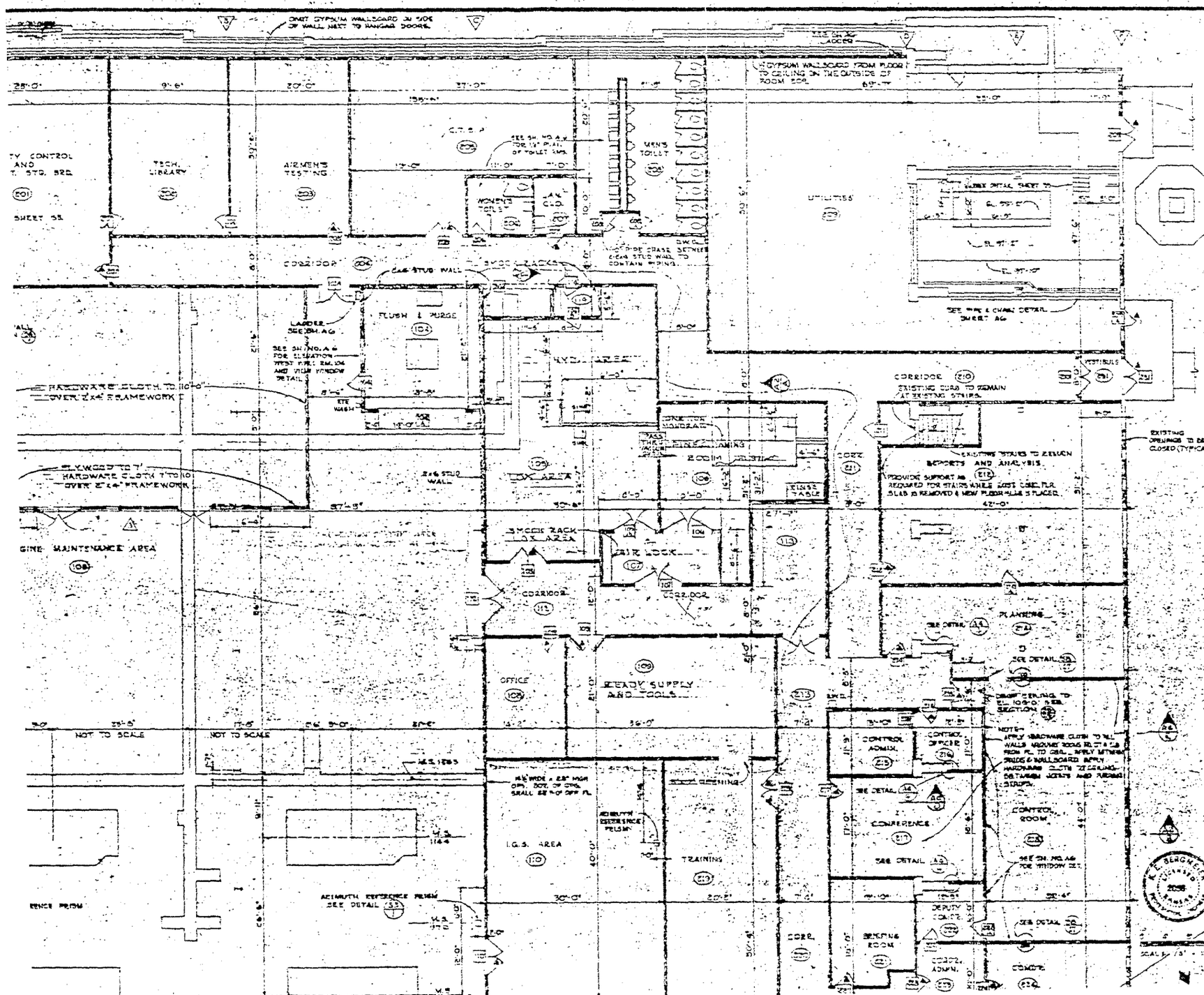


ROOM NO.	ROOM NAME	FLOOR: EXPOSED CONCRETE	FLOOR: ASPHALT TILE	BASE: WOOD BASE	BASE: CONCRETE BASE	WALL: WOOD STUD WITH 1/2" GYPSUM WALLBOARD	WALL: EXISTING CONSTRUCTION	WALL: WAINSCOT (4'-0" HIGH)	WALL: EXPOSED CONSTRUCTION	CEILING: ACOUSTICAL TILE	CEILING: 1/2" GYPSUM WALLBOARD	CEILING: EXPOSED CONSTRUCTION	CEILING: CEILING RING AROUND	CEILING: HEIGHT TO FINISHED CEILING	CEILING: MIN. PERIL CLEAR SPACE ABOVE FLOOR	SEE NOTE NO. BELOW
101	GENERAL PURPOSE AREA	●					●			●					10'-0"	
102	MISSILE ASSEMBLY AREA	●		●		●				●						1
103	ENGINE MAINT. AREA	●		●		●	●	●		●					15'-0"	
104	FLUSH AND PURGE	●			●	●		●		●				10'-0"		
105	HYDRO AND EXPS	●		●		●		●		●			●	10'-0"		
106	ENGINE CLEANING ROOM	●		●		●		●		●			●	10'-0"		11
107	AIR LOCK	●		●		●		●						10'-0"		
108	OFFICE	●		●		●				●			●	10'-0"		
109	READY SUPPLY & TOOLS	●		●		●				●				10'-0"		
110	I.G.S. AREA	●		●		●		●		●			●	10'-0"		
111	ELECTRONIC COMP. STD.	●		●		●				●			●	10'-0"		
112	CORRIDOR	●		●		●		●						10'-0"		
113	BOOK CLEANING AREA	●		●		●		●		●				10'-0"		
114	AIR LOCK	●		●		●		●		●			●	10'-0"		
201	MAIL CONT. & MAINT. STD. SEC.	●		●		●	●			●			●	10'-0"		1
202	TECH. LIBRARY	●		●		●				●			●	10'-0"		
203	AIRMEN'S TESTING	●		●		●				●			●	10'-0"		
204	CORRIDOR	●		●		●				●			●	10'-0"		
205	C.T.A.R.	●		●		●				●			●	10'-0"		
206	WOMEN'S TOILET	●		●		●		●		●				10'-0"		3
207	JANITOR'S CLOSET	●		●		●		●		●				10'-0"		7
208	MEN'S TOILET	●		●		●		●						10'-0"		2
209	UTILITIES	●		●										8'-0"		1,4,8
210	CORRIDOR	●		●		●				●			●	VARIES		4,5,7,7
211	CORRIDOR	●		●						●			●	10'-0"		
212	REPORTS AND ANALYSIS	●		●		●				●			●	VARIES		4,5,10
213	CORRIDOR	●		●		●				●			●	10'-0"		
214	PLANNING	●		●		●				●			●	VARIES		4,5,10
215	CONTROL ADMIN.	●		●		●				●			●	10'-0"		
216	CONTROL OFFICER	●		●		●				●				11'-0"		4
217	CONFERENCE	●		●		●							●	7'-0"		
218	CONTROL ROOM	●		●		●				●				11'-0"		4
219	TRAINING	●		●		●				●			●	10'-0"		
220	CORRIDOR	●		●		●				●			●	10'-0"		
221	SERVICING ROOM	●		●		●				●			●	10'-0"		
222	DEPUTY COMMANDER	●		●		●				●				11'-0"		4
223	COMMDR. ADMINISTRATION	●		●		●				●				11'-0"		4
224	COMMANDER	●		●		●				●				11'-0"		4
225	COMMUNICATIONS OFFICE	●		●		●				●			●	10'-0"		
226	TERMINAL ROOM	●	●	●		●				●				14'-6"	11'-6"	
227	BATTERY ROOM	●		●		●				●				15'-6"		
228	COMM. MAINTENANCE	●		●		●				●			●	10'-0"		
229	COMM. EQUIPMENT	●	●	●		●	●			●			●	VARIES	10'-6"	1,4,10
230	VESTIBULE	●		●		●				●				11'-0"		4
231	CORRIDOR	●		●		●							●			9

NOTES:
1. FOR WOOD BASE ON STUD WALLS ONLY.
2. WAINSCOT ON WALL BEHIND URINALS & LAVATORIES & ABOVE IS ON SOUTH WALL & LAVATORY.
3. WAINSCOT ABOVE WINDOW CENTERED ON LAVATORY ONLY.
4. CEILING SET COLLINEAR WITH SHALL BE PARALLEL TO BOTT. OF EXISTING 2ND FL. JOISTS, HEIGHT 11'-0".
5. CEILING HEIGHT WEST OF COLUMN LINE "E" IS 10'-0".
6. CEILING HEIGHT WEST OF COLUMN LINE "E" IS 11'-6".
7. WAINSCOT IN SOUTH WEST CORNER EXTEND 4'-0" NORTH, AND EAST TO DOOR.
8. NO WALLBOARD SHALL BE USED ON ALL WOOD WALLS AND CEILINGS.
9. FIBER PARTITION
10. CEILING INSULATION WEST OF COLUMN LINE "D" ONLY
11. FASTEN 13 GA. GALV. HARDWARE CLOTH CEILING

FIRST FLOOR PLAN - AREAS NO 1 & 2

SCALE 1/8" = 1'-0"

1. ELEVATION 100'-0" EQUALS ELEVATION 1254.21 AS SHOWN ON CIVIL DRAWINGS.
ALL PARTITIONS ARE 2x4 STUD EXCEPT AS OTHERWISE NOTED.
SEE SHEET A2 FOR GENERAL NOTES.

△ REMOVE APPROX. 350 SQ.FT. CONCRETE FLOOR, COMPACT PRESENT SUBGRADE & PLACE NEW CONCRETE.

RECORD DRAWING

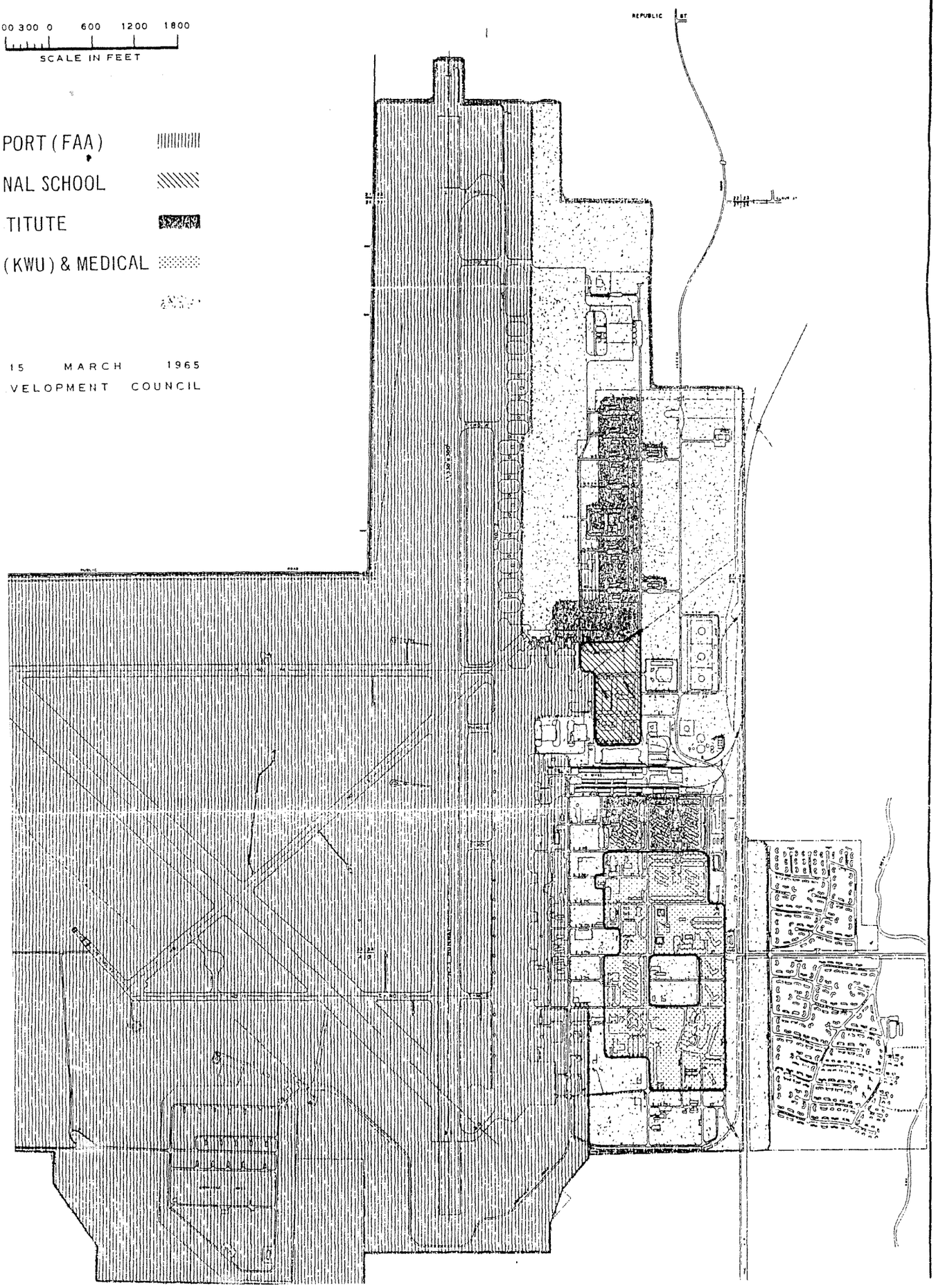
ND USE PLAN

CHILLING AFB
ALINA, KANSAS

00 300 0 600 1200 1800
SCALE IN FEET

PORT (FAA)
NAL SCHOOL
TITUTE
(KWU) & MEDICAL

15 MARCH 1965
VELOPMENT COUNCIL



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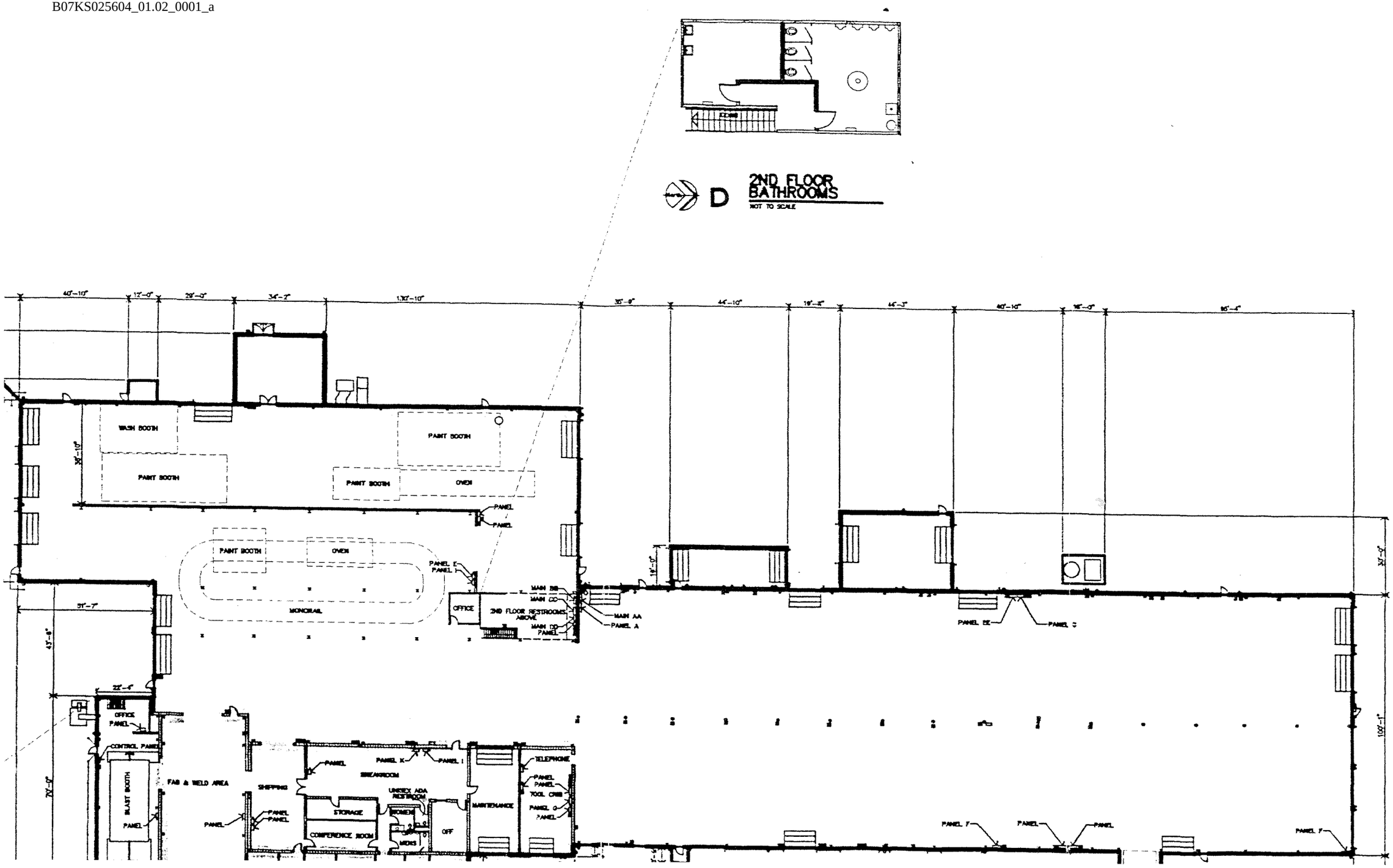

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SALINA, KANSAS

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
for the former
SCHILLING AFB
SALINA, KANSAS
PROJECT NUMBER B07KS025604

APPENDIX M

ARCHIVES SEARCH REPORT CORRESPONDENCE

(Not Used)

ORDNANCE AND EXPLOSIVES
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